

PHILLIP ISLAND

300

24th - 25th June 2017

PHILLIP ISLAND GRAND PRIX CIRCUIT FURTHER REGULATIONS & INSTRUCTIONS.

To be read in conjunction with the Supplementary Regulations issued for the meeting and the Phillip Island Standing Race Regulations (Issue 04/2014). CAMS Permit # 317/2506/01

Dear Competitor

Pit Lane Disclaimer Crew

ALL COMPETITORS PLEASE NOTE:

THE ENCLOSED PIT LANE DISCLAIMER MUST BE COMPLETED IN FULL BY ALL PIT CREW WHO WILL BE ACCESSING PIT LANE DURING THE MEETING. THE COMPLETED FORM SIGNED OFF BY THE COMPETITOR MUST BE PRESENTED AT THE DOCUMENT CHECK,

The Meeting Schedule is attached, and forms part of these Regulations. Detail of document check, scrutiny times, driver briefings, qualifying and race times, and the length of the races are included in the Schedule. It is your responsibility to be in the right place at the right time. All sessions for the weekend will be considered to be time critical and will be managed to minimise the impact to other competitor groups; that is sessions will not be extended, if interrupted. Sessions may be shortened if, in the opinion of the Clerk of the Course, the restoration of the circuit to allow competition would otherwise impact other competitors start time.

ADDITIONAL ACTIVITIES:

In addition to the activities listed in the Supplementary Regulations the event will include:

1. Sprint Races for Closed Cars for CAMS Provisional Clubman Circuit (or higher) Licence holders
2. SuperSprint for Closed Cars on Sunday 25th June for CAMS Speed Licence holders.

Entries for these additional activities can be submitted via the CAMS Member Portal or via the official entry form.

1. ACCESS TO THE CIRCUIT.

PLEASE NOTE THAT THERE IS NO ACCESS POSSIBLE PRIOR TO THE TIMES LISTED BELOW

Access to the Circuit will be available from 7.00am on Saturday 24th June. The circuit will be closed from 6.00pm on Saturday until 7.00am on Sunday 25th June.

All access for trailers and trucks under 4 metres in height is via Gate 2 (100 metres further west from Gate 1). Otherwise, access is through Gate 1 (Main Gate).

Trucks unable (over 4m height) to fit through the tunnel should contact the circuit on 03 59522710 to arrange access via Gap Road Gate 4.

Trucks and transporters intending to leave the circuit via Gate 4 (across from Turn 9) must wait in their paddock area until all the track activity is finished each day. The gate cannot be opened until racing has finished, and the trucks must not line up across the back of the paddock and the dam wall and block emergency traffic. Trucks are not to move at all until specifically instructed.

2. PADDOCK & FACILITIES

There will be tyre-changing facilities available.

A maximum of 60 Litres of fuel in containers per vehicle per garage may be stored in garages or sheds. Any excess must be stored at the Fuel Bunker. The only exception to this is for drums assembled as described in Supplementary Regulation 12.2 for the Phillip Island 300 race only.

Note that stakes may NOT be sunk into the bitumen behind the pit garages.
Food will be available at the circuit on all days.

NB: Competitors may be required to pay for damage to the circuit or the infrastructure, caused by malicious or negligent behaviour in any manner, by any member or equipment, including the race-car, of the competing team.

3. ADDITIONAL REFUELING EQUIPMENT AVAILABLE

Since publication of the Supplementary Regulations further hand pumps have been approved for use.

Approved hand pumps are:

- MacNaught Rapidflo.
- Alemlube 5060A.
- Superflow DP203
- Tecalemit TEC62205
- Ultraflo AP-1320
- Other brands as advised in any Further Supplementary Regulations.

4. EVENT FORMAT

The Phillip Island 300 can be completed by teams of one or two drivers.

The event will consist of Practice, 2 Qualifying Sessions, 2 heat races and the 67 lap Phillip Island 300 race.

For two driver teams, Driver A will compete in Qualifying Session 1 and Race 1, while Driver B will compete in Qualifying Session 2 and Race 2.

Single driver teams can compete in all sessions.

5. DOCUMENT CHECK, VEHICLE SCRUTINY & TRANSMITTERS.

All documents and licences must be checked at the Document Check which will be held at the Secretary's Office before the Competitor can go on the track for the first time. Please attend this Document Check at the time as coordinated with the category representative.

When licences, club membership and logbooks and the Entry Form have been checked, the team will be issued with an "Approval to be Scrutinised" form which must be taken to the Scrutineer with your vehicle log book. If required for further scrutiny, take this form and your log book when required.

The Targeted Scrutiny procedure will be in place for this Meeting for all categories. Your Competitor's Vehicle Declaration is included in your entry form. Your log book, club membership and all licences must be presented at this Document Check. Following satisfactory completion of this process, you will be sent to the scrutineer who will decide whether your vehicle will be subjected to the traditional check or the

Targeted Scrutiny. If Targeted Scrutiny is determined appropriate, you must present your log book to the scrutineer. If all is satisfactory, you will be given an "Approval to Compete" sticker to affix to your vehicle. Competitors who are required for a further scrutiny / audit during the meeting will be informed at this time, and a suitable time arranged. This audit will take about fifteen to twenty minutes. Those who are directed to go to scrutiny prior to going on the track should take their vehicle to the Scrutiny Bay as directed at the time nominated on the schedule. A further check of the vehicle may be conducted in the marshalling area prior to you going on to the track.

6. NOISE EMISSION

Racing engines may only be run between the hours of 9.00am and 5.00pm at the circuit on any day.

7. COMPULSORY DRIVERS BRIEFINGS.

All drivers will be briefed in the Muster Shed at times shown on the Meeting Schedule. Non-attendance &/or failure to sign the sign-on sheet will result in a minimum fine of \$100.00 unless negated by the Stewards.

8. ACCESS TO TRACK FROM GARAGES and PADDOCKS.

Cars in garages may join in qualifying sessions from the front of garages direct into Pit Lane. Cars parked in the Paddocks must go to the Marshalling Area at the North end of the paddock when called. For races, all cars, including those in garages, must proceed to the Marshalling Area at the far North end of the paddock when after the commencement of the formation lap for the race prior (unless otherwise directed). **Any competitor using a garage must leave the garage through the back doors (unless otherwise directed) prior to races. Similarly, the rear door should be used to re-enter garages after events when the driver is directed off the track at Turn 4.**

9. PRACTICE & QUALIFYING SESSIONS.

All practice sessions will be controlled from the Start Line and any flags used will have the same meaning as those used during racing. Drivers must be prepared to stop on the direction of an official at the Pit Exit before driving onto the circuit. Otherwise, traffic lights at pit exit will be in force.

10. GRIDDING.

The grid for Race 1 will be determined on qualifying times from Qualifying 1

The grid for Race 2 will be determined on qualifying times from Qualifying 2

The grid for Race 3 shall be determined by the aggregate points awarded to each team in races 1 & 2. Should more than one team be on the same number of points such teams shall be placed in order of their finishing position for Race 2

Points for races 1 & 2 will be allocated on a decreasing scale with 1st place receiving 50 points, 2nd place receiving 49 points, 3rd place receiving 48 points and subsequent placings points decreasing by 1.

11. STARTING OF RACES.

From the one-minute signal to the field in the Marshalling Area, the start procedure is as laid down in the Race Meeting Standing Regulations in the CAMS Manual of Motorsport, under Non-Championship Standing Start. In the Pre-Grid in the Marshalling Area, the field will be shown a one minute board, then the green flag to indicate they should move to the grid on a formation lap from the Pit Exit.

When the field is assembled on the grid, the starter will indicate five seconds to go until the red light is shown. At any moment, between three and five seconds after the red light is shown, the start of the race will be indicated by the red light being extinguished.

12. END OF ALL QUALIFYING SESSIONS AND RACES.

At the end of each session on the track, all cars must proceed around the circuit to Turn 4 where they will leave the track and return to the paddock areas via the return road (unless otherwise directed). Drivers must be prepared to enter the Parc Ferme if so directed by the officials immediately following their event.

13. GARAGES

All garages/sheds must be cleaned and vacated within one hour after cessation of racing on the Sunday, and keys returned to the Secretary's Office. Non-compliance will incur a fee of not less than \$50.00.

14. SAFETY CAR.

A safety car will be used when necessary, in accord with Race Meeting Standing Regulation 6.14 For all sprint races at Phillip Island, the Clerk of the Course will only leave pit exit open for a short period after each time the Safety Car and the field following have passed Pit Exit. At other times, any car at pit exit must wait until the next time the Safety Car passes Pit Exit. If this is to be varied for any event, competitors will be notified.

In all cases, cars leaving pit lane during a Safety Car period must continue on at a reduced speed knowing that officials and official vehicles will be on the track, and pay strict attention to yellow flags until they reach the rear of the field following the Safety Car.

15. LEAVING THE TRACK

Because of the gravel traps and soft verges close to much of the track edges at Phillip Island Grand Prix Circuit, any car placing two of its tyres off the racing surface, as defined by the white line surrounding the track, may be shown the Black Flag and brought into pit lane at the discretion of the Clerk of Course.

16. PENALTIES APPLIED BY CLERK OF THE COURSE

As authorised in Race Meeting Standing Regulation 9, the Clerk of the Course may apply a penalty of up to one minute to be added to the drivers lap time in practice, or race time during a race, or require the driver to come into pit lane by the showing of the black flag and the drivers number at the Start Line. Where this is a result of a Judgement of Fact, there is no appeal against the penalty. Infringements such as leaving the track, false start, failure to obey flag signals or the Code of Driving Conduct may be penalised in this manner. A sign displayed at the Start Line stating TIME PENALTY, together with the car number, will be used to notify competitors of the penalty, and the penalty will not prevent further penalties being applied for the same infringement.

17. NOTICE ON SAFE WORKING CONDITIONS

Both the Organisers and CAMS have OH&S Policies which are available on their relative web sites and from the Race Administration Office in the Control Tower.

You are reminded that Competitors are responsible at all times for the working conditions of their pit crews and other team members at all times, and for any contractors they may have attending the Meeting to assist them. They must ensure that all applicable safe working conditions and practices (for example, as would be appropriate in industry or your workshop) are met at all times.

Any injuries or "emergencies" experienced by the Teams must be reported to the Race Administration Office as soon as practicable to enable us to deploy an appropriate emergency response, to comply with Worksafe reporting requirements.

And as a final word from the sponsors, if you need a bed for the night/s at Phillip Island, call reception at the Ramada Resort Phillip Island (03 5952 8000) or Larson at The Island Accommodation on (03 5956 6123).

They will do special deals if you tell them you are involved in a PIARC race meeting.

MATT BALCOMBE

Secretary of the Meeting.