



WA Sporting Car Club (Inc)
Supplementary Regulations
Wanneroo 300 Enduro Race Meeting
Barbagallo Raceway Wanneroo
18/11/2017. Permit # TBA

1 Administration

1.1 Other Regulations

- a) WA Sporting Car Club (WASCC) Race Meetings will be held under the current;
- i. International Sporting Code of the Federation Internationale de l'automobile (FIA),
 - ii. CAMS Race Meeting Standing Regulation
 - iii. National Competition Rules (NCR) of The Confederation of Australian Motor Sport Ltd (CAMS)
 - iv. These Supplementary Regulations and any amendments, WASCC Standing Regulations, further Event Regulations, Event Bulletins and Instructions to competitors that may be issued.
 - v. This event is run as a Multi-Club circuit race event
- b) WASCC Events will be conducted in accordance with the CAMS Risk Management & Occupational Health and Safety Policies. These policies are available from the CAMS website www.cams.com.au and on the Barbagallo Raceway website www.wascc.com.au. A copy is available for viewing on the Notice Board located in the Race Office.

1.2 Administration and Event Staff

Organiser and Promoter:	The W.A. Sporting Car Club (Inc), Wattle Avenue East, NEERABUP, WA 6031
Phone:	08 9306 8022
E-mail:	evententry@wascc.asn.au
Web:	www.wascc.com.au
Event Organising Committee:	Chris Kneafsey, Glen Swarbrick & John Hurney
Organising Committee Address:	PO Box 267, WANNEROO, WA 6946
Stewards of the Meeting:	Jan Freeman, TBA
Secretary of the Meeting:	Marilyn Cassidy
Clerk of the Course:	John Hurney
Chief Scrutineer:	Tony Girling
Chief Time Keeper:	Raymond Shaw
Chief Medical Officer:	Dr. Phil Martin
Judges of Fact:	Timing; Facts judged: Start, Finish Noise; Facts Judged: DBA level. Exceeding Track Limits; Facts Judged: Visual/CCTV

1.3 Circuit Details

Location:	Wattle Avenue EAST, NEERABUP, WA 6031
Length and Direction:	Long Circuit: (FIA International Grade 3) 2.4150 kilometres – clockwise direction with asphalt surface.

1.4 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

Every entrant and driver must sign the Disclaimers and Entrants Statement on the Entry Form before taking part in any competition Event. This shall include a statement attesting that the entered vehicle conforms to its applicable eligibility criteria and is in a fit state for the proposed competition.

Officials must sign on every day of the event.

2 Entries

2.1 Drivers

For Racing, competitors and drivers must hold the minimum of a CAMS Provisional Clubman Circuit License (PCC).

2.2 Classes and Categories of Automobiles Admitted

The competition will be conducted for the below classes of vehicles complying in accordance with 2017 CAMS WA Motor Race Championship Sporting Regulations.

- WA100; Holden HQ, Excel Cup & Saloon Cars
- WA300; IPC, Saloon Cars, Sports Sedans, Street Cars, Sports Production Cars
- F1000 + 6SR
- Historic Touring Cars

2.3 Entry Lodgment

Entries open on publication of these Supplementary Regulation.

Entry forms are to be lodged via the CAMS online entry system www.cams.com.au (Member Portal) before the closing time and date of 4pm, Monday 13/11/2017.

With the submission of their entry, the competitor(s) give their agreement, also on behalf of their driver(s), pit crew and sponsors, that the organiser may record all activities in connection with the event and have them transmitted by radio, television or other media. No claims against the organiser or the transmission company may be raised.

Attendance at the Race Office prior to the driver's qualifying session is still necessary for those competitors who wish to add pit crew to their form. Entries with incomplete or incorrect information will not be accepted.

Late Entries:

May be accepted at the discretion of the event Promotor, up to 48 hours after the event closing date.

All entries accepted under this circumstance, will incur a "rear of field" (ROF) starting position for race 1 and race 2, in the category entered for the nominated driver of that automobile.

The Promotor will not consider any request to amend the Supplementary Regulations to allow late entry beyond the provisions within these Supplementary Regulations

2.4 Entry Fees

Racing (Enduro)	WA 300	\$350
Racing (Enduro)	WA 100	\$300
Racing (Sprint)	WASCC Members	\$210.00
Racing (Sprint)	Non-members	\$260.00
Relief Driver		\$75.00 to the same car
Dorian Hire per driver		\$20.00 payable with entry fee

Please Note:

- All Entry Fees **MUST** be paid prior to the event entry closing date.
- Any withdrawal made prior to the event closing date will be entitled to a full refund if payment has been made. Those received after the event closing date, yet 24 hours prior to the event starting, will incur a \$50 fee. The balance of monies paid minus this fee will be held in credit.
- Any withdrawal received within the final 24-hour period will not be entitled to any credit or refund.

Acceptance and Oversubscribed Entries:

Where the category entry list exceeds the track density for that category, they shall be culled as per the CAMS WA Motor Race Championship Sporting Regulations. Competitors will be given the option to receive conditional acceptance and be placed on a reserve entry list, if another competitor withdraws. Competitors who do not accept this option will receive a full refund of the entry fee paid.

2.5 Refusal of Entries

The organisers reserve the right to refuse entry in accordance with NCR 83.

Where a category does not achieve a minimum of 12 entries, WASCC reserve the right to amalgamate with another category or cancelled that category's event. If their events are cancelled, competitors shall be entitled to a full credit or refund. Where a Class is oversubscribed, the organizer will accept the First entries received only as per the Grid limit for the respective Class.

2.6 Nomination of Drivers

The competitor or driver must advise the Secretary of the Meeting at least one hour before the commencement of practice or qualifying as to which driver will start the qualifying session or race when two or more drivers are nominated on an entry form.

2.7 General

Competitors, drivers and pit crew are required to obey all instructions by the organiser, the Clerk of the Course and officials. Trailers, Tow Trucks & Transporters are not be parked in the paddock area. Loading of vehicles must only be done after the last race of the day. Golf buggies and WASCC approved modes of transport "ONLY" (other than your feet) are permitted in the paddock area. Vehicles may be loaded prior to the last event in the trailer compound north of the groundsmans shed or south of the Fastlane shed. Failure to adhere to these safety requirement may see the competitor charged.

3 Document Check

3.1 Competition License check

All drivers are to present their CAMS Competition License and current CAMS affiliated car club membership to an official at McCrackan House prior to the Drivers' briefing, as indicated on the event timetable.

Each Driver must attend the Drivers' briefing to be held at McCrackan House, as indicated on the event timetable.

3.2 Vehicle log book check

All Entrants are to present their CAMS Vehicle Log Book to an official at the scrutineering shed, time as indicated in timetable

3.3 Team Fire Attendant/Re-fueller Briefing

3.3.1 Attendance is compulsory and failure to attend and sign the attendance sheet will result in a \$250 fine levied against the vehicle entrant unless negated by the Stewards of the Meeting in exceptional circumstances.

3.3.2 Late attendance (after the Briefing has commenced) and/or leaving early (prior to the Briefing has finished) at any compulsory Briefing will result in a \$250 fine unless negated by the Stewards of the Meeting in exceptional circumstances. At least 2 pit crew duly nominated on the vehicle entry form must attend the Fire Attendant/Re-fueller Briefing.

4 Scrutineering

4.1 CAMS Targeted Scrutiny

Automobiles will be examined throughout the competition as per the CAMS Targeted Scrutiny Program.

4.2 Excel Cup series

Excel Cup Series vehicles must be fitted with an "E" next to the competition Number, it must be at least 120mm high in the standard number font as per NCR's in a contrasting colour to the vehicle, either black or white.

5 Competition Procedures

5.1 Determination of Winner

Points for any meeting or Series shall be allocated to the driver for each race that comprises of that meeting, Series or Championship as follows: - 1st – 25 points, 2nd – 20, 3rd – 18, 4th – 17, 5th – 16, 6th – 15, 7th – 14, 8th – 13, 9th – 12, 10th – 11, 11th – 10, 12th – 9, 13th – 8, 14th – 7, 15th – 6, 16th – 5, 17th – 4, 18th – 3, 19th – 2, 20th – 1 point.

Points for each race will be accumulated and winner of each class will be the driver with the highest aggregate of points, unless otherwise stated in these regulations or the meeting Further Regulations.

In the event of a tie in points scored, the competitor with the largest number of wins shall be declared the winner. In the event of a tie in the number of wins, the competitor who scored the most points in the last race will be declared the winner.

5.2 Trophy's

Trophies will be awarded to the first placegetter of each category as a minimum.

5.3 Starting Procedures

Unless otherwise stated elsewhere in these regulations, Further Regulations CAMS WA Motor Race Championship Sporting Regulations or CAMS WA Historic Motorsport Championship Sporting Regulations, all races will be standing starts and follow the procedure outlined in the current CAMS Race Meeting Standing Regulations.

F1000 + 6SR Sports Racers will have 2 warmup laps and the race start will be a rolling start as per the procedure outlined in the current CAMS Race Meeting Standing Regulations.

A driver who makes a false start shall be penalised in accordance the current CAMS Race Meeting Standing Regulations with at least the minimum penalty of Five (5) seconds added to their race time.

The WA 100 and the WA 300 races will have 2 warmup laps and be rolling starts as per the procedure outlined in the current CAMS Race Meeting Standing Regulations.

5.4 Grid Positions

Unless otherwise stated elsewhere in these regulations, Further Regulations, CAMS WA Motor Race Championship Sporting Regulations or CAMS WA Historic Motorsport Championship Sporting Regulations grid positions will be determined as per CAMS Race Meeting Standing Regulations.

Historic Touring Cars

Grid determination will be:

First race – from qualifying times best qualifier to pole

Second race – on the finishing order from race 1

Third race – on the finishing order from race 2

F1000

Grid Determination will be:

First Race – from qualifying times with best qualifier to pole

Second Race – reverse top 6 from qualifying times, with 7th onwards as of qualifying

Third Race – highest points to pole position.

WA 100 (Excel Cup, Holden HQ & Saloon Cars)

Grid determination will be:

1 x 20-minute Qualifying session

WA 300 (CAMS 2nd & 3rd Category automobiles)

Grid determination will be:

2 x 15-minute Qualifying sessions

5.5 Race Lengths

Race lengths for Historic Touring Cars will be:

First, Second and Third race = 8 Laps

Race lengths for F1000 will be:

First and Second race = 10 Laps

Third race = 15 Laps

Race length for the WA 100 will be: 1 x 40 laps (maximum 37 cars)

Race length for the WA 300 will be: 1 x 125 laps (maximum 32 cars)

5.6 Pit Lane speed Limit

The Pit Lane speed limit is 40Kph.

5.7 Protests

Competitors are reminded of their right to protest in accordance with Part XII of the CAMS Manual of Motor Sport.

6 Event - Wanneroo 100 Enduro – Long Circuit (only relevant for WA 100 competitors)

6.1 Event Summary

- 6.1.1** Eligible vehicles will include HQ Holden, Excel Cup and Saloon Car Sedans. The mandatory 130% rule applies.
- 6.1.2** 1 x 20-minute Qualifying and 1 x 40 Lap Race
- 6.1.3** The track limit will be 44 for Qualifying and 37 for Racing.

6.2 Race Start

The cars will leave the outfield (original) pit lane, form up in grid order two abreast behind the safety car and then do two [2] formation laps. The safety car will leave the circuit on the second lap and the event will commence with a rolling start. There will be no refuelling of vehicles during this event.

6.3 Pit Facilities

- 6.3.1** All competitors will utilise the outfield pitlane for all compulsory pit stops.
- 6.3.2** For the duration of the WA100 event each entrant will be allocated an outfield Pit bay.

6.4 Compulsory pit stops (WA 100 only)

- 6.4.1 The compulsory pit stop procedure will be in accordance with RMSR Item 11.4 as listed in the current CAMS Manual of Motor Sport.
- 6.4.2 All competitors will be required to do a minimum of one [1] compulsory pit stops (CPS).
- 6.4.3 Saloon Car
- 6.4.3.1 AU/VT Saloon Cars will be required to do 2 x 120sec stop/go, as well as the CPS.
- 6.4.3.2 EA/VN Saloon Cars will be required to do 2 x 90sec stop/go, as well as the CPS.
- 6.4.3.3 In a 2-driver team, each driver will be required to do 1 x stop go each.
- 6.4.4 Excel Cup Car
- 6.4.4.1 All Excel Cup Cars will be required to do 1 x 60sec stop/go, as well as the CPS.
- 6.4.5 Solo entrants:
- 6.4.5.1 Must run/walk a complete lap around their car (driver's door to driver's door) within the confines of their allocated outfield pit bay.
- 6.4.5.2 1 x driver assistant is allowed to assist the driver to strap back into the driver's seat during the CPS, but must stay within the confines of the allocated outfield pit bay during the pit stop
- 6.4.6 Driver Change:
- 6.4.6.1 Driver A gets out and Driver B gets in
- 6.4.6.2 Both drivers must stay within the confines of their allocated outfield pit bay during the pit stop
- 6.4.6.3 1 x driver assistant is allowed to assist Driver B to strap into the driver's seat during the CPS, but must stay within the confines of the allocated outfield pit bay during the pit stop
- 6.4.7 Car Controller:
- 6.4.7.1 Each automobile is allowed one [1] car controller
- 6.4.7.2 This person is not allowed to assist in any way during the CPS and must stay within the confines of the allocated pit bay
- 6.4.8 Fluro Velco Strip:
- 6.4.8.1 This is to be placed on the left hand rear passengers window prior to the start of the race.
- 6.4.8.2 Only the driver who starts the race is to remove this during the CPS.
- 6.4.9 The window for compulsory pit stops will be open, when the starting automobile/driver crosses the race track start/finish line to complete lap 10 and will close after the leader crosses the race track start/finish line to complete lap 30. Other stops are allowed outside of the CPS window will not count as the compulsory pit stop.
- 6.4.10 Pit stops and driver changes to the automobile, as outlined in Rule 6.4, must be carried out by the completion of lap 35.

7 Event - Wanneroo 300 Enduro – Long Circuit (only relevant for WA300 competitors)

7.1 Eligibility

- 7.1.1 Eligible automobiles will include any CAMS 2nd Category or 3rd Category automobiles. The mandatory 130% rule will be applied. **Please note: As a guide, your automobile should be able to lap in less than 75 seconds.**
- 7.1.2 This event will comprise 2 x 15 min Qualifying sessions and 1 x 125 Lap Race.
- 7.1.3 The on-track grid limit will be 32 automobiles.

7.2 Qualifying

- 7.2.1 There will be two [2] x fifteen minute [15] qualifying sessions for the Wanneroo 300.
- 7.2.2 The automobile starting grid position will be determined by the fastest time recorded for that automobile (by either driver). Unless specifically permitted by the Clerk of the Course, all drivers and co-drivers shall complete at least three [3] timed qualifying laps in their nominated automobile. Failure to do so may result in exclusion from the event.
- 7.2.3 Relay teams – only one car from your team is permitted on the track at any one time during qualifying.

7.3 Race Start

Automobiles will leave the infield pit lane and form up in grid order two abreast behind the 'safety car' and then do two [2] formation laps. The 'safety car' will leave the circuit on the second lap and the event will commence with a rolling start.

7.4 Competitors

- 7.4.1** All eligible automobiles will have the option to run the race as a sole competitor, co-driver pairing or relay team.
- 7.4.2** Relay Team – a maximum of two [2] automobiles per team.
- 7.4.3** If entered as a relay team, both competitors are to use a single competition Exchange Relay Baton - fluoro Velcro strip. The competition Relay Baton is to be exchanged during a pit stop and must be on the competing automobile, across the back driver's left window, for all competition laps or the laps will not count as completed laps.

7.5 Pit Lane Entry, Exit

- 7.5.1** Automobiles will enter infield pit lane by leaving the circuit on the driver's side right of the track after turn seven [7] and enter pit lane, abide by the 40kmh maximum speed limit, and travel to the northern end of the lane. The pit entry timing loop will be designated by a white line.
- 7.5.2** Automobiles will exit the lane and re-enter the circuit after turn one [1]. The pit exit timing loop is the pit lane control line for this event and will be designated by a white line.
- 7.5.3** There is no limit to the number of times an automobile may use the pit lane and automobiles may enter and leave the lane at any time during the event.
- 7.5.4** Automobiles exiting the pits must not cross the solid line that separates the pit exit and the track. Automobiles must not cross, in either direction, the solid line that separates the pit entry and the track. Penalties may be imposed. The Judge of Fact will be advised by Bulletin at the Meeting.

7.6 Pit lane refuelling equipment

- 7.6.1** All re-fuelling equipment, apparel, overhead-refuelling rig must comply as per Schedule N of the current CAMS Manual of Motor Sport, except if explicitly mentioned in these regulations.
- 7.6.2** Each pit lane garage has two [2] earthing points indicated by a green square plate marked "Equipotential Bond Point". This is the official and ONLY earthing point for the re-fuelling rigs and team managers are responsible for ensuring that their rig is connected appropriately.

7.6.3 Dry Break refuelling rig

- 7.6.3.1** Each re-fuelling tower must be suitably restrained to the pit building structure to prevent it falling in the event of any accident in pit lane. The restraint of each re-fuelling tower will be subject to the approval of the Chief Scrutineer. It is not permitted to drill the concrete floor and/or any part of the garage structure.
- 7.6.3.2** The maximum hose length from fuel rig to dry-break coupling is three [3] metres.
- 7.6.3.3** Re-fuelling towers must comply with Schedule N of the current CAMS manual of motorsport.

7.6.4 Drum Pump refuelling rig

- 7.6.4.1** Drum pumps allowed for pit lane refuelling are; a MacNaught rapid flow, a Alemlube F20060, a Tecalemit TEC50032H or similar if approved by the Clerk of Course and must be an Unmodified OEM Hand Operated Pump
- 7.6.4.2** Automobiles refuelling in pit lane without a dedicated Dry Break refuelling system must use a Rotary hand operated pump of a type to be supplied or specified above, to a maximum of four [4] metres anti-static dedicated fuel hose and a squeeze to operate nozzle.
- 7.6.4.3** At all times when using the hand operated pump in the pit lane garage all personnel must be fully attired in the apparel as per schedule D Part 4.6 of the current CAMS Manual of Motor Sport.
- 7.6.4.4** Two hundred and five [205] or sixty [60] litre fuel drums are to be used and must be suitably restrained to the pit building structure to prevent it falling in the event of any accident in pit lane. The restraint of the fuel drum will be subject to the approval of the Chief Scrutineer. It is not permitted to drill the concrete floor and/or any part of the garage structure.

7.6.5 Refuelling rig inspections

- 7.6.5.1** All drivers and re-fuellers apparel (helmets, overalls, gloves etc) must be presented for inspection and approval at the time nominated in the event timetable.
- 7.6.5.2** Dry Break refuelling rigs and/or Drum Pump refuelling rigs will be checked as set up in the pit lane garage (refer to 7.6.3 and 7.6.4) at a time nominated in the event timetable.
- 7.6.5.3** Each automobile will be issued with a scrutiny approval refuelling sticker once it has successfully completed the scrutiny check.

- 7.6.6** Any automobile failing to display the Scrutiny approval refuelling sticker will not be permitted to undertake pit lane refuelling (7.8.4).
- 7.6.7** All re-fuelling equipment must be scrutineered before racing commences. You must satisfy the scrutineers that re-fuelling will be undertaken in a safe matter.

7.7 Pit lane servicing

- 7.7.1** Any repair work or servicing of an automobile during the event will be deemed to be “car servicing”
- 7.7.2** Teams must use solid incompressible components capable of supporting the automobile in case of a jacking system failure. These must be positioned under the car at all times while persons working on the automobile have any part of their body under any part of the automobile. This does not include wheel changing operations and brake pad changes, where the techniques involved do not require persons to place any part of their body under the automobile.
- 7.7.3** The “prescribed line” referred to in these Regulations is the line painted in pit lane parallel to the garage fronts.
- 7.7.4** During car servicing (not refuelling) a maximum of four [4] (correctly attired ie. enclosed shoes, shorts that cover below the knees and a shirt) crew members are allowed to cross the prescribed line onto the pit apron. Note: this doesn’t include the car controller or the driver (or drivers if a driver change is taking place) but the total must not exceed six [6] personnel.
- 7.7.5** Any person, who crosses the ‘prescribed line’ into pit lane, shall be deemed as working on the automobile.
- 7.7.6** Any automobile requiring extended servicing or repairs longer than ten minutes [10] should be moved into the pit lane garage. Once the automobile is moved into the pit lane garage the number of persons permitted to service the automobile is free.
- 7.7.7** Competitors must not paint lines on any part of the pit lane.
- 7.7.8** At all times during the meeting the rear pit lane garage roller door facing the Paddock must remain FULLY open. Any pit walling must not block off the rear of the garage completely, with at least a 3-metre gap to be left.
- 7.7.9** No automobile is permitted to stop in the pit lane other than in its designated pit bay apron at any time.

7.8 Pit Stop Procedures:

- 7.8.1** If an automobile stops in pit lane before reaching, or passes its designated pit lane garage, the automobile may be pushed to and/or back to its pit bay area by members of its team

7.8.2 Car Controller:

- 7.8.2.1** At all times whilst an automobile is stationary in its pit bay it must remain under the control of a designated “Car Controller” who must remain at the front of the automobile in clear view of the driver and is responsible for the safe conduct of the pitstop and departure of the automobile at the completion of any pit stop. The ‘car controller’ is not permitted to assist in any way with a pit stop and will not count in any following regulation regarding the number of persons permitted to assist with a pit stop.
- 7.8.2.2** For each pit stop, the ‘Car Controller’ may be in a position in pit lane to assume control of the automobile one lap before the automobile crosses the control line at pit entry, and must be behind the Prescribed Line before the automobile crosses the line at pit lane exit.
- 7.8.2.3** If an automobile’s dry break fuel coupling/s is mounted forward of the A pillar / leading edge of the front doors, the ‘Car Controller’ must be attired as per a re-fuelling person (**Error! Reference source not found.**).

7.8.3 Driver Change:

- 7.8.3.1** A driver change may be carried out during a pit stop. Neither the nominated driver assistant nor the incoming or exiting driver are to perform any other duties during the driver change.
- 7.8.3.2** Relay Teams – Driver A brings their automobile onto pitlane, stops at the designated pit bay, exits their automobile and removes the “Fluro Velcro Strip”. Driver A then crosses the pitlane “prescribed line” to tag Driver B and exchange the “Fluro Velcro Strip”. Driver B can now cross the pitlane “prescribed line” to attach the “Fluro Velcro Strip”, enter their automobile and be strapped in by the designated driver assistant, if required.

7.8.4 Pit lane Refuelling:

- 7.8.4.1** All drivers must be clear of the automobile and behind the pitlane “prescribed line” during refuelling.
- 7.8.4.2** Refuelling cannot commence until the driver who drove the automobile onto pitlane has vacated the automobile and is behind the “prescribed line”.

- 7.8.4.3** “Pit lane refuelling” will be deemed to be any stop during the race that fuel is added to the automobile in competition. i.e. in the Pit lane.
- 7.8.4.4** It is compulsory to notify the designated re-fuelling officials of your intent to undertake a Fuel Pit Stop no less than one [1] lap before attempting the stop.
- 7.8.4.5** Competitors spilling fuel during refuelling will be penalized and held in Pit Lane for an additional five [5] minutes or given a five [5] min stop go penalty. Any fuel spill MUST BE IMMEDIATELY cleaned up.
- 7.8.4.6** A total minimum Fuel Pit Stop transit time of two [2] minutes and thirty [30] seconds for each refuelling stop will be calculated from when a vehicle crosses the pit lane entry line to when the vehicle crosses the pit lane exit line. The Chief Timekeeper will be the sole Judge of Fact.
- 7.8.4.7** No other automobile servicing (including driver change, drink bottle and cool suit changing) is to be undertaken whilst fuel is being transferred into the automobile.
- 7.8.4.8** A wet towel or fire blanket must be placed over any tyre that is within 1 metre of the refuelling orifice to reduce the ability of fire if fuel is spilt on the tyre.
- 7.8.4.9** All pit lane refuelling must only be done using equipment as outlined in section 7.6.
- 7.8.5** At all times when filling or emptying refuelling devices in the pit lane garage all personnel involved in the transfer or within one [1] metre of the re- fuelling fittings must be fully attired (As per schedule D Part 4.6 of the current CAMS manual of motorsport) in a minimum of;
- i. Flame resistant and currently compliant overalls, gloves, balaclavas and shoes.
 - ii. Any resultant exposed areas (eg, eyes) must be covered to minimise risk of injury from flash fire burns (eg, by goggles/glasses).
- 7.8.5.1** The three [3] Fuel pit stop refuelling personnel who must attend are to be wearing certified apparel as per section 7.8.5
- 7.8.5.2** The three [3] Fuel pit stop refuelling personnel who must attend are:
- a) Re-fueller (x1)
During a Fuel pit stop, the Re-fueller must only handle and operate the refuelling hose/handpiece for the duration of the Refuelling operation.
 - b) Fuel Rig Emergency Cut-Off Attendant (x1) – Dry-Break Refuelling
During a Fuel pit stop, the Fuel Rig Emergency Cut-Off Attendant must hold the valve of the re-fuelling rig open only during the re-fuelling operations and must not participate in any other activities other than the duties of an emergency cut-off valve attendant.
- OR
- Fuel pump Operator (x1) – Hand Pump Refuelling
During a Fuel pit stop, the Fuel Pump Operator is to operate the hand pump under the direction of the Re-fueller and must not participate in any other activities other than the duties of Fuel Pump operator.
- c) Fire Attendant (x1)
During a Fuel pit stop, the Fire Attendant must be ready and located behind the “prescribed line” near the re-fuelling tower or hand operated pump with a working fire extinguisher (not less than 4.5kg). The fire attendant must not participate in any other activities other than the duties of a fire attendant during the entire activity.
- 7.8.5.3** The automobile must be stationary at all times during re-fuelling.
- 7.8.5.4** Automobiles must turn off their ignition before re-fuelling starts. ‘Turbo’ automobiles are exempt from turning off the ignition but must abide by point (7.8.4.2) of the refuelling regulations.
- 7.8.5.5** Turbo automobiles are permitted to leave their automobiles running but the ‘car controller’ will become a secondary fire attendant stationed at the front of the automobile with a minimum capacity of 4.5kg and will be required to be dressed same as the other fire attendant.
- 7.8.5.6** Where the fuel filler of the automobile is located over a wheel, the wheel must be covered by a flame retardant material to prevent the spilling of fuel on hot brakes irrespective of where refuelling is taking place.

7.9 Refuelling Other than in Pitlane

Once the race has commenced, refuelling can only be conducted in pit lane (as per section 7.8.4). No fuel may be added to competing vehicles in team garages for the duration of the event.

8.1 Compulsory pit stops

- 8.1.1** The compulsory pit stop procedure will be in accordance with RMSR Item 11.4 as listed in the current CAMS Manual of Motor Sport.

- 8.1.2 All competitors will be required to do a minimum of two [2] compulsory pit stops (CPS), with the minimum elapsed time from pit entry to pit exit for each CPS being 2 minutes 30 seconds (150 secs).
- 8.1.3 The window for compulsory pit stops will be open, when the starting driver crosses the race track start/finish line to complete lap 15 and will close after the leader crosses the race track start/finish line to complete lap 115. Other stops are allowed outside of the CPS window will not count as the compulsory pit stop.

8.2 Penalties (all entrants)

- 8.2.1 If any automobile is between .01 and 15 seconds under their timed Pit stop refueling (7.8.4.66), they will receive a 60 second time penalty which will be added to their finish time.
- 8.2.2 If any automobile is 15.01 seconds or more under their timed Pit stop refueling (7.8.4.66), five [5] laps will be deducted from their completed lap count, ie they will be placed behind all automobiles that completed more laps than their amended lap count.
- 8.2.3 Failure to complete the required CPS (in accordance with section 8.1) will result in five [5] laps deducted from their completed lap count, ie they will be placed behind all automobiles that completed more laps than their amended lap count.
- 8.2.4 The pit entry and pit exit Dorian loops will be utilised to monitor both in/out timing for the timed Pit stop refueling. It will be the competitor's responsibility to ensure that correct times are managed.

9.1 Protests

Competitors are reminded of their right to protest in accordance with Part XII of the CAMS Manual of Motor Sport.

Please be advised that Barbagallo Raceway has Smoke Free Spectator and Viewing areas.

Event Secretary: Marilyn Cassidy

