



**SUPPLEMENTARY REGULATIONS – HANKOOK SA TIME ATTACK TWILIGHT
EDITION
SATURDAY 24 October 2015 Held under CAMS Club Permit No.
TBA**

Held under the International Sporting Code of the FIA, the NCRs of the Confederation of Australian Motorsport Ltd. (CAMS), the Speed Event Standing Regulations of the current CAMS Manual of Motor Sport, the CAMS Guidelines for Passengers in Vehicles, these Supplementary Regulations and any Further Regulations and bulletins that 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
Insurance for this event will be provided in accordance with Appendix I of the current CAMS Manual of Motor Sport.

1. PROMOTERS & ORGANISERS

Hankook & Mitsubishi GSR/EVO Club - (MGEC), PO Box 10303, Adelaide, SA 5001.
Event Secretary – Bill Zissopoulos Phone: 0409 667 352 Email: entries@gsr-evo-club.net

2. DATE, TIME & LOCATION

Saturday 24 October 2015 Mallala Motor Sport Park, South Australia. Gates open 2:30pm (See section 24. Timetable of these Supplementary Regulations).

3. EVENT DESCRIPTION

The Event shall be a single-club Supersprint which will consist of multiple single lap circuit sprints. The length of the Mallala course is approximately 2.6km and runs in a clockwise direction.

Scrutineering shall commence at 3:00pm and all vehicles must be scrutineered. A compulsory Drivers Briefing will be held at 4:00pm on Saturday 24 October 2014.

Class Placing shall be determined by the fastest flying lap as recorded. Timing will be determined by the Chief Timekeeper who will be judge of fact in all matters relating to timing, which will be at least to the hundredth of a second by an electronic timing device.

4. ELIGIBILITY

The event is open to competitors who hold a current CAMS Level 2S, 2SJ licence or higher. All drivers must be holders of a current Club membership card with a CAMS affiliated club in South Australia.

5. CANCELLATION OR POSTPONEMENT

The Organisers reserve the right to abandon or postpone the event or any portion thereof at any time due to weather or any unforeseen cause in accordance with NCR 59.

6. ENTRIES

Entries will be accepted via CAMS Event Entry (CEE) as the primary mode of entry <https://www.meecamsau.com>. All entries must be made on the official CEE form and be received before Friday 16 October 2015. Entry closing date is Thursday 22 October 2015 at 17:00. No Entries will be accepted on the day. A valid "Entry" is to be considered a car and driver combination.

If you have difficulty entering via the CEE or do not have access to the internet, paper copy entries can be sent to 'Event Secretary', PO Box 10303 Adelaide SA 5001, payment may be made via cheque payable to Mitsubishi GSR/EVO Club Inc, or direct deposit to Mitsubishi GSR/EVO Club, BSB: 085443 Acc#: 549085646 (NAB), and e-mail entry form and payment receipt to entries@gsr-evo-club.net. The forms can be found on www.gsr-evo-club.net.

Entries will not be accepted in any other format, no responsibility will be taken for entries submitted in any other way. Entries received after 16 October 2015 will be subject to an additional \$50 administrative charge. Entries will be accepted in order of receipt. Entries are at the Organisers discretion are limited to 40 cars.

Event Organisers reserve the right to refuse entry in accordance with NCR 83 of the current CAMS Manual. Refund of entry fees shall be at the discretion of the Organisers. Any withdrawal is to be written advice only to the Event Secretary.

7. MULTIPLE ENTRIES

A vehicle may be entered twice, that is with 2 drivers, each completing all the sessions. An entry fee will be charged for each entry. A separate CEE form will be required for each driver. Drivers sharing a vehicle will be allocated separate groups and alternative car numbers.

8. OFFICIALS

Clerk of the Course: Andrew Robinson
Chief Steward: Kathy Schmid
Steward: Robert Temby
Steward: Scott Chamings
Event Secretary: Bill Zissopoulos
Chief Time Keeper: Barry Frost
Chief Scrutineer: Dave Scalan

9. DOCUMENTATION

Drivers must present the following to the officials in the Documentation Office prior to scrutiny – Current CAMS Licence, Current CAMS affiliated Club Membership, CAMS Log book if applicable. All competitors must be holders of a minimum CAMS Level 2S or CAMS 2SJ licence. Non production of relevant documentation may result in forfeiture of entry fee and withdrawal of permission to compete.

10. PARADES, DEMONSTRATIONS, PROMOTIONAL RIDES

Will be conducted at the discretion of the Clerk of the Course and with the approval of the Stewards. Invited cars may participate in Parade runs. This activity will be conducted under the CAMS 'Guidelines for passengers in Vehicles'. Briefings will be held where necessary and relevant indemnities signed.

11. SCRUTINY

Drivers' apparel is to be as per Schedule D of the current CAMS Manual of Motor Sport and must be presented to the Scrutineers for inspection. All vehicles must be fitted with a fire extinguisher as per Schedule H of the current CAMS Manual of Motor Sport. Any vehicle which, after approval, is dismantled or modified in any way which may affect the safety of the vehicle or raise questions as to its eligibility, or is involved in an accident having similar results, must be submitted for re-scrutiny. Any vehicle leaving the pit or paddock area may also be subject to re-scrutiny. Any car or driver may be prohibited from the event for safety reasons. No competitor will be permitted to compete with exposed limbs. All cars must be presented to the Scrutineers in the Scrutiny Bay on the day of the event. All cars must bear the scrutiny sticker before being permitted onto the circuit. All competitors will be issued a wristband following scrutiny of apparel and will be checked prior to circuit entry.

12. DRIVERS BRIEFING

A compulsory driver's safety briefing will be held prior to the start of track activity. All competitors are required to sign on. **Any driver not attending or failing to sign on will be referred to the stewards of the meeting and may be excluded from the event.**

13. INSURANCE

Personal Accident Contribution is included in the CAMS Licence fee. The amount of cover and conditions are as per the standard CAMS policy. Combined Liability Risk Insurance is covered under the CAMS Organising Permit. See Appendix I of the current CAMS Manual of Motor Sport.

14. PROTESTS

Protests must be lodged with the appropriate fee in accordance with Part XII NCR.

15. PRACTICE SESSION

Practice will be open for approximately 45 minutes after the conclusion of drivers briefing. Each of the four groups will receive 10 minutes practice each. Only 10 vehicles permitted on track at one time. Passing will only be permitted on straight sections. Practice session is not timed and allows

competitors to learn and set up for track conditions. This is a circuit event and deliberate excessive drifting or dangerous driving will not be tolerated. Vehicles must be adequately muffled to comply with noise restrictions.

16. LIGHTS

All vehicles that are competing in the night session must have a working light source. These can be in the form of the OEM lights, a light bar, or other light set up to ensure that other entrants can see your vehicle. Rear lights and working brake lights are a must. These will be checked at scrutineering.

17. NIGHT COMPETITION

At the commencement of the night sessions, the first lap of each group in Night Session 1 and 2 will be run under yellow flags. This will allow for competitors to observe the track in night time conditions and also to observe the flag positioning. There will be flags at Flag Point 1, Pit Exit, Flag Point 4, Flag Point 5 and Flag Point 7.

The "Night Time Competition" is the competitor with the highest **positive** percentage change.

- e.g. John Smith records a best time during **daylight competition** of 1:15.72 sec & runs a 1:13.70 in the **night time competition**. $1:15.72 \text{ divided by } 1:13.70 \times 100 = 102.74\%$.

A competitor scoring more than 100% indicates that the competitor recorded a faster time in the "Night Time Competition" than during **daylight competition**, less than 100% indicates a slower time.

18. DRIVER SAFETY APPAREL

As a minimum, drivers are required to wear the following which must be presented for inspection at scrutineering:

- Helmets complying with a minimum AS1698 or as per the requirements of the organisers of the event. Must be in good condition without any perforations to the outer surface.
- In open cars, goggles or a visor with a lens material other than glass (ie to AS1609-1981) are mandatory.

Clubsprint:

- Non-flammable clothing extending from neck to wrist to ankles (apparel of nylon or similar material is forbidden)
- Footwear, socks and gloves made from flame retardant material complying with FIA 8856-2000 are recommended

Open and Pro:

- One piece driving suits made from flame retardant material complying with at least FIA 1986.
- Footwear, socks and gloves made from flame retardant material complying with FIA 8856-2000.
- Underwear, recommended to be made to FIA standard.
- A balaclava complying with FIA 8856-2000 must be worn.
- The use of a frontal head restraint (eg HANS) in compliance with SFI 38.1 is compulsory in Pro Class and is strongly recommended in Open Class.

19. COMPETITIONS

The event will comprise three competitions:

Clubsprint Class

- Designed to be the entry level class for State Time Attack with modification restrictions and tyre limits to contain costs.
- Supercars as determined by the vehicle list within these regulations are not permitted.
- All vehicles must use high performance street tyres such as Hankook Ventus RS3 (Z222).

Open Class

- Further freedoms allowed beyond Clubsprint class, whilst retaining some restrictions below Pro class vehicles.
- Drivers must be nominated on the entry form.
- All vehicles must use R Compound tyres such as Hankook Ventus TD (Z221)

Pro Class

- State Time Attack Pro Class is designed to be the highest level of Time Attack.
- Additional vehicle modification freedoms allowed beyond the Open Class.
- Drivers must be nominated on the entry form.
- All vehicles must use R Compound tyres such as Hankook Ventus TD (Z221)

20. VEHICLE CLASS REGULATIONS / MODIFICATIONS:

All vehicles must comply with Schedules A & B of the General Requirements for Automobiles of the current CAMS Manual of Motor Sport. Open Wheel vehicles are eligible for Competition. All Vehicles must retain the original firewall. Any freedoms permitted in a lower class are also permitted in the higher classes. I.e. If Clubsprint class allows carbon bonnet all other classes can also use a carbon bonnet along with additional freedoms documented in each category.

BODY

- All convertible type vehicles must be equipped with a hard top or a roll cage that complies with CAMS General Requirements for Automobiles, and/or meets the approval of the Chief Scrutineer.

Clubsprint:

- Alternative materials are permitted for the Front Bar, Bonnet, Side Skirts, Rear Bar and Boot provided they follow the same shape as the original part.
- Alternative materials are permitted for front and rear flares.
- The top 1/3 of the tyre must not protrude outside the guard/flare when the wheels are facing forwards.
- The remainder of the vehicle body must remain as original from the manufacturer. (no wide body kits)

Open:

- Alternative materials are permitted however all bodies must follow the same shape and retain the original look and style of the vehicle. Front and rear bars may be modified to incorporate aero design. Front bar may not extend further than 150mm forward and rear bar no further than 100mm rearward than the vehicles bodywork.
- Total Vehicle width in front view (measured at its widest point, excluding mirrors) must not exceed 250mm wider than original.
- Headlights may be removed but replaced with suitable decals where possible in the original location.
- Windows may be replaced with Lexan, however original glass windscreen must be retained.

Pro:

- Alternative materials are permitted however all bodies must follow the same shape and retain the original look and style of the vehicle.
- Front and rear bars may be modified to incorporate aero design. Front bar may not extend further than 150mm forward and rear bar no further than 100mm rearward than the vehicles bodywork.
- Total Vehicle width in front view (measured at its widest point, excluding mirrors) must not exceed 250mm wider than original.
- Headlights may be removed but replaced with suitable decals where possible in the original location.
- Windows may be replaced with Lexan, however original glass windscreen must be retained.

CHASSIS

- All vehicles must retain the original firewall.
- Modifications can be made for transmission clearance, wiring or roll cage, however the resulting bulkhead must resemble the original and continue to be both structural and create seal between the forward area and the cockpit. Any replacement material must be of the same thickness as the original firewall and of similar material (e.g., steel for steel, aluminium for aluminium).
- Original shock towers must be retained.
- No fully tubular construction or composite monocoques are allowed.

Open:

- The rear most part of the engine block may be no more than 2 inches rearward of the most forward point of the firewall. If the vehicle is rear engine, the front most part of the engine block may be no more than 2 inches forward of the most rear point of the mainly vertical firewall
- The Firewall may be modified for clearance of engine but must remain in original position.
- Aftermarket sub frames are permitted to be used provided they are bolted in.
- Wheel arch "tubbing" with the sole purpose of providing clearance for tyres on full bump is permitted front and rear

Pro:

- Composite/ Carbon fibre materials can be used only in non-structural components unless originally fitted.
- Forward retention of the original chassis: Original frame rails (see definitions) and shock towers must be retained from the upper portion of the shock towers and back. Modifications are allowed solely for the addition or relocation of suspension pickup geometry.
- Rear retention of the original chassis: Original floor pan and frame rails must be retained from the firewall to the forward most point of the rear wheel arch.
- Modifications are allowed only as needed for exhaust, driveshaft clearance, mounting of roll cage, seat or other safety items. Under no circumstances can any portion of the frame rails or floor pan be removed or modified from the rear of the driver's seat forward to the firewall except as required for exhaust clearance or the detailed addition of bushes or brackets in mounting under surfaces.

FURTHER NOTE

Any vehicles that do not meet the definitions listed will need to be considered on a case-by-case basis. If your vehicle does not have shock towers, frame rails, or any other items listed or you are unclear (for example a vehicle which came equipped with push rod suspension) you must submit your vehicle modifications for approval.

ROLLOVER PROTECTION

Clubsprint:

- Rollover protection is strongly recommended for Clubsprint.

Open and Pro:

- Rollover protection is compulsory and must be of a minimum 6-point construction that complies with CAMS regulations, and/or meets the approval of the chief scrutineer.

AERODYNAMIC AIDS

All aerodynamic additions must be within the body parameters outlined for the relevant vehicle class. Strength and method of aero component fastening will be checked thoroughly at scrutineering and if found to be unsuitable the vehicle will not be permitted to start until improvements are made to meet approval of the chief scrutineer. Active aero includes hydraulically or electronically actuated or movable components are not permitted in any class.

It is permitted to fit the following:

Clubsprint:

- Front under tray/splitter must follow the outline of the front bar and may extend 50mm ahead of the vehicles bodywork, no further rearward than the front axle and no wider than the front OEM guards.
- Front canards/winglets are permitted but must not extend wider than 50mm beyond OEM coachwork.
- OEM rear wings or aftermarket rear wings with up to two separate elements may be used in an unmodified form. The width of the wing must not exceed the widest part of the body. Only one aftermarket wing per vehicle is permitted.
- Rear wing must be fitted as such to be over the body or boot in plain view, except in case of a hatchback, the rear wing assembly is only required to begin over the body. No portion of the wing can be higher than the horizontal line from the highest point of the roof except in the case of a hatchback where the wing can be no higher than 150mm from the highest point of the wing to the roofline and must be on the rear portion of the roof.
- Rear diffuser/ under tray must not extend beyond the vehicles bodywork and forward only to the rear axle.
- Aftermarket side mirrors are permitted.

Open:

- Front under tray/splitter must follow the outline of the front bar and may extend only 150mm beyond the original coachwork longitudinally forward. It can extend rearwards to the front axle centreline
- Front aero is permitted but must not extend higher than the top of the bonnet or 100mm beyond the vehicle bodywork at its closest point; whichever is smallest.
- Front canards/winglets are permitted but must not extend more than 75mm beyond the coachwork. And must remain within the maximum vehicle width defined in section E1 vehicle modifications - Body
- Rear Wing assembly design is free and may have up to two elements. It must extend no higher than the horizontal line from the highest point of the roof, no wider than 100mm per side wider than the body width and 100mm further rearward than the original coachwork

except in the case of a hatchback where the wing can be no higher than 250mm from the highest point of the wing to the roofline and must be on the rear portion of the roof.

- End plates are measured separately with a maximum thickness of 10mm.
- Rear diffuser/under tray may extend up to 100mm beyond the vehicles bodywork and forward only to the rear axle.
- Original under body floor between the axles is required, no flat bottoms, diffusers, etc may extend forward of the rear axle or aft of the front axle.

Pro:

- Front under tray/splitter may extend up to 300mm forward of the vehicles bodywork.
- Front appendages may not be fitted higher than the bonnet. Front/rear winglets/canards cannot extend more than 300mm per side past the splitter/under-tray maximum overhang. End plates are measured separately with a maximum thickness of 10mm.
- Rear wing assembly design is free and may extend up to 150mm per side wider than the original coachwork in front view and above the horizontal line from the highest point of the roof. End plates are measured separately with a maximum thickness of 10mm.
- Rear diffuser/under tray may extend 300mm rearward beyond the furthest point of the vehicles bodywork.
- Flat floors are permitted in Pro class. The flat floor is not permitted to be part of the structural monocoque. Mechanical force is not permitted to be used with the design of the floor.

ENGINE

Engine modifications are free with the following exceptions:

- All vehicles must use unleaded or E85 fuel. Fuel additives are not permitted.
- Engine changes during the event are permitted subject to the approval of the chief scrutineer.
- Nitrous systems are not permitted.

Clubsprint:

- Vehicles must retain the originally designated engine however the use of a turbocharger or supercharger is allowed and the use of a larger capacity engine of the same designation can be used, eg an RB20 engine may be replaced by an RB30. Original engine mounting points must be utilised.
- Original engine mounting points must be utilized.

Open & Pro:

- Engine modifications are unrestricted save for the engine must be from a recognised vehicle manufacturer.
- The crankshaft centre line may be lowered. The engine positioning and mounts being free provided that its relationship to the firewall is not exceeded as in rule 2 (see chassis)

EXHAUST

The complete exhaust system may be modified or replaced.

Clubsprint:

- The exhaust must exit within 100mm of the original location and shall not protrude more than 100mm beyond the rear most portion of the bodywork.

Open and Pro:

- For rearward facing exhaust the outlet(s) shall be between 75mm and 450mm above the ground and within 100mm longitudinally of the rear of the bodywork. If the exhaust is directed sideways the outlet(s) must be located rearward of the midpoint of the wheelbase and shall not project beyond the maximum width of the coachwork or terminate more than 50mm inwards of the coachwork. A side exit exhaust must exit in a direction away from the centreline of the vehicle.

TRANSMISSION AND DIFFERENTIAL

- Clutches and flywheel are free.
- Gearbox and differential may be replaced by another of free design.
- Internal components of transmission and differential are free.
- The bell housing is free.
- Gearbox and differential oil coolers are permitted.
- Automatic transmissions if provided optionally by the manufacturer for that model are permitted.

Clubsprint:

- Original mounting points for Transmission and Differential must be used.
- Sequential change systems are not permitted unless originally fitted.

Open:

- Sequential shifting is permitted but Paddle shifting mechanisms are not permitted unless originally fitted.
- Transmission tunnel modifications necessary to allow the fitment of a transmission are permitted.

Pro:

- Paddle shifting mechanisms are permitted.

DRIVELINE

- Original mounting points must be used.

Open:

- Replacement tail shafts are permitted.

Pro:

- Driveline is free save for original configuration must be retained eg. 2WD, 4WD.
- Mounting points are free.

SUSPENSION

- Springs and Dampers may be replaced by others of the same type and working principle. However the number of dampers per vehicle must remain as original.
- Suspension bushes are free.
- Original mounting points may be reinforced and altered in design but not in location (except Pro).
- Minimum ride heights apply as listed below. Each fully sprung part of the automobile must be at least the specified height above the ground when measured at any point within the wheelbase. The automobile ride height will be measured without the driver and tyre pressures at a minimum of 20psi.
- Sway bars are free

Clubsprint:

- Minimum ride height of 80mm measured as described in the suspension rule above.
- Vehicle must use original chassis mounting points and uprights but suspension geometry and arms are free

Open:

- Minimum ride height of 65mm measured as described in the suspension rule above. This includes all side skirts, splitters, bodywork and exhaust.
- Suspension is free.

Pro:

- Minimum ride height of 50mm measured as described in the suspension rule above.

BRAKES

- The complete braking system is free with the exception of computer controlled diagonal or transverse braking systems, which are not permitted in any class unless originally fitted.

Clubsprint:

- Original mounting points must be used.

TYRES

- All tyres must be marked by the organisers at scrutineering.
- The use of any tyre softening chemical on tyres is strictly prohibited and will result in immediate exclusion from the event
- Random tyre checking will be conducted throughout the event, failure to comply will result in a penalty up to exclusion.

Clubsprint:

- Tyre selection refer to Appendix 1
- Maximum of 4 tyres may be used throughout the event.
- Tyres on all wheel drive vehicles must be no wider than 265 unless specified by the manufacturer for that particular vehicle in which case the tyre must match the manufacturers size specification. Two wheel drive vehicles must be no wider than 295 unless specified by the manufacturer in which case the tyre must match the manufacturers specification. With the exception of "guard rolling" or "lip rolling" no modifications are to be performed to the body or chassis to allow fitment of tyres

Open:

- Tyre selection refer to Appendix 1
- Maximum of 8 tyres may be used throughout the event.

Pro:

- Tyre selection refer to Appendix 1
- Maximum of 12 tyres may be used throughout the event.

WHEELS

- Wheels are free and size is unrestricted.
- A maximum of one metallic spacer may be used behind each wheel. Consideration must be given to wheel stud length when fitting spacers.
- No part of the tyre may protrude outside the wheel arch when the wheels are pointing forward.

INTERIOR

- Local modification to interior for fitment of a roll cage is allowed.
- Interior is free save for the following exceptions:

Clubsprint:

- Complete original dash must be retained, additional switches and gauges may be added.
- Original door trims must be retained.
- Replacement instrument cluster is permitted.

Open & Pro:

- Replacement door trims in alternative material are permitted.
- Driving position may be moved rearwards, but not beyond the rear foot well.
- All vehicles must retain a full length dashboard.

VEHICLE SAFETY

All vehicles must be equipped with the following:

- Hand held fire extinguisher(s) of 1kg capacity as a minimum, a Fire bomb is also recommended.
- Two separate fasteners of adequate strength and limited extensibility which simultaneously hold any front opening panel closed.
- A blue battery triangle to identify battery location.
- A front & rear tow point clearly marked.
- All forward facing glass lenses to be covered by a protective film.
- An approved 5 or 6 point safety harness mounted as per CAMS regulations (except Clubsprint where a 4 point harness is acceptable as a minimum unless there is no roll over protection, where the standard seat belt may be used).
- A driver's seat from a recognised manufacturer that allows correct fitment of the harness.
- Working original brake lights (except Pro).
- It is advisable that all vehicles be equipped with a battery isolation (master) switch, which effectively isolates all electrical circuits from the battery and stops the engine.

Pro:

- At least one rear view mirror or camera.
- A single mid mounted brake light of acceptable size as a minimum.

SCRUTINEERING REQUIREMENTS

- All loose objects to be removed from vehicle.
- Battery to be firmly clamped.
- Vehicles with a CAMS logbook must be presented.
- Vehicle must be constructed to minimise the entry of foreign matter into the driving compartment from the road or road wheels.
- Vehicle to have any propeller shaft and universal joints, if passing through the cockpit, fitted in a fixed casing.
- Vehicle must have any driving chain effectively guarded.
- Vehicle must have each fuel tank vented externally to the bodywork.
- Any window or windscreen fitted made from a material which is clear or, if tinted compliant with Australian Standards AS2080.
- Vehicle must have any container within the cockpit which can hold more than 500mL of hot liquid (other than a series heater core) enclosed in a sealed compartment.
- Vehicle which is fitted with rigid brake pipes have such pipes made of steel ['Bundy' tubing or equivalent], The installation must be such to protect the pipes against vibration and damage.
- Any camera/video recorder attached to the automobile must be securely mounted to the roll cage with approved brackets by the Chief Scrutineer.
- Vehicles need to be constructed that any longitudinal propeller shaft shall be protected from striking the ground.
- Vehicles need to be fitted with a return mechanism which in the event of any throttle linkage failure will close each throttle.
- Vehicles fitted with a driver-operable reverse gear.

- Vehicles must be fitted with a bulkhead constructed from a flame- and liquid-proof material. If the material is clear it shall be a minimum of 6mm thick. This bulkhead shall effectively seal the cockpit from the fuel tank or re-fuelling system.
- Vehicles must be fitted with a steering wheel not incorporating any wood, unless such is the original component of the automobile.
- Competition numbers are to be positioned on the front and both sides of the vehicle, and must be of a contrasting colour to the surrounding bodywork. They must comply with the current CAMS Standard as to size etc.
- Drivers and vehicles must be presented in a clean and tidy manner completely ready for the track including the driver's apparel and helmet. Any tyre or component changes to the vehicle after scrutineering must be approved by the Chief Scrutineer before the vehicle is taken onto the track.
- Any vehicle found to be leaking oil or fluids whilst competing will be suspended from the event until the Chief Scrutineer / Clerk of Course is satisfied that action has been taken to rectify the leak. Should there be a re-occurrence of the leak then the vehicle will be excluded from the remainder of the event.
- A sticker will be issued confirming that the vehicle has passed scrutineering prior to it being able to compete. The Promoter or the promoter's delegated representative will be the sole judge of eligibility for the categories.

VEHICLE SIGNS

- Event organiser's decals and compulsory event sponsor decals as supplied must be placed on the vehicle as per instructions provided at documentation.
- b. Vehicles MUST be presented at scrutineering with all compulsory decals to be passed as scrutinised. Note vehicles will not be permitted onto the track unless all decals are attached and positioned in the prescribed locations competing vehicles. A breach of the requirement at any time during the event will result in immediate disqualification from the results of the event.

NOISE AND SPARK ARRESTOR

- All vehicles must be fitted with an effective muffler which diminishes the sound of the engines exhaust and serves as a spark arrestor.
- The muffler must be so constructed that the maximum vehicle noise emitted does not exceed 95dB(A) measured at a point 30 metres from the track edge by approved measuring equipment.
- Straight Pipe Exhausts and Exhausts that have the Muffler modified to remove sound dampening and spark arresting baffles are not considered an effective muffler for the purposes of this competition.
- Competitor vehicle engines must not be started before 8.00am. Vehicles are to be rolled off trailers etc prior to 8.00am.

VEHICLE SUPERCAR LIST (ineligible for Clubsprint Class)

Audi R8
 Ferrari All
 Lamborghini All
 Nissan GTR (R35)
 Porsche All except 924/944

21. FUEL

Fuel is not available at the circuit. All fuel used must comply with Schedule G of the current CAMS Manual of Motor Sport.

22. TIMING

Lap timing will be made at the start finish line using the Dorian Timing system. A Dorian Timer hire fee of \$30 dollars is in addition to entry fee unless the competitors have their own Dorian Timers. Competitors are responsible for the installation and return of their transponder unit. Chief Time Keeper holds the right to withhold competitors CAMS licences for the duration of the event. CAMS licences will be released as the nominated timing is returned. A \$300 excess may apply to each competitor who fails to return or damages timing property.

23. JUDGES OF FACT

All officials will be judges of fact for dangerous driving.

24. SAFETY

CAMS Speed Event Standing Regulations, Point 12.2 apply.

25. PENALTIES FOR BREACH OF SUPPLEMENTARY REGULATIONS

Any breaches of these Supplementary Regulations will result in the offender being reported to the Steward of the Event who may impose a penalty up to and including expulsion from the event. The Events Director will also advise the Club Committee of any breaches of these Supplementary Regulations, whereby the Committee shall implement the Club Disciplinary Procedure as outlined in the Club Constitution and Rules as required.

26. USE OF PROHIBITED SUBSTANCES

Use of prohibited substances

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 and 145B of the CAMS Manual of Motor Sport. In addition, the persons concerned will be subject to the articles of the Standard Operating Procedure for Alcohol Testing, the CAMS Anti-Doping Policy and the CAMS Illicit Drugs in Sport (Safety Testing) 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). **Other Prohibited Substances:** the CAMS Anti-Doping Policy, as appears in the CAMS Manual of Motor Sport, and as amended from time to time, 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 apply. Additionally, in any areas where the National Competition Rules and the CAMS Illicit Drugs in Sport (Safety Testing) Policy conflict, the CAMS Illicit Drugs in Sport (Safety Testing) Policy will apply.

27. TIMETABLE (Approx.)

2:30pm	Gates Open (Set-up)
3:00pm – 4:00pm	Scrutineering
4:00pm SHARP	COMPULSORY Drivers' Briefing
4:15pm – 5:00pm	Open Practise Session
5:00pm – 6:00pm	Day Session 1
6:00pm – 7:00pm	Day Session 2
7:00pm – 8:00pm	Dinner
8:00pm – 9:00pm	Night Session 1
9:00pm – 10:00pm	Night Session 2
10:00pm – 10:30pm	Presentations
10:30pm	Gates Close

28. PRIZES

Event Prizes:

Pro Class – Winner
– Runner Up

Open Class – Winner
– Runner Up

Clubsprint Class – Winner
– Runner Up

Night Competition

29. CLUB SPONSOR RIDES

Club Sponsor rides may be run during this event at the Discretion of the Clerk of the Course and in accordance with the CAMS Guidelines for Passengers in Vehicles. All Vehicles participating must be scrutineered with a CAMS compliant roll cage and at least a type-B harness for both driver and passenger. Passengers must have signed the suitable disclaimer form and be wearing attire that meets the same requirements for competitors in this event (non-flammable wrist-neck-ankle clothing, leather shoes and a compliant helmet that has been scrutineered – refer Schedule D of the current CAMS Manual of Motor Sport). Rides will consist of one out lap and one 'hot lap' at a maximum of 80% of competition speed. There will be a maximum of 5 cars on the circuit at any time during this activity. All participants (drivers and passengers) will be briefed by the Clerk of Course before commencement of the activity.