



PHILLIP ISLAND AUTO RACING CLUB LTD
ABN 90 004 351 446

**SHANNONS NATIONALS MOTOR RACING
CHAMPIONSHIPS**
Round 3 – 1 – 2 May 2010

PHILLIP ISLAND GRAND PRIX CIRCUIT

FURTHER SUPPLEMENTARY REGULATIONS

CAMS Permit No: 810/0205/02

The following persons are officials in addition to others nominated in Regulations.

Stewards of the Meeting	Alan Vaughan, Robert Anderson, Colin Hardinge
Judges of Start & Finish	Belinda Taylor, Tony van den Dungen, Shane Bull, Alf Pearce & James Taylor
Judges of Pit Lane Speed	Doug Reid, Christian Schmidt, Andy Groube
Judges of Noise	Bruce Dollison

CHAPTER 1 - FURTHER REGULATIONS

In addition to these regulations which are applicable to all competitors, Further Regulations specific to the Australian Manufacturer's Championship will be issued direct to those teams entered for that event.

1.1) MEETING TITLE, DATE, & CIRCUIT ENTRY

The Meeting shall be known as "Round 3, 2010 Shannons Nationals Motor Racing Championships", to be held on 1 & 2 May, 2010 at the Phillip Island Grand Prix Circuit, Victoria, with separate practice being conducted on Friday 30 April.

On Friday from 7 am, all traffic will be through Gate 1A (100 metres past the Main Gate). On Saturday from 7 am, competitors with race cars in tow should use Gate 1A until about 9 am, and all others should use Gate 1 (Main Gate).

Thursday night entry to the circuit is possible, but only for those categories where the category manager has made appropriate arrangements with the Organisers and has a representative present on the night. This will be strictly between 5 pm and 7 pm for facility access only and not for preparatory vehicle work – please contact your category manager for detail.

Please note that there is no circuit access possible before these times.

Trucks unable to fit the tunnel height clearance of 4 metres, must make special prior arrangements with the circuit on (03) 59522710 to enter through gate 3A on Gap Road - access possible only prior to start of track activity each day.

1.2) DOCUMENT CHECKING

FOR FRIDAY PRACTICE – Each competitor entered for the Race Meeting and wishing to practice on Friday must report to the Control Tower Admin Office with all licences, prior to going on the track.

FOR SATURDAY & SUNDAY DOCUMENT CHECK

Complete Meeting Document checking will be done by arrangement between each category Manager and the Secretary of the Meeting. Competitors must provide all licence and log book to the Category Manager on arrival at the track.

1.3) VEHICLE SCRUTINY

Vehicle scrutiny will be in accordance with the Targeted Scrutiny procedure at this Meeting. From information contained in the Targeted Scrutiny statement on the Entry Confirmation form, scrutineers will decide which vehicles will be subjected to a Scrutiny Audit at the Meeting, at a time to be arranged during the days. Prior to this audit, these vehicles may participate in track activities. Vehicles not selected for an audit will be given an "Authority to Compete" sticker unless they have never had a Preliminary Scrutiny prior to the Meeting, or a notation in their log book requires an initial scrutiny prior to going onto the track. In each case, the vehicle must be scrutinised prior to commencing any track activity.

The Clerk of the Course may require any automobile involved in an accident to be stopped and checked prior to it going back onto the track. Any automobile or driver may be prohibited from practice or the race for safety reasons. The Organisers reserve the right to scrutinise any vehicle at any time, including after any event, when drivers may be directed to a Parc Ferme by officials of the meeting. In this case, no person may approach the vehicle unless authorised by Officials of the Meeting.

DATA 1 TRANSMITTERS

These transmitters must be fitted to the race vehicle and must be functioning during all sessions on the track. Transmitters are to be fitted to formula cars in the position agreed to by your category management; for all sedan based vehicles that position shall be the left front footwell or right front footwell for left hand drive vehicles.

1.4) DRIVERS' BRIEFINGS – will be held in the Briefing Shed as follows.

0830 Saturday	-	Superkarts, Sports Racers, Saloon Cars and Commodore Cup cars
1000 Saturday	-	Australian F3
1030 Saturday		Australian Manufacturers Championship

Attendance at Driver's Briefings is compulsory and failure to be present on time or sign on at the drivers briefing may result in a \$500.00 fine, unless negated by the Stewards of the Meeting in exceptional circumstances. All drivers' briefings will be held in the Briefing Shed at times as shown in the event schedule. The Briefing Shed is at the paddock end of the Turn 4 return road (alongside the Fuel Depot).

1.5) PIT CREW MEMBERS

All persons entering or stationed in pit lane during the time the track is closed for competition (hot pit lane) are required to have signed a Pit Lane Disclaimer form. It is the responsibility of the Competitor to ensure that all persons stationed in the "Hot Pit Lane" have signed a disclaimer and have received in return a wristband which must be worn at all times while in pit lane.

1.6) GRIDDING DETERMINATION

Grid determination will be as per the relevant category sporting regulations.

1.7) 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.

1.8) ACCESS TO TRACK FROM PADDOCKS and/or GARAGES -

Automobiles parked in the Paddocks must go to the Marshalling Area at the north end of the pit lane garages when called, before going on to the track for practice and qualifying. Automobiles in garages may join in practice and qualifying sessions from the front of garages direct into Pit Lane.

For races, all Commodore Cup cars must go to the Marshalling Area at the north end of the pit lane garages when called. From there they will be sent to the pit exit, prior to their formation lap.

The other categories may go direct from their garages to be marshalled at the pit exit, prior to their observation or formation lap to the grid.

1.9) START PROCEDURES (unless otherwise directed).

For F3 the start procedure shall be as per the Championship start (3 Minute) - Standing Start in the Race Meeting Standing Regulations in the 2010 CAMS Manual of Motor Sport, with the Formation Lap from the grid following an Observation Lap from Pit Lane to Grid.

For Commodore Cup, Saloon Cars and Sports Racers, the start procedure shall be as per the Non-Championship Start (1 Minute) – Standing Start in the Race Meeting Standing Regulations with the Formation Lap from Pit Lane to Grid, from where the Start signal will be given.

The Manufacturers Championship races will be started using a Handicap start procedure as detailed in their series regulations, with the Formation Lap from the grid following an Observation Lap from Pit Lane to Grid..

The Superkarts will have their races started as detailed in their Series Regulations.

1.10) END OF ALL QUALIFYING SESSIONS AND RACES.

Unless directed off the track at Turn 4, all cars based in pit lane garages will proceed around the track to Turn 11 then off into pit lane and their garages. For Commodore Cup cars based in the Green Paddock, at the end of each session on the track, they 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). All drivers must be prepared to enter the Parc Ferme if so directed by the officials following their event.

1.11) SAFETY CAR.

A safety car will be used when deemed necessary, as detailed in Race Meeting Standing Regulation 6.12.

1.12) PASSES

Personnel and vehicle passes for each competitor will be placed in sealed envelopes ready for collection by the category managers on Friday 30 April from the Race Administration office in the Control Tower, for distribution to their competitors. Uncollected passes will be at Gate 1 from 7.00 am Saturday 1st May, 2010. It is the responsibility of the competitor to ensure that drivers, pit crew, etc have the appropriate passes to enter the circuit from Saturday morning on.

1.13) FRIDAY PRACTICE

The circuit is available for private practice on Friday 30 April It is not compulsory and no qualifying sessions or races will be conducted on that day. It will be conducted only for vehicles entered for the race meeting and under the same conditions as detailed in Supplementary Regulations. On arrival at the circuit, a team representative must report to the Race Administration Office in the Control Tower with the appropriate paperwork. Note that Friday access to the circuit will be from 7.00 am via Gate 1A. No automobile may participate in Friday practice session if the Competitor has not registered with the Race Administration Office on arrival at the circuit. Friday sessions are included in the Meeting Schedule.

Please note that the Friday Practice will be conducted by PIARC, and the entry fee for this day is \$165 per entry, separate from and in addition to other Race Meeting fees.

CHAPTER 2 - SPECIFIC CIRCUIT REQUIREMENTS

2.1 CIRCUIT ACCESS

Circuit gate access is detailed in Article 1.1

Set up of your paddock area must be in accordance with directions of PIARC Race Officials, and in cooperation with Series and Category Managers.

2.2 OFFICIAL NOTICE BOARD

The Official Notice Board will be located at the base of Race Control.

2.3 FUEL

Details of fuel available for each category may be obtained from the category manager. An advance-order form is attached to these Regulations which should be emailed to the fuel supplier before the Meeting.

A maximum of 60 Litres of fuel only may be stored in a garage or shed. All excess must be stored in the bunded fuel dump.

2.4 WASTE OIL

All waste oil is to be placed in the waste oil receptacles provided.

2.5 MUFFLERS

Racing engines may only be started after 9.00am each day, and not used after 5pm unless specifically authorised.

All vehicles must be fitted with an effective muffler which diminishes the sound of the engine's exhaust. All vehicles must be configured so that, when measured in competition conditions at 30 metres from the track edge, the sound emission from the vehicles does not exceed 95dB(A).

2.6 PADDOCK & FACILITIES

Each competing vehicle may have only one tender vehicle in the working paddock and a second team vehicle which is to be parked where directed by officials.

There will be tyre-changing facilities available and Food (including breakfast) is available at the circuit on all days.

GARAGES: All garages must be cleaned and vacated within 1 hour after cessation of racing on Sunday, and the keys returned to the Race Administration Office in the Control Tower.

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, give Theo at the Hollywood Hotel (03) 5952 6788 or Dominic at the Eco Resort (03) 5952 8000. Both will do special deals if you tell them you are involved in a PIARC race meeting.

Jean Bellenger - Secretary of the Meeting

