

**PETER HALL MEMORIAL - 6 HOUR MODERN REGULARITY RELAY**  
**MALLALA MOTOR SPORT PARK – 6th MAY 2018**  
**General Supplementary Regulations**

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**ADMINISTRATION**

**1. NAME**

The Event shall be known as the Peter Hall Memorial - 6 Hour Modern Regularity Relay.

**2. AUTHORITY**

Held under the FIA International Sporting Code including Appendices and the National Competition Rules of CAMS, the Standing Regulations for Speed Events, the Standing Regulations for Modern Regularity, together with these Supplementary Regulations and any Further Supplementary Regulations issued by the Organiser. The 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](http://www.cams.com.au)

The Event will be conducted under CAMS Permit Number: **518/0605/02**

**3. PROMOTERS**

The Event will be promoted by the Marque Sports Car Association Inc.,  
Secretary, Sue Stephenson, P.O. Box 338, DAW PARK. 5041.

The Organising Committee shall comprise:

Rob Hankinson, Adrian Flynn, Sue Stephenson  
P.O. Box 338, DAW PARK. 5041.

**4. DATE & VENUE**

The Event shall be a Multi-Club Modern Regularity Relay Meeting open to any CAMS affiliated Car Clubs and conducted at Mallala Motor Sport Park on Sunday 6th May 2018 with practice on Sunday 6th May 2018 at 9.00am. The Event will start at 11.00 am sharp. The circuit is 2.6km long and the direction of competition is clockwise.

**4a. INSURANCE**

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](http://www.cams.com.au).

#### 4b. PROTESTS

All protests must be lodged in writing in accordance with Part XII NCR and must be accompanied by the appropriate fee (NCR Appendix “R”).

##### Other Key Dates:

Entries Open: Publication of Supplementary Regulations (refer Clause 11 for details)  
Entries are \$120.00 per car/Driver combination  
Entries close: Monday 23rd April 2018 (Refer Clause 11 for details)

Information Night: Monday 23rd April 2018 (Refer Clause 9 for details)

#### 5. OFFICIALS

Secretary of the Meeting	Sue Stephenson - Licence No 9236828
Clerk of the Course	Rick Staehr – Licence No 1146313
Assist. Clerk of the Course	Rob Hankinson – Licence No 9930899
Chief Timekeeper	Sue Stephenson – Licence No 9236828
Chief Scrutineer	Robin Mutter – Licence No 1043028
Pit Exit Marshall	Barry Kitts
Chief Flag Marshall	SAMROA

#### 6. STEWARDS

Andrew Robinson  
Kathy Schmid

#### 7. JUDGES OF FACT

Judge of Noise	Clerk of the Course & Assist Clerk of the Course
Judge of Finish	Chief Timekeeper
Judge of Driving Standards	Clerk of the Course & Assist Clerk of the Course

### NATURE OF EVENTS AND AWARDS

#### 8. THE EVENT

The Event will be conducted on the basis of a competition between Teams of Cars, the Event being aimed at Club level motor sport. The Event shall be run with Drivers of each of the teams completing timed laps against the clock to a maximum of 30% per Driver, of the total number of the teams nominated laps. Each Driver must perform a minimum of 10% of the teams nominated laps unless physically incapable. The number of laps completed by the individual Driver in any session (up to a maximum) is at the discretion of the Team Manager. (Refer to Clause 38 – Penalties if Drivers exceed or fail to drive correct nominated laps)

At the conclusion of their session, cars and Drivers must signal their intention to leave the track by the raising of an arm so as to be clearly visible to other Competitors and to the Timing Tower. They will then enter pit lane via the track exit road and proceed to the **sash changeover area** where the next car (one from each team) will be waiting to effect the changeover. Once the sash changeover has been completed to the satisfaction of the Gate Marshall, they will be permitted to proceed onto the track to continue.

**The objective being for the Team to carry the sash over a number of laps of the circuit as near as possible to the number ALLOCATED prior to the commencement of the Event and for each Driver to complete each of his/her laps as near as possible to his/her nominated lap time to produce bonus laps.**

The Event shall be run as a Regularity Run, so that at the outset, each Team will have as near as possible an equal opportunity to win the Event. Team Managers may change their Competitors nominated times in writing no later than 10.00am on Sunday 6th May 2018 to the Event Secretary. The winning team will be the team that finishes with the best percentage of achieved laps at the conclusion of the Event.

If in the opinion of the Organisers, any team is deemed not to be competing in the spirit of the event they may be excluded from the results.

The method of calculating this factor is detailed in Clause 37.

The Organisers reserve the right to alter, abandon, cancel or shorten the Event in accordance with NCR 59 or if the number of entries received by the closing date is, in their opinion insufficient. The event may be altered or abandon if any part of the course is rendered impassable.

## **9. INFORMATION NIGHT**

All Team Managers MUST attend and all Team Members are encouraged to attend an information night on Monday 23rd April 2018 at 7.30pm at the M.G. Car Club rooms, 93 Chief Street, Brompton (parking available at rear of Club rooms). Officials and Organisers will be on hand to answer questions about Eligibility, Scrutineering, Penalties, Use of Flags, and any other aspects of the Event. The Team Manager's Kit will be distributed on Sunday 6th May 2018 at 8.00am with a \$50.00 deposit being put on the vests – this will be given back when the Managers Kit & Vest are returned to the Event Secretary on Sunday 6th May 2018.

## **10. AWARDS & PRESENTATION**

Prizes will be awarded to the winning Teams and Drivers in the categories detailed below. These will be presented at a BBQ Dinner following the Event on Sunday 6th May 2018 commencing at approx. 6.00pm. BBQ Dinner tickets are \$15.00 per head via entry form.

**PRE-BOOKING IS ESSENTIAL on your entry form.**

### **1<sup>st</sup> Place – 2<sup>nd</sup> Place – 3<sup>rd</sup> Place**

The Team with the highest percentage of achieved laps will be 1<sup>st</sup>, next highest 2<sup>nd</sup>, etc.

### **Best Presented Team**

This will be judged by members of the Organising Committee based on car condition, neatness of Team, pit attire and deportment of all Team personnel.

Each of the Team Drivers and Team Manager of the winning Team will be awarded a prize.

NOTE: Each Team will be eligible for only one Award, except for the Best Presented Team Award.

### **Trophies will also be awarded:**

Most Impressive Hard Luck Story Award

## **ENTRY DETAILS AND COMPOSITION OF TEAMS**

### **11. ENTRIES**

Entries will be limited to 30 teams, minimum of four (4) maximum of six (6) Drivers per team. Entries open on publication of supplementary regulations and close on Monday 23rd April 2018.

Each **Team Driver** must complete Official Entry Form attached to these Regulations and accompanied with full payment be submitted to the **Team Manager**.

**Incomplete forms may not be accepted.**

If you have a completed Team, please fill out **Form B** and lodge this form with all **Form A's** and entry fees, ensuring that all names and addresses are legible, including those of any Parents or Guardians and Nominated Officials Names.

Individuals unable to form a Team can send their entry form to the Event Secretary who will endeavour to arrange a composite team. Submit all forms with entry fees to the Event Secretary at the address listed in Clause 3.

**Nominated Times must be in whole seconds.**

Cheques should be made payable to Marque Sports Car Association Inc. (M.S.C.A.) or direct credit transfer of funds to the MSCA account as follows, receipt attached to entry form:

BSB: 085-005

ACC NUMBER: 207426236

Entries will be accepted in order of receipt and the Team's Marshalling area position will also be based on order of receipt.

The Event Secretary and the Organising Committee reserve the right to refuse to accept any entry without assigning a reason in accordance with NCR 83.

**PHONE ENTRIES WILL NOT BE ACCEPTED,  
NOR WILL ENTRIES BE ACCEPTED ON THE DAY OF THE EVENT.**

The maximum number of entries will be limited to 180 entries. If over subscribed, to effectively operate the event, the acceptance of entries shall be at the sole discretion of the Event Secretary and the Organising Committee.

### **12. FEES**

The entry fee is \$120.00 per car/Driver combination provided the entry is received by 23rd April 2018. The entry fee does not include garage hire or private practice which is available on Saturday 5<sup>th</sup> May 2018. (arrangements directly through Mallala Motor Sport Park ph. 8276 7744).

### **13. COMPOSITION OF TEAMS**

Each Team will consist of a minimum of 3 cars and 4 Drivers and a maximum of 6 cars and 6 Drivers. Competition will only be permitted to car/Driver combinations nominated on the entry form unless otherwise approved in writing by the Clerk of the Course. A breach of this requirement may lead to exclusion of the team. Each Team will appoint a Team Manager, who may also be a Driver who will wear the identifying vest and will receive all correspondence regarding the Event.

## 13a TEAM MANAGERS

The Team Managers will be responsible for the management of their nominated Team leading up to and during the Event. He/she will be required to nominate (on the appropriate form attached) Drivers names, Club membership and licence numbers, Drivers lap times and the name of any team crew members. All Drivers and crew members will be issued with wristbands at sign on. He/she must ensure that all competing team vehicles and Drivers apparel comply with the regulations on the Scrutineering sheet before they are presented for Scrutineering and the **allocated numbers** are attached to the vehicle in the appropriate place. (numbers will be supplied on Sunday 6th May 2018 in Managers Kit) He/she is responsible for ensuring all of the team (including any service crew) behave in a responsible manner at all times, in keeping with the Supplementary Regulations and the spirit of the Event. He/she will decide in which order the team members will enter the track, and ensure that the next Driver out, is in their car in Form-up ready to compete, well in advance of their due time out. He/she is also responsible for supplying one person capable of performing Official duties during the day as directed by the Clerk of the Course or Assistant Clerk of the Course.

## VEHICLE AND DRIVER CRITERIA

### 14. ELIGIBILITY OF CARS

Entries are open to CAMS members for the following categories of vehicles:

- Marque Sport Cars
- Street Sedans
- Sports Cars
- No Open Wheel Cars

Other categories at the discretion of the Event Secretary and the Organising Committee

14a.  
All competing vehicles must be prepared and equipped in conformity with the relevant provisions of the Scrutineering Sheet of the MSCA which you will find attached to these Supplementary Regulations. All vehicles should be clean and free of body damage. CAMS L2S Licences, CAMS affiliated Car Club Membership Card, Log Books (if issued), helmets and Drivers clothing must be submitted at Scrutineering.

### 14b. FUEL

Fuel will be available at the track. Cars with Historic Log Books will be allowed to use Alcohol Fuels. Other categories must use Commercial Fuels, as defined in Schedule G of the CAMS Manual. Leaded racing fuel is permissible as per CAMS Manual Schedule G. Payment is via credit card in auto fuel machine.

### 14c. REPLENISHMENT OF VEHICLES

All refuelling, replenishment and repairs on vehicles must be carried out in the Paddock Area only, when refuelling you must have a fire extinguisher on hand.

## 15. VEHICLE IDENTIFICATION MARKS

Each Team will be supplied with one set of the allocated number for each car by the MSCA and will comply with Schedule K of the CAMS Manual of Motor Sport and will be at least 280mm high. Numbers will be self adhesive and must be displayed on the left hand side of the vehicle so as to be visible by Timing and Flag Marshalls.

## 16. FLAGS

**All Competitors are required to be familiar with the meaning of the various flags that will be used.**

The flags that will be used in the event will be:

- GREEN: Start flag or resume competing if seen during the Event  
BLUE: Waved – a faster car is about to overtake  
YELLOW: Motionless – reduce speed, do not overtake, prepare to change direction – hazard beside or partly on track  
Waved – reduce speed, do not overtake, prepare to change direction – hazard wholly or partially blocking track.  
RED: Slow right down to walking pace, abort lap and return to pit lane.  
BLACK FLAG WITH AN ARROW SIGN AT START/FINISH WITH NUMBER:  
Return to pits immediately via return road and report to Pit Lane Officials.  
CHEQUERED FLAG  
Finishing Flag

**All flag signals must be obeyed.**

**Failure to comply may incur lap penalties and the Driver may also be charged with an offence. The charge will be heard by the Stewards.**

## 17. TYRES

Competitors are reminded that this is an endurance Event and tyre condition should be appropriate. In the event of wet conditions, the Clerk of the Course may exercise his discretion to permit only cars equipped with wet weather tyres to enter the track. Tyres are subject to scrutineer's approval, spiked or studded tyres are prohibited.

## 18. NOISE

All vehicles must be fitted with an effective muffler in such a manner so as to reduce the noise level in accordance with Schedule B of the CAMS Manual of Motor Sport. Competitors are advised that a vehicle noise level limit is in force of 95 dB (A). A sound level meter may be used and vehicles which measure in excess of 95dB (A) at a 30m drive past, may be shown the in arrow and not permitted to compete in the event until the problem has been rectified.

## 19. SCRUTINY 8.00am – 10.00am

All cars must be presented to the Scrutineers on Sunday 6th May 2018 and bear their O.K. sticker before being permitted onto the circuit. All cars will be Scrutineered in the "Scrutiny Bay" any car not presented by 10.00am may be excluded from the event without refund of fee. All Competitors must present themselves to pre-event scrutiny in the "Scrutineering Bay" prior to Scrutineering and produce their Current CAMS Licence (minimum requirement Level 2S), current CAMS affiliated Club Membership Card and CAMS Log Book (if issued). All Competitors and crew must sign on and receive a wrist band at scrutiny. The helmet and clothing that he/she will be using will be checked by the scrutineer who is scrutineering the car. Competing cars shall abide by Schedule A and Schedule B in the CAMS manual; notwithstanding the above requirements each automobile registered for road use shall not, when competing in Drifting, Single- and/or Multi-car speed events (other than racing), be required to comply with the provisions of sub-sections c, e, f, h, k, n and o of this Schedule.

Cars considered unsafe or unsuitable to continue may be excluded from further competition.

19a.

Road registered vehicles need no special preparation other than that of;

- A approved fire extinguisher
- If fitted with an opening front panel, e.g. bonnet utilise two separate fastening systems (schedule B)
- Be fitted with a return mechanism which in the event of any throttle linkage or throttle system failure will close each throttle.
- Display a BLUE triangle of sides 150mm indicating the location of the battery
- All forward facing glass lamps must be completely covered with clear adhesive tape, Eg Contact
- Also See CAMS Speed Event Standing Regulations; Section 12,

Safety cages are not compulsory (schedule J) but highly recommended.

All open cars are required to have a safety cage, unless fitted with Factory Roll Over Protection.

(Approval is at the sole discretion of the chief scrutineer.)

ALL Drivers MUST wear a CAMS approved helmet whenever on the circuit (Schedule D) seat belt or harness, goggles/visor (where applicable). Drivers must wear flame resistant clothing from throat to wrist to ankle and include suitable non flammable footwear whenever on the Circuit. All safety equipment must conform to NCR141. Working brake lights are COMPULSORY

Should any Competitors car leave the Mallala Motor Sport Park front gates after being scrutineered they will be required to be re-scrutineered before being allowed back on the circuit.

## 20. ELIGIBILITY OF DRIVERS

Drivers must be a current financial member of the MSCA or CAMS affiliated Club and possess a current CAMS Level 2S Licence as a minimum requirement. Competitors requiring Level 2S Licences are advised to contact CAMS, the MSCA Event Secretary or their Club who is authorised to issue these licences prior to the event. All Drivers must drive within the spirit of the event and no overdriving will be allowed. (Refer Clause 38 – Penalties)

### 20a 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.

## 21. PHYSICALLY HANDICAPPED DRIVERS

The Team Manager is required to advise the Clerk of the Course at any time on Sunday 6th May 2018 when a Driver with a pre-existing physical impairment is on the circuit. This is to be communicated by the Team Manager reporting to the Event Secretary prior to that person’s entry to the track and requesting communication with the Clerk of the Course who will inform all relevant officials and Ambulance personnel.

## **THE MODERN REGULARITY RELAY SUNDAY 6th MAY 2018**

### **22. PRACTICE 9.00am – 10.00am**

Practice will be on 6th May 2018, to ensure all Drivers practice their sash change and get a nominated time.

Only one car from each Team may practice at any one time, and this car must carry the sash whilst on the circuit. Team cars may, however, change over as often as desired. Sash changes and team skills practice is encouraged during this practice session. Only one car from each Team is permitted in the marshalling area position at any one time.

No practice will be permitted after the conclusion of the session at 10.00am on Sunday 6th May 2018. It is the team managers responsibility to organise the practice of his/her team Drivers during this time.

### **23. SAFETY CAR FAMILIARISATION**

During the practice session, the Safety Car may be brought onto the track on several different occasions to enable Driver and crews to become familiar with this concept.

### **24. DRIVERS' BRIEFINGS**

A briefing for Team Managers and Drivers will be held in front of the Scrutineering Bay at 10.15am SHARP on Sunday 6th May 2018. All Team Managers and Drivers are required to attend as a roll call will be taken. Attendance is **COMPULSORY** and Drivers' sign-on sheets will be distributed.

Non-attendance may lead to exclusion from the Event. Any instructions issued by the Clerk of the Course or his nominated Deputy at the Drivers' briefing or at any other stage of the event shall have the same authority as these General Supplementary Regulations and any other Supplementary Regulations.

### **25. START AND FINISH**

The Modern Regularity Relay will commence at 11.00am SHARP and conclude at 5.00pm. Any team not having a car in the marshalling area at the commencement of the session will be required to start (at the Pit Marshalls discretion) when safe to do so.

### **26. START OF EVENT AND GRID POSITIONS**

The Event will commence with a green flag from a standing grid start with engines running after  $\frac{3}{4}$  warm up lap, which will be from the pit exit to the Start/Finish line during which **PASSING IS PROHIBITED**. Cars will be gridded in pairs commencing with the lowest team number (eg team 1) to the highest team number as determined prior to the event by the Organisers. The first pair of cars will start when the starter flag drops and the second pair of cars will start as the flag drops again and so on at 2 second intervals.

Starting Drivers from each team must be in their cars, with their sash in the Marshalling area ready to start 15 minutes prior to the scheduled start time. Any starting cars not assembled in the Marshalling area at the allotted time may start from the Marshalling area after the remainder of the field has passed the track entrance after the start of the event.

### **27. TIME LIMIT**

No Driver shall complete an aggregate of more than 30% of the teams total **NOMINATED** laps (refer Clause 38 – Penalties) unless expressly permitted by the Clerk of the Course. Timing shall be affected by the Time Keeper situated on the left side of the start/finish line in "Race Control". The start/finish line



shall be the control line for timing purposes. Each lap will be measured by electronic equipment and/or hand-operated stop watches.

### **DORIANS ARE COMPULSARY FOR ALL CARS.**

Hiring of Dorian timers (at a small fee) are available through the Event Secretary. Bookings are essential and must be done when submitting your entry form.

The timekeeper is judge of fact for start and finish. The Driver change-over lap will not be considered a lap for the purpose of scoring.

### **28. SASH**

The Team sash identifies the competing car of the Team and must be carried whenever the car is on the circuit. One lap is counted each time the sash is carried across the Start/Finish line. The sash is a “Velcro” fastened arm-band, attached to the Driver’s right arm above the elbow on the outside of any clothing and visible to the appropriate Track Officials.

The sash will be supplied in the Team Managers kit on Sunday.

### **29. SASH CHANGE PROCEDURE**

From the start of the event each Team may only have one car stationed in the Marshalling area, ready to take over. To effect a sash change, the competing car will retire from the circuit by entering the track exit road. The Driver of the retiring car must signify his intention to enter pit lane by raising his hand above head height so as to be visible by other Drivers and Officials.

The retiring car will proceed down the right hand side of pit lane at a speed of **40 km/h max.** as indicated by signs (failure to do so may incur a 1 lap penalty), turn left into the **Sash Change-Over Area** as indicated by signs and the relevant pit Marshall and stop where indicated preparing to hand over the sash. The sash change team member will then remove the sash from the Driver and hand it to the next Driver in the Marshalling area. The sash is then affixed to the waiting Driver after which the vehicle will proceed to the exit of the **Form-Up Area** where a Marshall will control safe entry to the track. It is the responsibility of the team to ensure that the team sash is visible and that the Driver is properly attired. If the sash is not visible or the Driver not correctly attired, the Marshall will refuse them entry to the track. When directed by the Marshall, the car will immediately proceed safely onto the circuit.

### **30. OVERTAKING OTHER VEHICLES DURING THE EVENT**

Overtaking of other vehicles during the Event must be carried out in a safe manner and preferably while travelling in a straight line. Dicing with other competing vehicles while cornering is definitely forbidden and may incur a lap penalty if reported to the Clerk of the Course by Flag Marshalls, Race Officials or other Judges of Fact. Slower cars are expected to allow faster cars to pass with minimum obstruction by signalling the preferred passing side with hand signals as outlined in the Drivers Briefing. Lap penalties may be applied.

### **31. DISABLEMENT OF CARS ON THE CIRCUIT**

In the event of a car breaking down on the circuit, the Driver must make every reasonable effort to ensure that the car is not left in such a position as to constitute a danger to other competing cars. If in the opinion of the Clerk of the Course, the Driver has not carried out his duty, then the Clerk of the Course may at his discretion impound the sash until such time as the vehicle is moved by the recovery vehicle team.

The Driver’s obligation under this regulation must be discharged before the Driver signifies his retirement by the raising of the arm wearing the sash, so as to be visible to a nearby manned flag point or the Timing

Officials. The Official will then notify the Clerk of the Course via the radio network and a replacement sash will then be issued to the sash official.

The sash official will hand it to the relevant Team Member in the Marshalling area. The team member will then affix it to the waiting Driver in the **Form-up area** and the car can then proceed to the exit of the **Form-up Area**. If the car becomes immobilised on pit entry road, the Driver must make an effort to move the car so that pit lane is not blocked. If this is done, the Driver may proceed directly to the sash change point and hand the sash over to the sash official. In all other cases the retirement must be reported to a nearby flag point as described previously.

- 31a.
- In the event of mechanical failure, a Driver may nominate to drive another car from the same team, at the discretion of the Clerk of the Course and notification of the Timing Tower. The number and Dorian carried by his substitute car must be changed to that of the disabled car for the duration of the drive session while that Driver is in control. The nominated lap times will be those of the Driver.

## 32. EXIT FROM THE CIRCUIT

Competitors exiting from the circuit during practice or the event must exit via the track exit road. Should any Competitors car leave the Mallala Motor Sport Park via the front gates after being scrutineered they will be required to be re-scrutineered before being allowed back on the circuit.

## 32a. TRACK SAFETY

Any competing vehicle which gets all four wheels off the circuit must rejoin the circuit as close to the point of exit as is compatible with safety and must not rejoin the circuit unless or until it is safe to do so. **Lap penalties may apply.**

## 33. FORM UP AREA

- a. No team may have more than one car in its allocated position in the Form Up area at any one time. There is to be no working on vehicles whilst in the form-up area. Drivers of vehicles in the Form-up area must remain nearby to their vehicle.  
**Contravention of this requirement may incur a one lap penalty for each infringement.**
- b. Only officially entered car/Driver combinations and Team Manager or his/her assigned assistant will be permitted in the Form-up area. (Arm band required)
- c. Only one representative from each team is permitted to stand in the Form-up area. (Arm Band required)
- d. Up to three representatives from each team are permitted to stand at the signal wall. (Arm Band required)

Children under the age of 16 years are not permitted entry to the Marshalling area, pit lane and form up grid during the running of the event.

## 34. BLACK FLAG WITH AN IN ARROW SIGN WITH NUMBER

The black flag and a board with an “IN” arrow and the car number will be shown at Start/Finish line if there is a need to bring a car into the pits for any reason. The Driver must obey this sign immediately unless it is considered unsafe to do so on that lap. However the Driver must slow down and get off the competition line. Failure by a Driver to comply with the flags referred to in this section may result in the Driver being immediately excluded from the event and further team penalties may be applied as determined by the Stewards of the Meeting.

### 35. ASSISTANCE IN STARTING VEHICLE

Assistance in starting a car whilst on the circuit can only be obtained from the Officials if they are willing and able to do so without prejudice to their duties. On no account may other persons assist in starting, except in the pits, without the permission of the Clerk of the Course. Booster batteries may be used in the marshalling area provided they do not impede the access of other Competitors.

### 36. SAFETY CAR

- a. The safety car will be brought into operation to neutralise the event at the sole decision of the Clerk of the Course.
- b. The car will be marked 'SAFETY CAR' and will have a FLASHING light on its roof. The light will either be turned on or off as detailed below.
- c. When the order is given by the Clerk of the Course, the Safety Car with lights flashing will join the track from turn 8 (clubhouse) all points will display waved yellow flags and a sign with the letters S.C. which will be maintained until the Safety Car's intervention is over. Competing cars will line up behind the Safety Car maintaining that speed.  
**NO overtaking is permitted unless signalled to do so by the Safety Car observer.**  
Any car notified as overtaking under a safety car yellow flag, will be issued a Black Flag after the Safety Car has withdrawn and will need to complete a forced sash change. Competing cars which fail to close up and join the line behind the Safety Car may be shown the IN ARROW sign and held in Pit Lane until the last car in the line behind the Safety Car has passed Pit Exit.
- d. Whilst the Safety Car is in operation competing cars may undertake a sash change. However, the entry onto the track will close each lap as the Safety Car approaches the Pit Exit and re-open after the field has passed and at the discretion of the Gate Marshall who is positioned at Pit Exit.
- e. When the Clerk of the Course decides to call in the Safety Car, the Safety Car will leave the circuit with its light extinguished at Turn 6. The lead Driver is required to maintain the same speed after the safety car has withdrawn. As the cars approach the Start/Finish line, a green flag will be waved and at the same time a full course green will be shown.  
**Overtaking remains strictly forbidden, until the cars pass the start line.**  
The green flag will be withdrawn after one lap.
- f. Each lap driven whilst the Safety Car is in operation will be included in the scoring as a lap but not included in the regularity factor. In order to familiarise Officials and Drivers with the operation of the Safety Car it may be introduced onto the circuit at any time during practice, at the discretion of the Clerk of the Course.

### **THE SCORING SYSTEM**

#### 37. SCORING

The Scoring System is designed so that the team with the highest percentage achieved laps wins the event. The following is an explanation on how this final percentage is arrived at and a description of the variables that make up the calculation.

#### **Goal Laps**

Each team comprises a minimum of 4 Competitors, each Competitor nominates a lap time they believe they can maintain while on the track. Those nominated lap times (in whole seconds) are averaged and divided into 6 hours giving a theoretical maximum number of laps that could be achieved, this is known as the "Team Nominated Laps" which is then doubled to take into account "Bonus Laps" to arrive at the "Goal Laps" for the team.

Example:

4 Drivers	Driver #1 nominates 1:28.00	88 seconds
	Driver #2 nominates 1:33.00	93 seconds
	Driver #3 nominates 1:35.00	95 seconds
	Driver #4 nominates 1:44.00	104 seconds
		380 divided by 4 = 95
		: 21600 (6 hours) divided by 95
		= 227.3 x 2 = 455 <b>Goal Laps</b>

### **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. 1:28.48+.

### **Penalty Laps**

A Penalty Lap occurs when the Driver completes a lap under their nominated lap time. It is shown on the print out as e.g. 1:27.66- known as “breaking out”.

### **Lost Laps**

A Lost Lap occurs when a Driver leaves the track, i.e. at a changeover; the software automatically recognises a period in excess of 3 minutes and generates a Lost Lap. It is shown on the print out as \*\*\*\*\*.

### **Achieved Laps**

Achieved Laps are the Drivers actual laps completed, varied either up or shown by the software, by the addition of Bonus Laps or subtraction of Penalty Laps and Lost Laps.

### **Percentage Factor**

Percentage Factor is achieved laps divided by goal laps x 100.

Example: 278 divided by 455 x 100 = 61.0989%

### **Highest Percentage Laps Achieved**

The winning team has the highest percentage laps achieved.

In the event of tied placings, the team with the most bonus laps wins.

The Lowest Lap time acceptable for this event will be 1 min. 19 sec. and the Greatest Lap time will be 1 min. 43 sec. If during the event any cars lap time is lower than 1 min. 17 sec., that car will be immediately withdrawn from the track and may be excluded from further competition.

## **38. PENALTIES**

- Failure to negotiate pit lane and sash change over area correctly may incur 1 lap penalty
- Dicing with other competing vehicles while cornering may incur 1 lap penalty
- Failure to allow faster cars to pass with minimal obstruction may incur 1 lap penalty
- Failure to rejoin the circuit safely may incur lap penalties
- Overtaking while under yellow flags may incur 2 lap penalties

The Clerk of the Course may also refer to the Stewards any Driver who:

- a. after leaving the circuit, rejoins the track at a speed considered dangerous to themselves, to any other Competitor or to any Official.
- b. observed driving in a manner dangerous to either themselves or other Competitors
- c. disobeys the direction of any Official.
- d. exceeds 10 kmph in the paddock/pits area
- e. Passing under yellow or red flags.

Penalties may include exclusion.

Any Driver completing more than their 30% of the total number of team nominated laps that Drivers laps will be excluded from the final results.

Any Driver not completing the minimum of 10% of the total number of team nominated laps may have their laps excluded from the final results unless discussed with the Clerk of the Course when the car had a mechanical problem.

### 39. INFORMATION AND ENQUIRY POINT

All enquiries should be directed to the Event Secretary or Clerk of the Course located on the first floor of the Timing Tower. They will be available all day excluding 10 minutes immediately prior to and after the start of the event.

### 40. RADIOS AND COMMUNICATION

The use of radios, mobile cellular phones and other electronic communications in the car is not permitted, the use of any timing device within the car is not permitted, and communication with the Driver from his team is only to be done from the pit wall by board etc. No Competitors timing equipment to be within 20 metres of the start/finish line. If found time equipment will be removed.

### 41. PADDOCK AREA AND SURROUNDING AREAS

Cars must not be driven above 10 km/h anywhere within the paddock area of the circuit. To allow free movement of all vehicles, please ensure that roadways and access gates remain unobstructed.

Trailers are not to be left in the paddock area unless for the purpose of loading or unloading a car.

Unregistered vehicles MUST NOT be driven outside the paddock area

No dogs are permitted at the circuit. Smoking is not allowed anywhere in pit lane, the garages or Marshalling area.

Failure to comply with these regulations may result in lap penalties without prejudice to such other penalties as the Stewards may deem appropriate.

Catering of food and refreshments will be available on the day.

In the event of an accident, any damage to facilities at Mallala Raceway or use of a fire extinguisher, the M.S.C.A. reserves the right and may claim the cost from the Competitor.

In the event of an accident requiring the Mallala Raceway Ambulance to use medical supplies the M.S.C.A reserves the right and may claim the cost from the Competitor.

### 42. SUPPLY OF OFFICIALS

Flag Marshalls will be supplied by SAMROA.

Fire Marshalls will be supplied by Women for Wheels.

Pit and Track Marshalls will be under the control of CAMS Licensed Track-side Officials.

**Because of the ongoing difficulty in attracting Officials at events, each team is to supply an Official to assist the organisers. This person is to be nominated on the entry form but may be rotated by the team during the day. The nominated person shall report to the Scrutineering Bay on the morning of the event at 8.30am.**

Officials supplied by the teams will only be allocated duties commensurate with their abilities and experience and which they agree to perform. They will be supervised by experienced Officials.

The duties involved may include sash changeover control, vehicle recovery, refreshment distribution, paddock parking control, marshalling area officials, runners etc.

Mallala Motorsport Park will be available for private practice on Saturday 5<sup>th</sup> May 2018. This is not included in the cost of the event and payment is to be made to Mallala Motorsport Park on the morning of Saturday 5<sup>th</sup> May 2018. No booking is necessary; gates open from 9:00am until 4:00pm.

Sue Stephenson  
Secretary of the Meeting  
0408 858 046