



# *Alfa Romeo Owners' Club of Australia*

Victoria Division Inc.

Presents

## **The 2019 Alfa Club 12 Hour Relay**

**at Winton Raceway**

**Saturday 12 October - 5 Hour**

**Plus**

**Sunday 13 October - 7 Hour**

**Draft Supplementary Regulations**

*Updated 27 June 2019*



**CAMS PERMIT NUMBER – 319/1310/01**

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The event will be known as the **Alfa Club 12 Hour Relay**.

The Alfa Club 12 Hour Relay is intended to be a friendly multi-club level motor sport event where friends and family can participate in supporting competing teams. The event is open to all **invited car clubs** and is aimed at grass roots motor sport participants; hence holders of CAMS competition licences are eligible to enter. The number of entries is limited to 45 teams to preserve the relaxed friendly atmosphere of the event. Last year's event had a full field and many teams have indicated they are returning in 2019.

The event is a team event, so the performance of cars, drivers and teams are important to win. It is a regularity event where consistency is rewarded rather than speed. As a Team Regularity Relay event, racing is not permitted and participants who demonstrate race or un-sportsman-like behaviour on or off the circuit may be excluded from the event.

Alan Hopla

Ross Flood

Neil Choi

### KEY DATES

| Date                          |            | Event                                | Notes                     |
|-------------------------------|------------|--------------------------------------|---------------------------|
| <b>Monday</b><br>July 1, 2019 | • 1700 hrs | Entries Open                         | See clause 3.1            |
| <b>Friday</b><br>September 6  | • 1900 hrs | Entries close                        | Entry fee \$1920          |
| <b>Friday</b><br>October 11   | • 1200 hrs | Circuit gates open                   |                           |
|                               | • 1400 hrs | Garage Access & Scrutineering starts | Garage access only        |
| <b>Saturday</b><br>October 12 | • 0700 hrs | Circuit gates open                   |                           |
|                               | • 1930 hrs | Circuit gates locked                 |                           |
| <b>Sunday</b><br>October 13   | • 0700 hrs | Circuit gates open                   |                           |
|                               | • 1615 hrs | Award Ceremony                       | In front of Control Tower |

### EVENT SCHEDULE

| Date                          |            | Event  | Notes              |
|-------------------------------|------------|--|--------------------|
| <b>Friday</b><br>October 11   | • 1200 hrs | Circuit Gates Open   |                    |
|                               | • 1400 hrs | Pit garage area opens  | Garage access only |
|                               | • 1400 hrs | Scrutineering commences                                      | Until 1700         |
|                               | • 1800 hrs | Circuit Gates Closed   |                    |
| <b>Saturday</b><br>October 12 | • 0700 hrs | Circuit gates open   |                    |
|                               | •          |  |                    |
|                               | • 0730 hrs | Scrutineering opens – until 1330<br>Key Officials Briefing   |                    |
|                               | • 0800 hrs | <b>No Competition engines to be started before this time</b> |                    |
|                               | • 0800 hrs | Drivers & Team Managers Briefing                             |                    |



|                              |             |  |   |
|------------------------------|-------------|--|---|
|                              | • 0830 hrs  | Practice commences   |   |
|                              | • 1030 hrs  | Lap time nomination -Starting Driver                         |   |
|                              | • 1115 hrs  | Practice finishes  |   |
|                              | • 1130 hrs  | Lap time nomination - Balance of Team                        |   |
|                              | • 1115 hrs  | Grid positions published                                     | At Control Tower  |
|                              | • 1130 hrs  | Starting competitors forming up in pit lane                  | Starting cars must be available at the garages from 1235 hrs. |
|                              | • 1152 hrs  | Safety car leads competitors onto circuit                    |   |
|                              | • 1152hrs   | Pit lane closes  |   |
|                              | • 1156 hrs  | Cars gridded correctly                                       |   |
|                              | • 1200 hrs  | Event start – under Yellow Flag                              |   |
|                              | • 1700 hrs  | Part 1 Finish time = start time + 5 hours                    |   |
|                              | • 1730 hrs  | Circuit gates closed   |   |
| <b>Sunday<br/>October 13</b> | • 0700 hrs  | Circuit gates open   |   |
|                              | • 0700 hrs  | Starting car nomination & Lap time amendment deadline        | Only for weather changes by declaration of the CoC.           |
|                              | • 0700 hrs  | <b>No Competition engines to be started before this time</b> |   |
|                              | • 07150 hrs | Key officials briefing                                       |   |
|                              | • 0715 hrs  | Track condition declaration (Wet/Dry)                        | At Control Tower  |
|                              | • 0730 hrs  | Grid positions published                                     | At Control Tower  |
|                              | • 0750 hrs  | Drivers & Team Managers Briefing                             | <b>Compulsory for drivers &amp; team managers</b>             |
|                              | • 0805 hrs  | Starting Competitors forming up in pit lane                  | Starting cars must be available at the garages from 0800 hrs. |
|                              | • 0830 hrs  | Event start – under Green Flag                               |   |
|                              | • 1500 hrs  | Paddock Closed   | Opened after Event  |
|                              | • 1530 hrs  | Actual Finish time = start time + 7 hours                    |   |
|                              | • 1615 hrs  | Award Ceremony   | In front of Control Tower                                     |



## 1. ADMINISTRATION

### 1.1 NAME

The Event shall be a club regularity trial, known as the **Alfa Club 12 Hour Relay**.

### 1.2 AUTHORITY

The event shall be conducted under the authority of the FIA International Sporting Code including Appendices and the National Competition Rules (NCR) of The Confederation of Australian Motor Sport (CAMS), Regularity Trial Standing Regulations, these Supplementary Regulations, and any Further Supplementary Regulations issued by the Organiser. This Event will be conducted under and in accordance with CAMS OH&S, CAMS Safety 1st and Risk Management Policies, which can be found on the CAMS website at [www.cams.com.au](http://www.cams.com.au).

### 1.3 PROMOTERS

The Event will be promoted by the Alfa Romeo Owners' Club of Australia (Victoria Division), hereafter known as Alfa Club.

### 1.4 ORGANISING COMMITTEE

Neil Choi  
Alan Morrison  
Ross Flood  
Joe Ardi

Noel Goltz  
Anthony Sharp  
Alan Hopla  
Colin Thomas

Evan Bottcher  
Bruno Colautti  
Mandy Thompson  
Colin Edwards

### 1.5 DATE & VENUE

The Event shall be an Alfa club 12 Hour Regularity Relay Meeting conducted on Saturday 12th and Sunday 13th October 2019, with practice on Saturday 12th October 2019.

Circuit Details  
Winton Motor Raceway  
Length: 3.0km  
Direction: Clockwise

### 1.6 INSURANCE

Certain public, property, professional indemnity and personal accident insurance is provided by CAMS in relations to the event. Further details can be found in the CAMS Insurance Handbook, available at [www.cams.com.au](http://www.cams.com.au).

### 1.7 POSTPONEMENT, ABANDONMENT OR CALCELLATION

The organisers reserve the right to postpone, abandon, or cancel the event at their sole discretion in accordance with NCR 59 of the CAMS Manual of Motor Sport. In addition, if there are insufficient entries to sustain this competition, then the organising committee shall have the authority to defer or cancel the meeting. If the event is abandoned or cancelled, a refund of the entry fee less a 10% administration fee will be made.

### 1.8 PROTESTS

Protests must be lodged in accordance with Part XII of the current CAMS Manual.

### 1.9 KEY OFFICIALS

SECRETARY OF THE MEETING: Neil Choi (until 8:30 am 12 October), thereafter Colin Edwards  
CLERK OF COURSE: Ross Flood  
Deputy Clerk of Course: Alan Morrison and Alan Hopla



|                         |   |
|-------------------------|---|
| COMMUNICATIONS:         | Ross Sargent  |
| CHIEF TIMEKEEPER:       | Ian Leech   |
| CHIEF SCRUTINEER:       | Evan Bottcher and Bruno Colautti until 8:30 am 12 October |
| CHIEF SCRUTINEER:       | Graeme Bell from 8:30 am 12 October                       |
| PIT EXIT MARSHALL:      | Colin Thomas  |
| CHIEF FLAG MARSHALL:    | Eric Rigg and Victorian Flag Marshalling Team             |
| SAFETY CAR DRIVERS:     | Anthony Sharp, Joe Ardi                                   |
| GARAGE CONTROL:         | Ross Flood, Alan Morrison                                 |
| VOLUNTEER CO-ORDINATOR: | Anthony Sharp   |
| ADMINISTRATION          | Noel Goltz, Mandy Thompson, Colin Edwards                 |

#### 1.10 STEWARDS/SAFETY OFFICERS

|               |               |
|---------------|---------------|
| CHIEF STEWARD | David Floyd   |
| STEWARD       | Colin Edwards |

#### 1.11 JUDGES OF FACT

|                          |   |
|--------------------------|---|
| Judge of Noise:          | Official nominated by Clerk of Course & notified by bulletin on day of practice and event |
| Judge of Finish:         | Chief Timekeeper  |
| Judge of Pit Lane speed: | Pit Lane Marshalls  |
| Judge of Driver conduct: | Clerk of Course   |

## 2. NATURE OF EVENT & AWARDS

### 2.1 THE EVENT

The event is a **Regularity Trial** conducted over two days, the objective being for each Team to achieve as close as possible to the 'Goal Laps' which is based on the number of completed laps and Bonus Laps calculated according to the Scoring System (see Section 7.0). Each team is allocated a team Race Sash, which is to be carried by the car representing that team when on the circuit and passed on to the next car to represent that team. The objective of the event is for each driver to complete each of his/her laps as near as possible to his/her nominated lap time in order to accrue Base Laps and hopefully Bonus Laps for their team. The winning Team will be the Team that has the highest percentage of achieved laps against their Goal Laps at the conclusion of the Event

### 2.2 AWARDS & PRESENTATION

#### Place getters

The top three place getters will receive awards. The Team with the highest **Percentage Factor** will be declared 1<sup>st</sup>, next highest 2<sup>nd</sup>, and next highest 3<sup>rd</sup>.

#### Tony Hawker Memorial Trophy

This award will be made to the highest scoring team of exclusively Alfa Romeo cars driven by Alfa Club members.

Each of the Team Drivers & Team Manager of the winning Teams will be awarded prizes.

**NOTE:** All results will be announced, and trophy presentations will take place after the event at 4:45pm on the trackside at the base of the timing tower on 13<sup>th</sup> October.

## 3. ENTRY DETAILS & COMPOSITION OF TEAMS

### 3.1. ENTRIES



The maximum number of teams will be limited to 45 teams or at the discretion of the event secretary. Entries open on **1<sup>st</sup> July 2019** and close on **6<sup>th</sup> September 2019**

Entries will only be accepted on an **Official Entry Form Application**, which has been completed *in full* by the **Team Manager and all Drivers** and is **accompanied with full payment**.

The Team Manager will receive all correspondence regarding the Event. Email will be used extensively.

#### **Forms to be sent to**

Neil Choi, Alfa Club Event Secretary  
41 Fairbank Cres, Lower Templestowe, 3107.  
Email: Competition Secretary (neilchoi116@gmail.com)

Notification, to the Event Secretary via email, of intent of a Team entry will be appreciated if followed by the prompt receipt of the completed Official Entry Form Application. Cheques should be made “Not Negotiable” and payable to Alfa Romeo Car Club (Vic) Inc. or credit card details entered on the Official Entry Form Application. The Event Secretary and the Organising Committee reserve the right to refuse to accept any entry without assigning a reason as per CAMS NCR 83 (iii).

Individuals unable to form a team may contact the Event Secretary (Neil Choi) (0433 11 66 47) and the Alfa Club will endeavour to form a composite team for you. Submission of the Entry Form will be required once the Alfa Club advises you that a Team has been formed.

### **3.2 FEES**

\$1920.00 per team

The entry fee includes a shared pit garage and 1 Dorian Transponder per driver. Competitors may use their own Dorians.

### **3.3 COMPOSITION OF TEAMS**

Each Team will consist of a minimum of three (3) drivers and three (3) cars and a maximum of six (6) drivers and six (6) cars, with special dispensation for older classic car teams, contact event secretary. Sharing of cars by drivers will be allowed provided the minimum number of drivers is observed. Participation will only be permitted for car/driver combinations nominated on the entry form, *unless approved in writing by the Clerk of Course prior to a new car/driver combination entering the circuit*. A breach of this requirement may lead to exclusion of the team.

Each Team will appoint a Team Manager. The Team Manager may also be a Driver although we discourage it. The Team Manager will wear a Team Manager’s identification band (issued in the Team Manager’s kit).

### **3.4 TEAM MANAGERS**

The Team Managers will be responsible for the management of their Team, leading up to and during The Event. They must ensure that all competing team vehicles and driver’s apparel comply with the regulations before they are presented for scrutineering, and that the Team and Driver Numbers are attached to the vehicle in the appropriate place as well as any event sponsorship banners (see Section 4.5). They are responsible for ensuring all members of the team (including any service crew) behave in a responsible manner at all times in keeping with the Supplementary Regulations and the Spirit of the Event.

## **4. VEHICLE ELIGIBILITY**

### **4.1 ELIGIBILITY REQUIREMENTS**

- a) Each vehicle must comply with the General Requirements for Cars and Drivers, Schedule A and B of the CAMS Manual of Motor Sport.





- b) Each vehicle must be fitted with a racing harness complying with Schedule I of the CAMS Manual of Motor Sport.

Acceptability of vehicles will be at the discretion of the Event Secretary - contact the Event Secretary (Neil Choi) if in doubt as to the eligibility of your vehicle.

#### 4.2. VEHICLE CONFORMITY

All competing vehicles must be prepared and equipped in conformity with the AROCA Club Sprint vehicle requirements, as detailed in Clause 4.9. All vehicles should be clean and free of body damage and in roadworthy condition.

#### 4.3 FUEL

All competitors are required to use commercial fuel as specified in Schedule G of the CAMS Manual of Motor Sport. Cars with CAMS Historic Log Books will be allowed to use Alcohol Fuels.

The following fuels are available from the circuit:

- BP Ultimate,
- Leaded Racing Fuel 100,
- JFP 98 Unleaded Racing fuel

Samples of the available fuels may be purchased from the circuit during normal office hours.

Only cars or 20 litre fuel drums may be filled at the on-site service station.

In order to comply with OH&S. requirements and the Dangerous Goods Act 1985, entrants are NOT PERMITTED to bring 200 L drums of fuel onto the Winton Raceway property. Refuelling of vehicles in any area other than the Paddock Area or the Fuel Depot is PROHIBITED, as is the storage of 200 litre fuel drums on the Winton Raceway site.

Each **TEAM** may only store one (1) x 20 litre drums of fuel in their garage at any time. All other fuel must be stored away from the garages with the team's service vehicles.

#### 4.4 REFUELLING OF VEHICLES

Refuelling is not permitted in the Garages or Pit Area; all refuelling must be carried out in the Paddock Area only. ***No refuelling of vehicle while wearing clothing to be used while driving.*** A manned fire extinguisher must be present and close by when re-fuelling is taking place. Other replenishment and repairs to vehicles must be carried out in the Pit Garages or Paddock Area only.

#### 4.5 VEHICLE IDENTIFICATION MARKS

Each Team will be notified in advance of their Team and Driver Numbers. It is the responsibility of each Team to supply its own decals. Team and Driver Numbers are required to be displayed on the ***both sides*** of your car using either the side window or door and on the ***top left-hand*** side of the front windscreen as described in ***Appendix 1 and Schedule K of the CAMS Manual.***

Team and Driver Numbers may be self-adhesive or magnetic, safely secured and must be clearly visible by Timing and Flag Marshals

Where cars are shared, it is vital that only ONE competition number is visible, and its corresponding Dorian is used.

Decals may be organised through "Instasign", Mr Jeff Smith on 0417 319 200 or [instasign@gmail.com](mailto:instasign@gmail.com)

#### 4.6 VEHICLE ADVERTISING

In the spirit of showing support for the event, it will be required for all teams to affix a windscreen banner, or in the case of a car with no windscreen a bonnet banner, door panel logo stickers, on their competing cars as shown in ***Appendix 1.*** Areas A1, A2, C and D are reserved ***exclusively*** for the placement of the event or sponsors logos.



The windscreen banners, door and rear left body panel event or sponsors logo stickers will be supplied by the event organizers and will be given to each team at check in. These banners and stickers must be affixed to the car before being presented for scrutineering. Cars presenting without required event banner or sticker will fail Scrutineering.

**No competing cars will be allowed onto the circuit without all the designated event or sponsors stickers correctly affixed, either during practice or the event.**

If your car has a vanity banner and you do not wish to remove it, it is recommended that you place masking tape over the vanity banner and then place the event banner onto the masking tape. This will protect your vanity banner and allows easy removal of the event banner after the event. Glue marks can be removed by wiping with methanol, ethanol, isopropyl alcohol or methylated spirits.

#### 4.7. TYRES

Competitors are reminded that this is an endurance event and tyre condition should be appropriate. In the event of wet conditions, the Clerk of Course may exercise his discretion to declare the track “wet” and permit only cars equipped with treaded tyres to enter the track. If the track is declared wet, all such treaded tyres must maintain a minimum tread depth as judged by the scrutineers. **No re-treaded or reprocessed tyres will be permitted.**

#### 4.8 NOISE

All vehicles must be fitted with an effective muffler in such a manner to reduce the noise level in accordance with the requirements of Winton Motor Raceway and the Alfa Club. A sound level meter will be used & vehicles which measure in excess of 95 dB (A) at a 30m drive past will not be permitted to compete in the event until the noise level has been rectified.

#### 4.9 VEHICLE AND DRIVER EQUIPMENT

The vehicle and driver equipment requirements include:

- A fire extinguisher with a minimum capacity of 1 kg complying with AS 1841.5, rigidly mounted by bolts and with a metal bracket and readily accessible by the driver when in the harnessed or strapped-in position. (BCF / Halon types are illegal). As per schedule H of the CAMS Manual.
- A blue triangle with sides of 150mm on the bodywork indicating the location of the battery.
- Glass headlights, fog lights etc. to be covered by a translucent adhesive film.
- A safety belt or harness complying with the CAMS Schedule I.
- Be fitted with a return spring on each throttle in the event of the throttle linkage becoming detached. *Fuel injected cars are exempted from this requirement.*
- Bonnet Catches: Cars must be fitted with 2 separate fastening systems, of adequate strength and limited extensibility, which simultaneously hold the bonnet or panels closed. Bodily unmodified production cars manufactured after 1/1/1973, and other cars as required by the Alfa Club which are fitted with forward hinged bonnets may utilise the original, unmodified manufacturer's component for closing the bonnet, without the use of a secondary restraint mechanism.
- Working brake lights are COMPULSORY.
- Metal valve caps must be fitted to each tyre
- Any car fitted with tyres marked "for competition use only" or "R" type tyres must be fitted to Alloy or Magnesium wheels only - i.e. steel wheels are NOT permitted with R or competition tyres.
- All drivers MUST wear an approved helmet complying with AS1698 or Snell SA95 or superior, safety belt or harness complying with current Australian Standards or superior, goggles/visor (where applicable) and flame-resistant clothing (no nylon) from throat to wrist to ankle and include suitable non-flammable footwear whenever on the Circuit (NCR 141 and Schedule D of the CAMS Manual).





- Drivers of open top vehicles must wear protective gloves and either full face helmet with visor down or open face helmet with protective eye goggles that comply with AS1609-1981 or an equivalent international standard. *Sunglasses, irrespective of manufacture, are not permitted in place of goggles!*

Roll over protection bars are not compulsory but are encouraged and recommended for open top cars. When fitted, roll bars must be of a design and construction that in the opinion of the scrutineer will protect the occupant in the event of vehicle rollover.

#### 4.10 IN CAR CAMERAS

Handheld cameras (e.g. Camcorders) are permitted in the vehicle cabin if they are securely mounted and do not exceed 150g in weight. Mountings must be securely fixed to either the roll cage or a significant part of the body structure. The camera must be tethered. The design and construction of the mounting must be according to a recognised standard or satisfy the scrutineer that it will protect the driver in the event of accident. All cameras must be presented fitted to the vehicle at scrutineering, and a sticker authorising the attachment will be affixed to the top right-hand corner of the windscreen.

#### 4.11 ELIGIBILITY OF DRIVERS

Drivers must be a current financial member of either the Alfa Club or another CAMS Affiliated car club and possess a current CAMS competition licence.

**All drivers must have competed in at least 3 (three) club sprint or higher-level events prior to the Event or have a proven history of Motor Racing or Sprinting as a licensed driver.**

Competitors under the age of 18 years old must submit a signed reference letter, from the competition secretary of the competitor's car club, stating the competitor's circuit driving experience.

#### 4.12. ZERO BLOOD ALCOHOL REQUIREMENT

A Zero blood alcohol requirement applies to all drivers and pit crew throughout the duration of the Event. During the event the consumption of alcohol in the paddock, pits or any part of the competition area is forbidden. Random breath tests may be conducted on any driver or pit crew at any time throughout the event.

### 5. RUNNING OF THE EVENT

#### 5.1 SAFETY LIGHT SYSTEM

The Safety Light system as outlined in the CAMS Manual of Motorsport, will be in operation at this event. Flags will be a back-up for the light system.

|                     |   |
|---------------------|---|
| Red Light:          | Cease session and return to Pit Lane  |
| Single Yellow:      | Obstruction on the track in the area following the yellow light, Safety Car on track. |
| Double Yellow:      | Track partially blocked or service vehicle near track.                                |
| Green Light:        | Track clear   |
| Red & Yellow Light: | Debris or Oil   |
| Blue Light:         | Overtaking vehicle  |

#### 5.2 BLACK FLAG & BOARD WITH NUMBER

A black flag and a board with the car number will be shown at the start-finish if there is a need to bring a car into the pits for any reason. The driver must obey this sign immediately and **acknowledge it with a hand signal**; the driver must slow down and move off the competition line and return to the pits via the normal pit entrance. Failure by a driver to comply with the flags referred to in this section may result in the driver being immediately excluded from the Event and further team and driver penalties



may be applied as determined by the Clerk of Course. Another team car may go out *only* when given permission by the Clerk of Course.

### 5.3 PIT LANE EXIT TO TRACK

Pit Lane exit to the track at the Winton long circuit blends into the circuit before turn 1 and on the opposite side of the track to the racing line. Vehicles not observing the blend line have caused accidents in the past. Competitors not observing the blend line will incur penalties (see section 7.2).

### 5.4 SCRUTINEERING AND DOCUMENTATION

Each competitor must present themselves to the Event Secretary or his Agent in the administration office prior to scrutineering and produce a current CAMS competition licence, a current Club Membership Card and Log Book or Passport (if available).

Each team will be issued with a Scrutineering Sash. Only cars which have their team Scrutineering Sash with their car will be permitted to assemble for scrutineering. *Vehicles assembling without the Scrutineering Sash will be directed to leave the scrutineering assembly area!* The Chief Scrutineer may refer offenders to the Clerk of Course for penalties at his discretion.

All cars are encouraged to be presented for scrutineering on Friday 11<sup>th</sup> October.

**Friday 11<sup>th</sup> October 2:00pm-5pm:** All cars must be presented to the Scrutineers with the team Scrutineering Sash on Friday 11<sup>th</sup> October between **2:00pm and 5:00pm.**

**Saturday 12<sup>th</sup> October 7:15am – 1:30pm:** All cars must be presented to the Scrutineers with the team Scrutineering Sash on Saturday 12<sup>th</sup> October between **7:15am and 1:30pm.**

Cars which have passed scrutineering will have affixed a signed 'OK' sticker. Only cars which bear the 'OK' sticker will be permitted onto the circuit. Any car not presented at the scrutineering bay by 1:30pm may be excluded from the Event without refund of fee.

The organisers reserve the right to perform targeted scrutineering throughout the event.

### 5.5 PRACTICE – 8:30am – 11:15am Saturday 12<sup>th</sup> October

All drivers must complete at least three (3) official timed laps by the conclusion of Practice to become eligible to compete in the Event. Only one car from each Team may practice at any one time. Race Sashes will be issued to each team prior to practice, and every car must carry the team's Race Sash whilst on the circuit. Team cars may change over as often as desired provided the minimum number of 3 complete laps is completed by each driver.

As soon as practical after the conclusion of the practice session, a list will be displayed on the notice board outside the Timing Tower indicating those Drivers who have completed the minimum number of three (3) official practice laps.

### 5.6 SAFETY CAR FAMILIARISATION

During the Saturday practice sessions, the Safety Car may be brought onto the track on several different occasions to enable drivers and crews to become familiar with its use.

### 5.7 TEAM MANAGERS' & DRIVERS' BRIEFINGS

*Saturday 12<sup>th</sup> October:* All drivers and Team Managers are required to attend the Drivers' Briefings at 8:00 am held on the south side of the Timing Tower and sign the sign-on sheets and affix wrist bands. *Once drivers' check-in has been completed on Saturday morning, no driver substitution is possible after this time.*

No competitor will be allowed onto the circuit unless they have attended a Drivers' Briefing. Non-attendance may lead to exclusion from the Event.



*Sunday 13th October:* A briefing for Team Managers and drivers will be held on the south side of the Timing Tower at 7:50 am. All Team Managers and drivers are required to attend as a roll call and sign-on will be taken and fresh wrist bands issued.

Any instructions issued by the Clerk of Course or his nominated deputy at the Drivers' Briefing or at any other stage of the Event shall have the same authority as these Supplementary Regulations and any Further Supplementary Regulations.

## **5.8 INFORMATION AND ENQUIRY POINT**

All enquiries should be directed to the Event Secretary's Office located below the Timing Tower. The Event Secretary's Office will be manned throughout both days excluding 10 minutes immediately prior to and after the start of the Event.

## **5.9 DRIVER / TEAM MANAGER IDENTIFICATION**

Drivers and Team Managers will be issued with wrist bands after attending the Drivers' Briefing. There will be a different colour for each day. Team managers & key officials will be issued with identification tags. These tags will have emergency and other key phone numbers on the reverse side.

## **5.10 COMMUNICATION IN THE PITS**

The start and finish of the event will run to the published timetable. Teams should not rely on PA announcements, which will be kept to a minimum. Many pits have TV connection points that allow access to the event timing. Timing data will be regularly uploaded to the Natsoft website. Results and penalties will be displayed on the ground floor windows of the control tower.

# **6. THE ALFA CLUB 12 HOUR RELAY – Saturday 12<sup>th</sup> and Sunday 13<sup>th</sup> October 2019**

## **6.1 START AND FINISH**

The Alfa Club 12 Hour Relay Part 1 shall commence at 12:00pm and conclude 5 hours after actual start time on Saturday 12<sup>th</sup> October. Part 2 shall commence at 8:30 am on Sunday 13<sup>th</sup> October and conclude 7 hours after actual start time.

## **6.2 GRID POSITIONS**

Grid positions for the start of Part 1 of the Relay on Saturday 12<sup>th</sup> October will be the ascending order of the nominated lap times of the 'starting cars' selected by each team. Grid positions will be published at the control tower at 11:15 am on Saturday 12 October.

Grid Positions for Sunday will be *order of finishing* on Saturday and will be published at 7:30 am Sunday 13 October.

## **6.3 START OF EVENT**

*Saturday 12 October.*

In the interest of safety into turn 1 on the first lap, cars shall be gridded up in Pit Lane from fastest nominated lap time to slowest nominated lap time based on the individual starting drivers' nominated lap time. Drivers with the same nominated lap time will be gridded at discretion of the Chief Time Keeper. *If on the day, the nominated driver cannot start the event for the team, then that team will start from Pit Lane after the last car in the field has passed the circuit entrance after the start of the Event, and when permitted by the Pit Lane official.*

The starting driver from each Team must be in their cars, with their Race Sash attached in the Pit Lane in their starting order from 11:30 am. Any starting car not in Pit Lane by 11:52 pm must start the event from Pit Lane only after the last car in the field has passed the circuit entrance after the start of the Event, and when permitted by the Pit Lane official.



When the marshals are satisfied that the correct starting driver/car are in their correct order, they will release the cars onto the circuit where they will then proceed in single file to do a one sighting lap behind the Safety Car. **PASSING IS PROHIBITED DURING SIGHTING LAP.**

The safety car will stop in front of the start line to allow the lead car to stop at grid position 1, second car at grid position 2 and so on.

Only event officials and authorized personnel are allowed on the starting grid or at the pit wall during the start of the event. (Spectators and photographers are forbidden at the pit wall or on the starting grid.) A siren will sound approx. 3 minutes before start time at which time all event officials and authorized personnel must immediately return behind the pit wall.

The entire field will be started simultaneously under a stationary YELLOW flag and following the Safety Car. In the event of a stalled vehicle a vigorously waved yellow flag will be shown.

The entire field will be led around the circuit side-by-side behind the Safety Car until the Clerk of Course deems it is a safe to start then the Safety Car will switch off the flashing Yellow Lights and exit the circuit at pit entry. Do not follow the Safety Car into pit lane. The entire field will continue around the circuit and proceed onto pit straight in side-by-side formation towards the start / finish line. Competition and passing is only permitted after you have passed the GREEN flag shown at start / finish line.

*Competitors are reminded that the first lap is not counted.*

*Sunday 13 October.*

Each starting driver from each Team must be in their cars, with their Race Sash in the Pit Lane in their starting order from 8:00 am. Any starting car not in Pit Lane by 8:20 am must start the event from Pit Lane. When the marshals are satisfied that the correct starting driver/car are in their correct order at 8:30 am, they will release the cars onto the circuit under a GREEN flag. The pit lane will close immediately. In the event of a stalled vehicle a vigorously waved yellow flag will be shown in Pit Lane.

*Competitors are reminded that the first lap is a “changeover” lap and cannot earn a bonus.*

#### **6.4 DRIVER'S TIME LIMIT**

No driver shall complete an aggregate track time of more than 12 hours (720 min) divided by the number of team drivers plus 30% or as otherwise expressly permitted by the Clerk of Course.

#### **6.5 SASH**

There will be one Sash allocated to each Team. This Sash will be a Velcro strip about 150mm long with the team number written on it. Each car will have the corresponding half of the Velcro strip (via self-adhesive) on the drivers' side front guard. The Sash identifies the active competition car of the Team and must be carried whenever the car is on the circuit. One lap is counted each time the Sash is carried across the Start/Finish line or its replacement, (approved by the Clerk of Course) crosses the Start/Finish line on a Team car. The Sash and corresponding self-adhesive strips will be supplied in the Team Managers kit and will be easily identifiable.

#### **6.6 SASH CHANGE PROCEDURE**

From the start of the event each Team may have only one car stationed in its respective Garage Bay, ready to take over. To affect a sash change, the competing car will retire from the circuit by entering the pit lane entry road. The Driver of the retiring car must signify his intention to enter pit lane by raising his hand above head height (outside the car) to be visible by other Drivers and officials. The retiring car will proceed down the right-hand pit lane at a maximum speed of **40 km/h max** (failure to obey speed limit will incur a penalty). As the driver approaches their allocated garage bay they will slow to 5 km/h and enter the left-hand pit lane and stop where indicated by their Sash Change Team



Member in preparation to hand over the sash. The Sash Change Team Member will then remove the Sash from the front guard and **WALK BEHIND THAT CAR** to enter their garage to affix the sash onto the waiting car. Once the retiring driver has completed the Sash change, the driver must promptly re-enter the right-hand lane and exit the pit lane at a maximum speed of **40 km/h** by turning left after the Timing Tower. The Sash Change Team Member will then direct the new driver to exit the pit garage when it is safe and proceed to the exit of the Pit Lane at a maximum speed of **40 km/h** via the right-hand lane where a Marshal will control safe entry onto the circuit. The use of “lollypop” men in pit lane is prohibited.

*If a team's car has not crossed the start / finish line within 5 minutes (or a reasonable time as deemed by the Clerk of Course) after the last crossing, the Clerk of Course will be notified, and a runner despatched to find out why. Penalties may be applied. A team must always have a competition car circulating and competing around the circuit to be included in the competition, otherwise the team is deemed to have withdrawn from competition. Sitting out of the competition for whatever reason is not permitted, doing so will deem the team to have withdrawn from competition.*

It is the responsibility of the Team to ensure that the team sash is visible and affixed properly and that the driver is properly attired. If the sash is not visible or the driver not correctly attired the Pit Lane marshal will refuse them entry onto the circuit. When directed by the green pit lane light, the Car will immediately proceed safely onto the circuit.

**Repeating the key safety point:** The Sash Change Team Member must **WALK BEHIND THE RETIRING CAR** to enter their garage. Any team observed **NOT** adhering to this safety requirement will incur a penalty.

## 6.7 OVERTAKING OTHER VEHICLES DURING THE EVENT

*KEY THOUGHT: “Pass without embarrassment!”*

Overtaking of other vehicles during the Event must be carried out in a safe manner, and preferably while travelling in a straight line.

Passing in corners will only be permitted if done with care. At all times, slower cars are expected to allow faster cars to pass with minimum obstruction.

Penalties will also be applied to cars which Flag Marshals report as not adequately facilitating overtaking by faster cars.

## 6.8 DISABLEMENT OF CARS ON THE CIRCUIT

In the event of a car breaking down on the circuit, the driver must first and foremost make every reasonable effort to ensure that the car is not left in such a position as to constitute a danger to other competing cars. If in the opinion of the Clerk of Course, the driver has not carried out his duty then the Clerk of Course may at his discretion impound the Race Sash until such time as the vehicle is moved by the recovery vehicle team. Sash change will not be permitted until the driver's obligations under this regulation have been adequately discharged. Once the vehicle is in a safe place, the driver shall signify his retirement by removing and waving the Race Sash, to be visible to a nearby manned flag point, or the Timing Officials. The observing official will then notify the Clerk of Course via the radio network & a replacement sash will then be issued to the Sash Official. The Sash Official will hand it to a team representative at the sash replacement area at the Track-side door at the base of the Timing Tower – the Sash Official will NOT come up to the team garage to issue the replacement sash. The team representative **MUST** go to the Sash Official to obtain the replacement sash. The team will then affix the replacement sash to the waiting car in the team's allocated garage bay and the car can then proceed to the pit lane exit.

If a car becomes immobilised on the pit lane the driver must try to move the car so that pit lane is not blocked. If this is done, the driver may proceed directly to the sash change point (your allocated pit





garage) and hand the sash over to the Team. In all other cases, the retirement must be reported to a nearby flag point as described previously.

#### 6.9 MECHANICAL FAILURE

In the event of mechanical failure, a driver may nominate to drive another car from the same team, only with the permission of the Clerk of Course and following notification of the timing officials. The number and Dorian carried by the driver's substitute car must be changed to that of the disabled car for the duration of the session during which that driver is in control. The nominated lap times will be those of the driver of the disabled vehicle.

#### 6.10 EXIT FROM THE CIRCUIT

Competitors exiting from the circuit during practice or the Event must only exit via the track exit road leading into the pit lane. Competitors must not exit the track via the short track pit exit road (towards the end of the start/finish straight) as this gate will be closed during both practice and the event. Leaving the track using this road will result in a penalty being applied to the team at the discretion of the Clerk of Course.

#### 6.11 TRACK SAFETY

Any competing vehicle that gets all four wheels off the circuit must re-join the circuit as close to the point of exit as is compatible with safety and must not re-join the circuit unless and until it is safe to do so. **Penalties will apply to the team of cars observed by officials to re-enter the circuit in a fashion considered to be dangerous. Further penalties may also be applied.**

#### 6.12 PIT LANE & SASH CHANGE AREA

**This event will use the garages and pit lane area.**

- (a) Children under the age of 16 years are not permitted in pit lane or along the pit wall.
- (b) Smoking is prohibited in the pit lane, garages and all the pit area.
- (c) **All personnel in pit lane must be properly attired, i.e. full-length trousers covering ankles, closed shoes, and at least a shirt.**
- (d) The Team Manager's kit will contain a disclaimer form, which must be read and signed by all team personnel, before the commencement of the personnel's duties.
- (e) Team Managers are responsible for ensuring that only personnel who have signed the disclaimer form and comply with the above points (b) to (d) may enter pit lane.
- (f) Completed disclaimer forms must be returned to the Event Secretary's Office prior to the Drivers briefing at 8:20 am Saturday morning.
- (g) The teams sash must be returned to the Event Secretary's Office with the sash at the end of the Event.

#### 6.13 ASSISTANCE IN STARTING VEHICLE

Assistance in starting a car whilst on the circuit can only be obtained from the officials if they are willing and able to do so without prejudice to their duties. On no account may other persons assist in starting, except in the pits, without the permission of the Clerk of Course.

#### 6.14 SAFETY CAR

- (a) The Safety Car will be activated at the sole decision of the Clerk of Course. It will be marked 'SAFETY CAR' and will have a FLASHING light on its roof.
- (b) When the order is given by the Clerk of Course, the Safety Car with lights flashing will join the circuit from pit exit. As soon as the safety car is deployed all manned flag points will display **waved yellow flags** and a sign with the letters 'SC', and the trackside lights will show double yellow. Both signals will be maintained until the Safety Car's intervention is over. Competing cars will line up behind the Safety Car maintaining the same speed as the Safety Car. The lead car shall keep a 3-car gap behind the Safety Car. All overtaking of the Safety





Car is forbidden unless a signal to do so from the Safety Car is clearly shown. Competing cars are to slow down but continue at a pace that enables them to close up to the car in front. Competing cars which fail to close up and join the line behind the Safety Car will incur a 5 Lap penalty.

- (c) Whilst the Safety Car is in operation competing cars may stop at their pit or undertake a sash change. Pit exit onto the circuit will open on each lap as the last car behind the safety car passes pit exit and close once the queue of cars waiting to enter circuit has cleared. At all times circuit entry will open at the discretion of the Pit Exit Marshal who is positioned at pit exit.
- (d) When the Clerk of Course decides to call in the Safety Car, the Safety Car will leave the circuit with its light extinguished which will be the signal for the withdrawal of the 'SC' boards, yellow flags and trackside lights as above at the flag points as soon as the last car in the train of cars behind the Safety Car has left the sector. When the Safety Car pulls off the circuit, a green flag will be waved at the start-finish line. Overtaking remains strictly forbidden until the cars pass the green flag at the Start/Finish line. The green flag will be withdrawn after one lap.
- (e) Each lap covered whilst the Safety Car is in operation will be included in the scoring as a lap but not included in the calculation of the regularity factor.

## 7.0 THE SCORING SYSTEM

### 7.1 SCORING

The Scoring System is designed so that the team with the highest Percentage Factor of Achieved Laps to Goal Laps wins the event. The following is an explanation on how this Percentage Factor is arrived at and a description of the variables that make up the calculation.

Team Managers are to complete the Competitors Lap Time Nomination Form (included in Team Manager's Kit) including the nomination of a 'starting driver/car' and submit it to the Event Secretary between 11:30 am and 12:15 pm on Saturday 12th October. The nominated times must be **only** in the form of **1 or 2 minutes** and **whole seconds e.g. 1 min 50 sec or 2 min 03 sec.**

All timing and lap scoring will be done from the start/finish line.

#### \*Goal Laps

*After the event*, each individual driver's Base Laps and Changeover Laps are divided by his/her Team's Base Laps and Changeover Laps to ascertain the percentage of the event that each driver has driven.

Then for each driver, their percentage is multiplied by 43200 (seconds), and divided by that drivers' nominated lap time (in seconds), to give a theoretical maximum number of laps that could have been achieved by that driver.

This theoretical maximum number of laps for each driver are added and then doubled to consider "Bonus Laps" to arrive at "Goal Laps" for the team.

#### \*Base Laps

A Base Lap is accrued when a driver completes a lap of the circuit as measured from the timing mark at the start-finish line. The Team's Base Laps are the sum of the individual driver's Base Laps.

#### \*Broken Laps

A Broken Lap occurs when the driver completes a lap faster than their nominated lap time. It is shown on the printout as e.g. 1:47.66- known as "breaking out". Using this example, the driver has effectively wasted 1:47.66 minutes in not accruing any laps for their team. Note: competitors should not nominate the minimum permissible lap time of 1 min 40 sec as this is easily broken.



**\*Bonus Laps**

Bonus Laps are a reward for maintaining regularity of each driver's nominated lap time and is awarded when the driver completes a lap within + 0.99 seconds of their nominated lap time. It is shown on the print out as e.g. 1:48.48+.

**\*Penalty Laps**

A Penalty Lap may be imposed by the Clerk of Course for a variety of infringements of these regulations – refer to Clause 7.2.

**\*Changeover Laps**

A Changeover Lap occurs when a driver enters the circuit after a changeover. The 'out-lap' of the outgoing car is credited to the outgoing driver. The software automatically recognises a period more than 3 minutes and generates a Changeover Lap. It is shown on the print out as \*\*\*\*\*.

**\*Achieved Laps**

Achieved Laps are the drivers Base Laps completed, varied either up or down as shown by the software, by the addition of Bonus Laps, Changeover Laps, and subtraction of Broken Laps and/or of Event Officials imposed Penalty Laps.

**\*Percentage Factor**

Percentage Factor is the Team's Achieved Laps divided by the Team's Goal Laps x 100.

Example: 222 divided by 409 x 100 = 54.2787 %.

*The Percentage Factor will be calculated to 4 decimal places only.*

**\*Highest Percentage Factor Achieved**

The team with the highest Percentage Factor wins the event.

In the event of tied placings, the team with the lowest Team Regularity Factor wins.



**Example:**

**To calculate TOTAL ACHIEVED LAPS:**

| Driver | Nominated<br>Lap Time | Base<br>Laps | + Bonus<br>Laps | + Change<br>Over Laps | - Broken<br>Laps | Total<br>Laps<br>Achieved |
|--------|-----------------------|--------------|-----------------|-----------------------|------------------|---------------------------|
| A      | 01:42.00              | 75           | 23              | 1                     | -2               | 97                        |
| B      | 01:42.00              | 67           | 22              | 1                     | -5               | 85                        |
| C      | 01:46.00              | 47           | 3               | 1                     | 0                | 51                        |
| D      | 01:50.00              | 55           | 23              | 1                     | -8               | 71                        |
| E      | 01:51.00              | 53           | 17              | 1                     | -2               | 69                        |
|        |                       | 297          | 88              | 5                     | -17              | 373                       |
|        |                       | Less Penalty |                 | Laps                  | Imposed          | -7                        |
|        |                       |              |                 | <b>ACHIEVED</b>       | <b>LAPS</b>      | <b>366</b>                |

Assumptions: One stint per driver; Driver A starts, Driver E finishes

**To calculate GOAL LAPS:**

| Driver | Nominated<br>Lap Time<br>(in secs) | Base +<br>Change<br>Over<br>Laps | %age<br>of Team's<br>Base Laps | Multiplied<br>by<br>43200 secs | Divided by<br>drivers'<br>nominated<br>Lap Time |
|--------|------------------------------------|----------------------------------|--------------------------------|--------------------------------|---|
| A      | 102                                | 76                               | 25.17%                         | 10871.52                       | 106.5836  |
| B      | 102                                | 68                               | 22.52%                         | 9727.15                        | 95.3642   |
| C      | 106                                | 48                               | 15.89%                         | 6866.23                        | 64.7757   |
| D      | 110                                | 56                               | 18.54%                         | 8010.60                        | 72.8236   |
| E      | 111                                | 54                               | 17.88%                         | 7724.50                        | 69.5901   |
|        |                                    | 302                              | 100.00%                        | 43200.00                       | 409   |
|        |                                    |                                  |                                | x 2                            |   |
|        |                                    |                                  |                                | <b>GOAL LAPS</b>               | <b>818</b>                                      |

**PERCENTAGE FACTOR:** 366 / 818 = 44.7433%

**KEY NOTE:** The fastest lap time acceptable for this event will be 1 min 40 sec and the slowest lap time will be 2 min 15 sec. If during the event any car's lap time is lower than 1 min 40 sec that car will be immediately black flagged and may be excluded from further participation in the event.



## 7.2 PENALTIES

The Clerk of course may impose penalties as below:

| Level | Offence  | Driver / Team | Penalty   | Notes  |
|-------|--|---------------|-----------|--|
| 1     | Is observed driving in a manner dangerous to either themselves or other competitors.               | Driver        | Exclusion | Includes dangerous track re-entry, and braking.                                |
|       |  | Team          | Exclusion |  |
|       | Disobeys the direction of any official.  | Driver        | Exclusion | Significantly slowing down before the start / finish line                      |
|       | Exceeds 10 km/h in the paddock/pits area.  | Driver        | Exclusion | Includes failure to observe red flag   |
|       | Repeatedly passes under “yellow flag” conditions   | Driver        | Exclusion | Paddock area includes both the “new” paddock, and the “old” upper paddock area |
|       | Ignores “black flag” instructions.   | Driver        | Exclusion |  |
|       | Failing to have the correct driver/car/Dorian/car number combination of the car while on the track | Driver        | Exclusion |  |
| 2     | Exceeding 40 km/h pit lane speed   | Driver        | 1 lap     | Pit Lane Marshals are the judges of fact for Pit Lane speeding infringements.  |
|       | Not obeying the pit exit blend line  | Driver        | 1 lap     |  |
|       | Exceeding maximum number of team members on the pit lane wall                                      | Driver        | 1 lap     |  |
|       | Passing under yellow flag conditions   | Driver        | 1 lap     |  |
|       | Failure to bunch up behind Safety Car  | Driver        | 1 lap     |  |
|       | Presenting a car to Scrutineering without the Scrutineering Sash                                   | Team          | 1 lap     |  |
|       |  |               |           |  |



| Level | Offence  | Driver / Team | Penalty                             | Notes |
|-------|--|---------------|-------------------------------------|-------|
| 3     | Any team providing lap time information via ANY method (whether actively or passively) other than by an acceptable pit board | Team          | As appropriate, including exclusion |       |

- *During the practice session (Saturday) a first warning will be given without penalty. The single warning applies to the team, not individual drivers*
- *Additional penalties will be imposed for repeat offences.*
- *Team Managers will be notified as soon as practicable when one of their drivers or their team has incurred a penalty.*

**Conscience clause:** The Alfa Club 12-hour Relay is run under club level conditions therefore the organizers entrust that all teams compete under fair and even competition spirit. Any driver or team found to be competing in an unsportsmanlike manner or cheating in whatever way, especially via slowing on purpose where you normally would not, in or out of car timing and communications (except with pit board from pit lane), then the whole team will be immediately disqualified and excluded from current and future competition without tribunal by the Clerk of Course.

## 8. TEAM CONDUCT

### 8.1 TEAM COMMUNICATION TO DRIVERS

- Pit board signals** are the only form of communication allowed to drivers on the circuit.
- Pit boards:**
  - Must only be displayed when that team's driver is on pit straight and its approaching corner and must be withdrawn after the driver has passed.
  - Must be rectangular and not be larger than 750 mm on any side
- Can only be displayed at the pit wall along the front straight from the team's allocated location on the fenceline. **Umbrellas, tents, chairs and other** temporary shelters are not allowed in the pit lane area.
- Radio, telephone, infra-red, microwave or any other form of communication, other than the designated pit board, to or from a car's data logging systems or, to or from drivers is strictly prohibited.** In the interests of safety any radio or other device found to cause problems with the control of the Event or interference to Race Officials' communications may be prohibited from further use. In the event of a frequency conflict, Official Use has absolute priority.
- Any devices, that can be used to inform the driver, directly or otherwise, of their lap times, other than the prescribed pit boards, are strictly prohibited. This includes all active and passive devices such as mobile phones and all means of communication with the driver (other than the prescribed pit boards). The drivers and their teams will be responsible for disabling any lap timing features from data logging systems installed in the car. Disabling must be such that it cannot be enabled on the track without any evidence. It is the drivers' and teams' responsibility to convince the event organisers or relevant officials that the system cannot be used by the driver to get information about their lap times during the event. Possession of described devices will be deemed as an offence without requirement to prove that the device was indeed used during the event.



- f) Any transgression by a driver and or a team in respect to the above clauses 8.1 d) and 8.1 e) will be taken most seriously and can result in the immediate disqualification of the whole team. The teams are responsible for each driver of their team and if a driver is found in transgression the team will be considered in transgression and the penalty will apply to the complete team that driver is part of. Further, since such transgressions are against the very nature and the spirit of the event, the event organiser reserves the right to ban the teams from future participation in the event.
- g) Random scrutineering of competing vehicles at any time during the event will be conducted to ensure compliance with the above regulations.

## 8.2 PADDOCK AREA & SURROUNDING AREAS

- a) Any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may be tested for the presence of drugs (or other banned substances) and subject to a penalty(ies) for a breach in accordance with the CAMS Anti-Doping Policy and/or the CAMS Illicit Drugs in Sport (Safety Testing) Policy as published on the CAMS website. Consumption of alcohol in the paddock, pits or any section of the competition venue/course under the control of the Officials is forbidden until all competition is concluded each day. Accordingly, any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may also be tested for the presence of alcohol by a CAMS Accredited Testing Official (CATO) in accordance with the CAMS Standard Operating Procedure for Breath Alcohol Testing. Cars, scooters, motorcycles or any vehicle or transportation device must be driven below 10 km/h anywhere within the paddock area of the circuit during the event.
- b) A clear access way is always to be maintained, behind marquees, competition parking areas and in front of the rear garage roller door to allow access into garages. Only competition cars and two (2) support vehicles per team are allowed in the paddock area. Only competition cars are allowed in the area immediately behind garages. Support vehicles must park next to the rear fence. All other vehicles must be parked in the adjacent car parking/trailer parking areas.
- c) **Trailers** are not to enter or be left in the paddock area unless for the explicit purpose of loading or unloading a car. Trailers **must be moved to the trailer parking area** at all other times. Trailers left unattended in the paddock area will be removed by Event Officials, and placed randomly in the trailer park, and a team penalty applied.
- d) No dogs or pets are permitted on the property of Winton Raceway.
- e) **Smoking, naked flames and spark generating devices are prohibited in pit lane, pit garages and the pit area.**
- f) Gas BBQs, gas stoves and open fires are not permitted in the pit lane, garages, carports, marquees, or the paved apron at the rear of the garages.
- g) No more than two persons per team can be at the pit wall at any one time, and they must be adequately attired with long trousers covering ankles, closed shoes and a shirt. No spectators are allowed at the pit wall.
- h) The directions of Pit Lane and Paddock Marshals must be obeyed and repeat offenders will be penalized.

Failure to comply with these regulations may result in penalties at the discretion of the Clerk of Course. For the purpose of these regulations, the event commences at 1400 hrs on Friday and concludes with track closure on Sunday.

## 8.3 SUPPLY OF OFFICIALS

Flag Marshals will be supplied by the Victorian Flag Marshalling Team and team volunteers.

Fire Marshals will be supplied by RaceSafe.

Pit and Track Marshals will be under the control of the Clerk of Course as appointed by the Alfa Club.

Because of the ongoing difficulty in attracting officials at Events and the fact that the event is a club level event, each Team is to supply an official to assist the organisers. This person is to be nominated





on the Official Entry Form Application. It is preferred that the volunteer has flag marshalling experience. The nominated person may be rotated by the Team during both days of the event, but only with the prior permission of the Clerk of Course. The nominated person shall report to the event secretary's office on both mornings of the Event on 14th and 15th October at 8:30am. Penalties will be applied if volunteer officials are late at their appointed reporting time. Team Managers are responsible for ensuring the appropriate age and clothing of officials. Officials must be at least 16 years of age, and be clothed in a minimum of long trousers, fully covered shoes and sleeved shirt (short sleeves are acceptable) as Pit Lane duty may be required. Officials supplied by the Teams will only be allocated duties commensurate with their abilities and experience and which they agree to perform. They will be supervised by experienced officials. The duties may include sash changeover control, Pit Lane marshal, assisting Scrutineering vehicle control, vehicle recovery, refreshment distribution, paddock parking control, marshalling area officials, runners etc.

If Teams cannot supply a volunteer official, an additional charge of \$100 per team will be charged.

#### 8.4 TENTS, MARQUEES, BBQS & GARAGES

Tents and marquees may only be erected in the Paddock areas with approval of and at the direction of Winton Motor Raceway. Note that a cash penalty will apply for tent pegs driven into bitumen. No tents or BBQs are to be erected on the grass area in front of the kiosk. The cost of repairing any damage to garages used by Teams during the event will be borne by the team involved.

Marquees may be hired from:

Benalla Mitre 10 Home & Trade Tool Hire  
45 Sydney Rd, Benalla - 03 5762 6727

North East Party Hire  
22a Carrier St, Benalla - 03 5762 1115

24 SEVEN EVENTS AND PARTYHIRE  
Parfitt Rd Wangaratta VIC 3677 (03) 5721 43742

It is compulsory for each team to clear and clean their allocated garages after the event and return the garage to the way it was presented to them at the start of the event. Failure to do so will result in the team bearing the cost of cleaning and repairs, and the withholding of the team's results.

#### 8.5 ACCESS TO ALLOCATED GARAGE(S) ON FRIDAY

Limited, strictly controlled access will be granted to the pit lane, garages and rear paddock area on **Friday 11th October from 2:00pm until 5:00pm only**. This is to alleviate congestion at the track on Saturday and in and around the town of Benalla.

**NO ACCESS IS PERMITTED TO THE CIRCUIT AND NO TESTING, ETC IS PERMITTED.**

Access to the garages will be via the rear doors and strictly under the supervision of an Alfa Club 12-Hour Committee official. Teams can deposit cars and equipment only into their pre-allocated garage doing so at own risk. Neither the Alfa Club, the sponsors nor the circuit are responsible for any security whilst cars and equipment are placed at the circuit during this time. Teams can provide and fit their own padlocks to the garage doors if they wish for added security. Be aware that you will be sharing the double garage. Hence, the other team will need access as well.

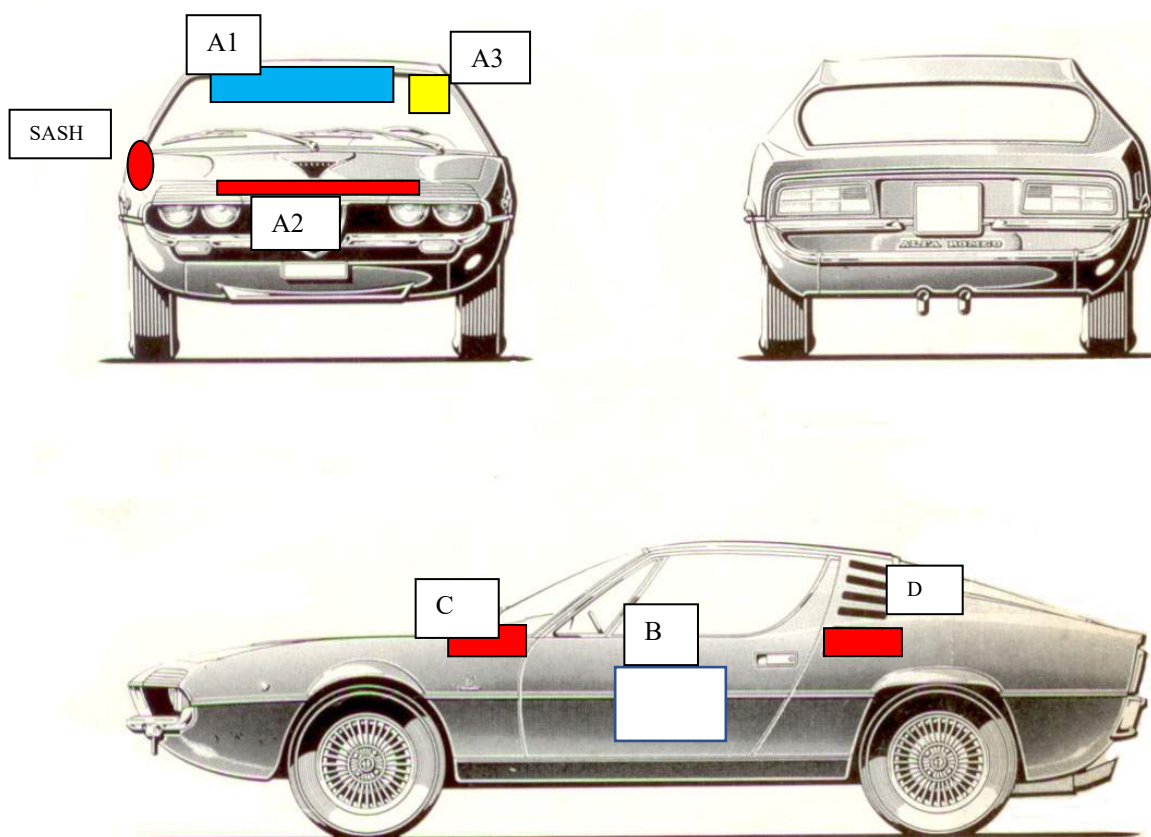
**Note** – Do not access any garage until authorized to do so by an Alfa Club 12-hour official on duty. Garages are pre-allocated and will be labelled with an A4 sheet showing the team number. Before



accessing any garage, the team **MUST** locate an Alfa Club 12-Hour official who will identify that team's garage to them and authorize them to access the allocated garage. Any team accessing its allocated garage or selecting any garage before reporting to this official will be penalized as deemed fit by the event organizer. This is to ensure the safety of all attendees, as the circuit will be "hot" during this time.

## Appendix 1 - VEHICLE SIGNAGE

| Area | Description                 | Size   | Details  |
|------|-----------------------------|--|--|
| A1   | Windscreen strip TBC        | 1500mm x 100mm   | Naming Sponsor logo (TBC)  |
| A2   | Bonnet strip                | 1500mm x 100mm   | Alternative Naming Sponsor logo for A1 on low windscreen vehicles only |
| A3   | Top LH corner of windscreen | 150mm Day Glo Yellow numbers                                     | Competition number   |
| B    | Driver & Passenger door     | 230 x 40 mm Bold numbers in contrasting colour to vehicles duco. | Competition number   |
| C    | Event Decal TBC             | 400mm x 100mm  | Naming Sponsor logo (TBC)  |
| D    | Event Decal TBC             | 400mm x 100mm  | Major sponsor logo   |
| Sash | Event sash                  | 150 mm x 17mm  |  |





## Appendix 2 - PIT AREA

Map showing pits, paddock and highlighting differential speed limits in pit lane, in front of garages and paddock.

The slower pit lane is the area between the pits and the double white lines painted on pit lane.

