



**SUPPLEMENTARY REGULATIONS
2010 TASMANIAN SUPER SERIES – ROUND 1
SYMMONS PLAINS RACEWAY
14th February 2010
CAMS PERMIT NO : 710 / 1402 / 02**

PART 1 ADMINISTRATION

1.1 EVENT TITLE, DATE AND VENUE

The event shall be known as Tasmanian Super Series - Round 1 and will be conducted at Tasmania's Symmons Plains Raceway on Sunday 14th February 2010

1.2 ORGANISATION AND STATUS

The event shall be held under the International Sporting Code of the Federation Internationale de l'Automobile (FIA), the National Competition Rules of CAMS Limited (NCR), the Race Meeting Standing Regulations published by CAMS Limited, relevant 2010 Tasmanian Circuit Racing Regulations as approved by CAMS, these Supplementary Regulations and any further Regulations which may be issued. The event will be conducted under and in accordance with the CAMS OH&S and Risk Management Policies, which can be found at www.cams.com.au

1.2.1 The event shall be a Multi Club Race Meeting.

1.3 ADMINISTRATION AND EVENT STAFF

1.3.1 Promoter	MG Car Club of Tasmania Inc. (ABN 42 028 552 599) Postal Address: GPO Box 5 HOBART TAS 7001
1.3.2 Organising Committee	Kevin Knight, Bronwyn Zuber, Ian Wade, Dennis Burgess, Bruce Hills,
1.3.3 Stewards of the Meeting	Terry Braken, Craig Twining, Rosemary Taylor
1.3.4 Event Secretaries	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 / Robin Wilmot
1.3.8 Chief Scrutineer	Alan Hutton
1.3.9 Chief Time Keeper (Judge of Fact)	Jenny Cross
1.3.10 Chief Flag Marshall	Ian Wade / Barry Turner
1.3.11 Chief Medical Officer	Dr Greg Booth
1.3.12 Compliance Checker	Bronwyn Zuber
1.3.13 Starter	Craig Milich
1.3.14 Commentator	Martyn Agatyn, 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	HQ Holden	37
	Historic Touring Cars	32
	3J Club Cars	32
	Sports Sedans	26
	Under 2 Litre Sedans	26
	Formula Vee	37
	Sports GT	32
	Regularity	53

1.4.2 **LICENCE REQUIREMENTS**

Competitors will need to hold a CAMS PCC Licence or superior.
Historic Regularity - L2S or higher.

1.4.3 **SCRUTINY**

1.4.3.1 Place: Scrutiny enclosure situated in paddock area.

1.4.3.2 Time: **Sunday 14th February 2010 - 7.30 am**

All drivers' apparel (helmet, driving suit, underwear, gloves, boots etc) must be presented for inspection and approval

1.4.3.3 PLEASE NOTE, this scrutiny time has been only allotted for those vehicles that have not completed their Targeted Scrutiny and Regularity. For more information on this please contact the CAMS office.

1.4.4 **DOCUMENTATION**

1.4.4.1 Place: Office located at Scrutiny enclosure

1.4.4.2 Time: **Sunday 14th February 2010 - 7.30 am**

1.4.5 **DRIVERS BRIEFING**

1.4.5.1 Place: Lower Ground, Telstra Building

1.4.5.2 Time: **Sunday 14th February 2010 - 8:30 am**

1.4.5.3 This Briefing is Compulsory; any driver who is not in attendance may be referred to the Stewards of the Meeting where a fine may be issued.

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

1.5 **ENTRIES**

1.5.1	Opening Date:	Monday 18th January 2010	
1.5.2	Closing Date:	Friday 5th February 2010	
1.5.3	Entry Fees:	Circuit Racing:	MGCC/HSCC Members \$180 if paid by 5th February 2010
			Pre paid Driver \$200 if paid by 5th February 2010
			Beyond close of entries \$235 for late entries
			On the Day \$285
			Relief Driver \$100
			Cross Entry \$50
			Historic Regularity \$75

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 transferred to the next round of the Tasmanian Super Series. If that entry is subsequently withdrawn at any time then the entry fee will be forfeited.

1.5.5 The promoter reserves the right to refuse entry in accordance with NCR83. The maximum number of entries accepted will be 280.

1.5.6 Each Competitor must hold a CAMS Competition Licence unless they comply with a or b below. Each Driver must hold a minimum of a CAMS Provisional Circuit competition licence unless noted Otherwise against a particular event or specified otherwise in the Sporting Regulations for the relevant Championship/Cup Series/ Trophy/ etc or;

- a) hold a MotorSport New Zealand competition licence and Trans-Tasman Visa valid for the event; or
- b) hold a minimum of the highest grade National Licence issued by a foreign ASN together with an authorisation issued by that ASN for the event; Such Drivers and Competitors:
 - i) will be ineligible to score points in Championship/Cup/Series/Trophy etc connected with the event; and
 - ii) must receive an authorisation to compete from CAMS prior to the event;

The organiser confirms that the circuit to be used for this event hold the necessary CAMS National Track Licence for each of the events nominated in these Supplementary Regulations.

PART 2 STANDARD REGULATIONS

2.1 **ELIGIBLE VEHICLES**

Sports Sedans	Historic Touring Cars	Improved Production
Formula Vee (1200cc)	Formula Vee (1600cc)	HQ Holdens
Sports GT A	Sports GT B	Sports GT C
Historic Regularity		

The organiser reserves the right to amalgamate categories or delete categories from the programme, depending on the number of entries.

The organiser reserves the right to allow a vehicle to take part in competition notwithstanding that vehicle's failure to meet the '130% rule' during qualifying.

2.2 FUEL

All categories are to use commercial fuel as defined in the 2010 CAMS Manual.

NOTE: FUEL WILL NOT BE AVAILABLE AT THE TRACK

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 CAMS – affiliated Car 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 right 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 competitor 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:

**MG Race Committee
G.P.O. Box 5 HOBART TAS 7001**

On the official entry form, fully completed and accompanied by the correct entry fee within the period specified. Competitor's attention is drawn to NCR 82 of the CAMS NCR (entry containing

a false statement). It is permissible to lodge entries electronically, advising the names of the competitor driver and car, and details of the cars engine capacity. **However, such entry shall not be deemed valid unless confirmed by letter despatched to the organisers at the same time as that of the lodgement of the facsimile and accompanied by the Entry Form and fee**

3.2 TIMING AND LAP SCORING

- 3.2.1 The organisers will record timing and lap scoring. Times will be recorded from the moment of the start, and lap times will be recorded each time a car crosses the finish line.
- 3.2.2 Timing will be by the DORIAN automatic timing system. All competitors must have the Data 1 transmitter fitted.
Transmitters are available from Dorian Industries, 53 Glenvale Road, Mulgrave, VIC, 3170. A limited number of Data 1 transmitters are available for hire from Motor Sports Tasmania (Dick Caplice – 6224 4134).
- 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 and may be subject to a charge for failing to comply with a direction of an official of the meeting.
- 3.2.4 Awards/trophies will be presented to 3rd Place depending on the number of entries, per series categories.

3.3 RACING NUMBERS

The CAMS State Race Advisory Panel strongly recommends that Racing Numbers consist of only 2 digits. The state office of CAMS manages the issuing of competition numbers. Please address any enquiries to Dennis (Herby) Burgess on 6224 0420.

- 3.3.1 Race numbers, advertising signs and functioning timing transmitters must be in position on the car before scrutiny. 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.

3.4 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 and in open garages, i.e. all types of gas heaters and BBQ's.
- 3.4.1.3 Competitors 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 2010 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 3 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 competitors. 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 are available for hire at a fee \$80 of per meeting. There are 32 garages available and will be allocated on a "**first in, first served**" basis. Garage bookings must be made by contacting **Robin Wilmot 0400 193 579** and the hire fee then must be forwarded with the Race Meeting Entry Form and fee. The paddock area is located on the western side of Symmons Plains Raceway.

3.4.7 **Private Practice**

The track will be available for private practice (conducted by the MG Car Club) only between the hours of **10am** and 5pm on Saturday 13th February 2010

Anti Doping policy

During any event, consumption of alcoholic beverages in the paddock, pits or any other portion of the competition venue under the control of the officials is expressly forbidden until all practice or competition activity is concluded for each day. Any driver or crew member who is found to be affected by alcohol on the day of the event or practice therefore shall not be permitted to participate. Refer NCR 145A of the Current CAMS Manual. In addition, the persons concerned will be subject to the Articles of the Standard Operating Procedure for Alcohol Testing and CAMS Anti-Doping Policy. Competitors, crews or officials may be randomly tested for alcohol by a CAMS Accredited Testing Official (CATO) or other drugs at any time during the event(s). The CAMS Anti Doping Policy, as appears in the CAMS Manual of Motor Sport and as amended from time to time, is recognised as an integral component of the NCR and is duly authorised as such. In any areas where the National Competition Rules and the CAMS Anti Doping Policy conflict, the CAMS Anti Doping Policy will take precedence.

Tasmanian Super Series

Events for Tasmanian Super Series points will be conducted as per the relevant Series Regulations, which are available from the CAMS State Office.

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 **Cross Entries**

Competitors are invited to cross enter if their vehicle is eligible for more than one category. It is welcomed and encouraged to cross enter into other categories where eligible. However, we ask if you have no intention of competing outside your primary category, then please do not cross enter on the Entry Form as it gives the organisers a false indication of category entries.

3.5.2 **Competitors Passes**

Passes will not be issued, with free entry applying to all drivers & crew up to the commencement of qualifying. Anyone entering the circuit after this time will be required to pay the prescribed entry fee. Guest passes are available on request by phoning **Bronwyn Zuber (Zube)** on 0419 569 156 or email bjzuber@bigpond.net.au.

3.6 **Insurance**

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

3.7 **Cancellation**

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

PART 4 SPECIFIC REGULATIONS

4.1 SPORTS GT (formerly Targa) CLASSES

SPORTS GT A- Outright: Open to any modified Tarmac Rally, Marque Sports or GT type car fitted with road legal tyres.

SPORTS GT B- Open modified Tarmac Rally Marque Sports or GT type car fitted with road legal tyres and does not break the following minimum lap times:

* Baskerville- 60.00 seconds * Symmons- 61.00 seconds

SPORTS GT C- Open to any modified Tarmac Rally, Marque Sports or GT type car, fitted with road legal tyres that does not break the following minimum lap times:

- * Baskerville- 63.00 seconds
- * Symmons- 66.00 seconds

GROUPING

SPORTS GT A, SPORTS GT B and SPORTS GT C vehicles will run concurrently with grid positions based on practice times or finishing positioning from the previous race independent of the vehicles class within the category.

- **All SPORTS GT CLASS cars will only be allowed to use a two digit number and will be required to carry a fluoro yellow letter designating their class on their windscreen under their number to assist spectators, officials and commentators to better recognise the various classes.**

PENALTIES

Lap time penalties will apply to **SPORTS GT B & C** based on the above minimum times. The following will apply and be listed in all Supplementary Regulations in 2010:

- If during the qualifying session for **SPORTS GT B and SPORTS GT C** categories a competitor achieves a lap time faster the category minimum then the competitor will be reclassified into the class appropriate to that lap time.
- During all subsequent races of the event, (2 day meetings being recognised as a single event), competitors in either category may achieve **ONE** lap below the category minimum for that category before a penalty of one minute is added to the competitors race time. The resultant time will dictate the grid position of the competitor in subsequent races at the meeting.
- Series points will be allocated after this penalty has been applied.

CLASS MOVEMENT

Any competitor who considers that his vehicle is classified wrongly may request that the Race Advisory Panel consider his request for reclassification. Any such request shall be made in writing to the CAMS office, 136 Davey Street, HOBART.

Any movement of competitors between classes shall only take place after consideration by the Race Advisory Panel or as a result of a competitor 'breaking out' during practice for a Tasmanian Super Series Round.

Drivers can move themselves from SPORTS GT B to SPORTS GT A or SPORTS GT C to SPORTS GT B at anytime if they have made large improvements to their vehicles or their own sporting ability, but the reverse cannot apply without the approval of the Race Advisory Panel and will only be considered in cases where a SPORTS GT A car has consistently shown itself to race over the minimum times set for SPORTS GT B or a SPORTS GT B car has consistently shown itself to race over the minimum times set for SPORTS GT C.

In all circumstances, points will **not** be transferable between classes.

Classification of a new competitor in the category may be determined after completion of the vehicle's first qualifying session. Practice time will not be the only determining factor for classification of a new vehicle and / or driver.

TIMING DEVICES

The use of on board timing devices or any other electronic devices that assist competitors in the maintenance of lap times will not be allowed.

TYRES

SPORTS GT class tyres must be marked legal for road use as indicated by the presence of either DOT or ECE markings. Any tyres marked "not for highway use" / "for racing use only" or similar will not be permitted.

ENGINE - Must be from the same manufacturer as the car, in original general location.

BRAKES – Free

DRIVE TRAIN – Free

SUSPENSION - Same design as original i.e. McPherson Strut, Double Wishbone, otherwise free.

BODY - As original, but lightweight panels and body kits may be used. No space frame vehicles allowed

4.2 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, R 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.

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.