



GUIDELINES FOR NSW SUPERSPRINTS

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Prepared by:

The NSW Supersprint Panel

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Relevant Forms required to run an event include

CAMS NSW Supersprint Supp Regs

Club Event Entry Application

Club Event Scrutineering Form

CAMS Medical Response Form

CAMS Event Report Forms

Club Sign on Sheets and Pit Lane Disclaimers.

CAMS Safety First Checklists.

These guidelines have been drawn up by the NSW Supersprint Advisory Panel to assist supersprint organisers to run their events successfully for both the organising club and the competitor. They are based on the combined experience of the Panel members and are intended to ensure uniformity and consistency in the running of these Events and to give a guide to those who have not run an Event before.

1. DESCRIPTION

The description for a Speed Event - Supersprint is described in the CAMS Manual of Motorsport as follows:

"A multiple car speed event, similar to a lap dash, conducted on a permanent sealed circuit in which two vehicles start simultaneously. They may be followed, after a suitable gap, by two other vehicles starting simultaneously. Elapsed times and not relative positions at the finish determine event placing's."

- A Run is normally a time period (for example 6 minutes) that allows for a warm-up section, a minimum of three flying timed laps (dependent on circuit length) and a cool-down section.
- Overtaking is permitted only as specified at the Drivers Briefing by the Clerk of the Course.
- Results are normally based on each Driver's fastest single flying lap.
- The success of the Event is assessed on the number of Runs completed by all Drivers. Notwithstanding delays caused by incidents, six Runs (of a minimum of 3 flying timed laps) is considered the minimum for a successful Event.

2. PRE-EVENT PLANNING, REQUIREMENTS AND ORGANISATION

2.1 Prerequisites

- Circuit confirmation of Event date
- CAMS Permit
 - For Club and Multi Club Events:
 - The Club must have at least one CAMS Club Chief named on the Supplementary Regulations (Supp. Regs) as a single Steward and present on the day, in order to obtain a permit to run the Event.
 - The Club must also nominate the following Key Officials on the Supp. Regs and they must be present on the day of the event.
 - Clerk of the Course (CAMS accredited minimum Club Chief)
 - Event Secretary (CAMS accredited minimum Club Chief)
 - Chief Scrutineer (CAMS accredited minimum Grade Bronze)
 - Chief Timekeeper . (CAMS accredited minimum Grade Bronze)
 - For State or National Championship Events:
 - The Club must have at least one CAMS Bronze Steward and one General Steward named on the Supp. Regs and present on the day, in order to obtain a permit to run the Event.
 - The Club must also nominate the following Key Officials on the Supp. Regs and they must be present on the day of the event. All will be a minimum CAMS Bronze Grading.
 - Clerk of the Course
 - Event Secretary
 - Chief Scrutineer
 - Chief Timekeeper

2.2 Officials

The minimum requirements are as follows for Club and Multi-Club Events. In these events a CAMS accredited Club Chief may perform the duties of Clerk of the Course, Event Secretary and any other team leadership role except Chief Scrutineer. A CAMS accredited Club Chief may perform the duty of a single Steward but this duty cannot be performed together with any other leadership function.

- 2.2.1 Clerk of the Course
- 2.2.3 Event Secretary
- 2.2.3 Chief Scrutineer
- 2.2.4 Steward
- 2.2.5 Pit Lane Marshall
- 2.2.6 Circuit Entry Marshall
- 2.2.7 Circuit Exit Marshall
- 2.2.8 Run Finish Marshall
- 2.2.9 Chief Timekeeper (CAMS accredited minimum Bronze) and Timekeepers.
- 2.2.10 Flag Marshals (*a min. of 1 preferably 2 marshals to be located at each point, as indicated on the circuit diagrams. Appendix C-G, pg 17-21*)

At a State or National Championship Event, Officials shall be appointed in full accord with NCR 162.

Essential Officials

For Club and Multi-Club Events, the *Clerk of the Course*, *Chief Scrutineer*, *Chief Timekeeper* and a *single Steward* are Essential Officials.

A *Deputy Clerk of the Course* may be appointed. Either the Clerk of the Course or the Deputy Clerk of the Course must of necessity always be on duty. During such time the acting Clerk of the Course must be clearly and readily identifiable.

The duties of the *Event Secretary* may be discharged by the Clerk of the Course or by another suitably qualified Official.

Where the *Chief Scrutineer* has completed his principal duties prior to the commencement of competitive activities his duties may thereafter be discharged by another suitably qualified Official, other than the Clerk of the Course.

The duties of the *Chief Timekeeper* may be assumed by another Official from time to time.

A Clerk of the Course and his Deputy (where a Deputy Clerk of the Course has been appointed), the Secretary of the Meeting, the Chief Timekeeper and the Chief Scrutineer may compete at the meeting. A single Steward may not compete.

2.3 Officials Responsibilities

2.3.1 Clerk of the Course – Refer NCR 172.

2.3.2 Event Secretary – Refer NCR 174.

- In addition the Event Secretary is responsible for the grouping of competitors into colour groups based on previously achieved lap times nominated by the competitors on their entry form. If the competitor has not competed at the circuit previously then times recorded at another circuit may be used to determine their colour group. First time supersprinters will be given their first official timed run at the commencement of timed runs (wherever possible)

grading the cars from fastest to slowest with the fastest at the front) The fastest lap time of each competitor will then be used to allocate them a colour group for their second run. It is also recommended that the red group (open wheelers and clubman) and the green group (Quickest Closed Cars) should be graded quickest to slowest so that each group can be released onto the circuit with the quickest first to the slowest last.

2.3.3 Chief Scrutineer and other scrutineers - Refer NCR 177.

2.3.4 Stewards - Refer NCR 168 and 169.

2.3.5 Pitlane Marshall

- It is recommended that colour groups be despatched onto the circuit with the fastest (Orange or Green) to slowest (white) last. Maximization of track density can be achieved where necessary by adding cars from the next fastest group onto the group in front. e.g. Yellow on to back of green.
- Despatch of Orange and Green groups should be in accordance with the run sheet prepared by the Event Secretary.
- Has the responsibility to ensure that double entered vehicles are managed to ensure all drivers have the opportunity to complete all runs.
- Has the responsibility to ensure vehicles enter pitlane appropriately paired up and to check and mark the vehicle grouping stickers on each vehicle for every Run.
- Contact must be kept with the Clerk of Course, to know when re-runs have been granted, if there is a hold up on the circuit and no further vehicles are to be sent down pitlane, and if there is to be a break in the Event.
- Must ensure all Drivers are correctly attired in Pit Lane.

2.3.6 Circuit Entry Marshall

- The Marshall has the responsibility to control vehicle entry onto the Circuit. This must be done in a safe manner at all times. He should manage the spacing of pairs to ensure that all cars are well into their warm up lap prior to the commencement of timing of the first pair.
- Duties will be as required by the Clerk of the Course for each Event and Circuit.
- Contact must be kept with the Clerk of the Course.

2.3.7 Circuit Exit Marshall

- Duties will be as required by the Clerk of the Course for each Event and Circuit.
- Contact must be kept with the Clerk of the Course.
- The Marshall has the responsibility to control vehicles leaving the Circuit after completing a Run.
- May also act as a Flag Marshall.

2.3.8 Run Finish Marshall

- Duties will be as required by the Clerk of the Course for each Event and Circuit.
- Contact must be kept with the Clerk of the Course.
- The Marshall has the responsibility of ensuring Drivers are aware when they have completed their run by displaying the chequered flag.
- May also act as a Flag Marshall.

2.3.9 Timekeepers - Refer NCR 176

- As Supersprinting is a timed event it is important that competitors are provided with updated times on a regular basis. At a minimum a complete set of times should be available for view by competitors at the conclusion of each run.

2.3.10 Flag Marshals - Refer NCR 180.

- As each Circuit is different, the number of flag marshals required for an Event will vary. (Refer Appendices C-G),
- Contact must be kept with the either the Chief Flag Marshal and/or the Clerk of the Course by 2-way radio.
- It is possible that the Run Finish Marshal and the Circuit Exit Marshal will also act as a Flag Marshall

2.4 Equipment

The following is mandatory for all Events, either supplied by the Circuit or Club.

2.4.1 Flag Point Equipment

- One 10kg fire extinguisher
- One (1) yellow flag or light.
- One (1) green flag or light.
- One (1) flag yellow with red stripes. or lights
- Red flag or light
- Broom

2.4.2 Other Flags

- Chequered flag for use by the Run Finish Marshall.
- Black flag (eg noise violation), for use by Run Finish Marshall.

2.4.3 Communication Equipment

- Two-way radios are mandatory for each official and each emergency vehicle, as the Clerk of the Course must be in radio contact with Pitlane, Circuit Entry, Flag Marshals, Timekeepers and other Event officials at all times. CB radios are not to be used.

2.4.4 Medical Refer NCR 175.

- Ambulance or equivalent paramedic service with two attending medical technicians. A Targeted Risk Assessment (TRA) will need to be completed if not using a Civil Ambulance.

2.4.5 Recovery Vehicle

- Suitable vehicle for removing undrivable vehicles from the circuit. Can be supplied by the Club or Circuit. For some Circuits it may be advisable to have more than one recovery vehicle.

2.4.6 Crash Rescue and Fire.

- Personnel, vehicles and equipment to handle incidents.

2.4.7 Timing

- Electronic timing equipment should be used to time the Runs.
- However, if electronic timing equipment is not available, then timing may be by hand-held stopwatches with split timing. Times are to be recorded to 100ths of a second.

- Provisional times should be posted as quickly as possible during the day or at the completion of each set of runs as a minimum.
- Results should be arranged in outright and/or class order, and include the following information: Driver's name, club, vehicle, class, type, completed lap times and if possible outright and class positions.

2.5 Planning - Refer Appendix A.

2.5.1 Current Year

- Choose several dates for the next year and apply to the preferred Circuit (by early September at the latest).
- After confirmation from Circuit send invitations to preferred clubs, bearing in mind the maximum field you are permitted to run at the respective Circuits, and whether your Event to is be a round of CSCA Championship, State Supersprint Championship etc, when you can expect to receive a good number of Drivers.
- Send notification and details of the event to the State Calendar Co-ordinator.
PLEASE NOTE - If your Event is cancelled, all clubs that accepted the Event are to be notified two months prior to the Event if possible, to allow those clubs to gain entry to other events.

2.5.2 3 Months Prior to Event

- Choose Event officials, bearing in mind the requirements for accredited officials.
- Go to the "Get Involved" page on the CAMS website, then to "Events" and then to "Event Forms" and download the following documents: Event Organising Permit Application Form, Medical Response Plan for the level of event you will be conducting, either State, Multiclub or Club and Safety 1st Checklist for Race Meetings and Speed Events, and complete these documents.
- Go to the Supersprints website (www.supersprints.com.au) and download the appropriate template of the Supplementary Regulations for the event you will be conducting and complete this document.
- Prepare your event Entry Form including the CAMS disclaimer.
- Ensure fire extinguishers, flags, brooms etc will be available from the Circuit for the Event, usually for a fee.
- Book an ambulance and attendants.
- Book Crash Rescue and Fire Team.
- Ensure that suitable communication and timing equipment will be available, either hiring from the Circuit or other supplier.

2.5.3 8-10 Weeks Prior to the Event.

- Email to permits@cams.com.au the following completed documents: the Permit Application, your Medical Response Plan and Safety 1st Checklist, the event's Supplementary Regulations and Entry Form.

2.5.4 6-8 Weeks Prior to Event

- Send CAMS approved Supp. Regs to the Stewards, Invited Clubs and/or potential competitors. If a round of the State Championship registrants should receive two weeks preference in advance of normal entries.

2.5.5 1-2 Weeks Prior to Event

- Final check on equipment and services
- Event Secretary to have entrants' paperwork in order.

- If a computer will be used on the day, then the entrants' details should be entered into groupings (see Section 6). Preliminary writing up should be done if a computer is not being used.
- The Event Secretary to send acceptances to all entrants stating their application has been received and whether the vehicle number they requested is available.
- Organise/confirm officials for the event, taking particular care that the required number of flag marshals are available.

2.5.6 After Entries Close.

All competitors should be graded into groups based on previous times set in the vehicle to be used in this event. (Refer Table in clause 6.1 or simply by times) If the driver is experienced but has not competed at this circuit before then times recorded at other circuits may be used to establish their group. Drivers who have not competed before are to be graded into groups after their first timed run (refer 2.3.2). Drivers in all Groups should be graded by times from fastest to slowest. The running order of all the groups should be planned taking into account the dual entered vehicles.

3. ON THE DAY – Refer Appendix B

3.1 Organising the Officials

- Ensure all Officials are at the Circuit early and know their allocated duties. This can be achieved by holding an Officials Briefing during which Job Sheets can be distributed to Key Officials.
- Allowances to be made for 'breaks' if any during the Event, ie lunch, Changing officials etc.
- Have all officials (including Clerk of Course, Timekeepers, Stewards, Scrutineers, Flag Marshals, and all other persons assisting the Club) sign the 'CAMS Officials Sign on Sheet'. The Clerk of Course and the Stewards must inspect the track condition, equipment, flags, recovery vehicles, extinguishers, and Ambulance/Paramedic services and agree that all is satisfactory prior to the event starting.

3.2 Scrutineering and Licence Validation

- As soon as possible after the Circuit entry gates open, scrutineering should commence, but **MUST** be closed down for the Drivers' Briefing.
- An appropriately licensed CAMS official should check entry forms and licences (Club Membership Card and CAMS L2S licence minimum), before the vehicles go to scrutineering.
- Cars with a CAMS Log Book must have the Log Book presented at the time of licence presentation and to the scrutineer inspecting the vehicle.
- The labelling of vehicles into their groupings (refer 6.1) is to take place.

Any 'reserve' Drivers should have their vehicles scrutineered to save time later should they be permitted to enter in the Event.

4. DRIVERS' BRIEFING

This activity is one of the most important of the Event, and is **COMPULSORY** for all Drivers to attend. Scrutineering must cease and all drivers must complete a sign-on sheet that is available at the briefing location, to prove that they were present.

The briefing is to take place at a time to ensure it finishes at least 15 minutes prior to the official start time, to allow drivers to return to their vehicles and all officials to go to

their designated positions. The following points should be included in the briefing, given by the Clerk of the Course.

- Introductions - Clerk of Course, Chief Steward, other Stewards and other key officials.
- Welcome Drivers to the Event, (mention any championships or series running at the Event).
- Safety - all Drivers lined up on the dummy grid are to be correctly attired with helmet on and clothed in NON-SYNTHETIC wrist-to-neck-to-ankle clothes
- Explain the format of familiarisation session,
- Cover the event format, including the Event start/finish times, any scheduled breaks, number of pairs sent out as a group, separation of pairs and location of Start/Finish markers.
- Explain the colour groups being used and the running order for the groups. It is recommended that the running order should start with the fastest group and then progressively through to the slowest group last. Explain how dual entries are to be handled. Explain how the groups are to be called up eg by PA system, by flags or by lights
- Give an explanation and demonstrate the flag or light signals and flag or light point locations
- If Event is being run with a 'Standing Start' format, this is to be explained.
- Explain overtaking procedures for the day; advise drivers that the overtaking vehicle has the major responsibility for a safe pass.
- Notify drivers of any changes to the published Supp Regs and issue the relevant bulletin (these should have been reviewed with the Stewards earlier and written agreement received).
- Give a warning that grouping of pairs of cars to form a "mini-race" is not permitted, and action will be taken by the Clerk of Course or by CAMS stewards if such an incident takes place.
- Advise that no spectators or event crew will be allowed in Pit Lane without signing the appropriate CAMS Insurance Indemnity Form before the event commences.
- Confirm that Maximum speed in the paddock area is to be 10kph
- Advise that smoking is not permitted in Pit Lane, garages or near fuel bowers
- If the Circuit Owner has provided a Circuit Map showing entry/exit points, flag points etc draw entrants attention to the location of the Map and request they view it before returning to the pits
- Warn not to dawdle on the warm-up and cool-down sections
- Explain procedure if circuit is declared 'wet' (i.e. no slick tyres to be used).
- Cover format for re-runs, (eg. straight into pit lane, wait to be called up etc).
- Explain the method of lap counting if a car in a group is lapped. Within reason all competitors should be given the opportunity to complete the specified number of laps in each run. The lead car in a group is to be used for the purpose of lap counting. Once a car or cars have been lapped then the last car lapped becomes the lead car for the purpose of lap counting.
- Explain procedures for re-joining the track if a vehicle 'comes off' the track during a Run and is not immobilised.
- Cover procedures for recovery of immobilised vehicles.
- Give advice to take care, particularly Drivers new to racing or to the circuit, as any incidents may reduce the number of Runs.
- Advise drivers that weaving, blocking or obstructing of faster cars will be a black flag offence with likely exclusion from the event.

- Cover procedures in the event of a Driver overshooting the Circuit Exit at the end of a Run.
- Explain that a noise meter will be monitoring all vehicles. Refer Supp Regs. Any vehicles exceeding the noise limit will be given one warning to rectify it. The second infringement will mean automatic disqualification from the Event.
- Confirm the time the Circuit will be closing.
- Ask for any Driver's questions.

At the conclusion of the Drivers Briefing the Clerk of Course should ask all those drivers who have not competed at the circuit before to remain. The Clerk of Course should then explain the familiarisation and first run process and ensure that they have fully understood the Drivers Briefing.

5. FLAGS OR LIGHTS

For the purposes of Supersprints, the following flags must be used:

5.1 Red Flag or Light

- To be shown waved only on instruction from the Clerk of Course when it becomes necessary to stop a run by other than a chequered flag. All drivers are required to slow down immediately, and to stop if necessary, and to proceed to the pit lane for instructions from an official. Overtaking is not permitted.

5.2 Yellow Flag or Light

- This is a signal of danger and should be shown to drivers in the following way with the following meaning.
- A waved yellow flag – Reduce your speed, do not overtake and be prepared to change direction or stop. There is a hazard beside, partly or wholly blocking the track.
- Overtaking is not permitted between the yellow flag and the first flag point after the incident following the waved yellow where a green flag will be displayed.

5.3 Green Flag or Light

- This should be used to indicate that the track is clear and should be displayed at the flag post immediately after the incident that necessitated the use of the yellow flag.

5.4 Yellow with red Stripes Flag or Lights.

- This is to be held motionless to inform drivers when there is likely to be a deterioration of adhesion/slippery surface in the area beyond the flag.

5.5 Chequered Flag

- This is waved either during or at the end of each Drivers final timed lap (depending on the location of the finish markers at each Circuit). Drivers must acknowledge the chequered flag.

5.6 Black Flag accompanied by a blackboard displaying in white the number of the car of the driver concerned.

- This is shown to a vehicle if they exceed the noise limit, have lost or are losing fuel or oil onto the track, or part of their vehicle has come adrift. Vehicles are to slow down and return to the paddock area.

6. FORMAT

6.1 Grouping of Vehicles

- The recommended method is to divide Drivers into groups of similar performance potential, according to their previous best lap times at the circuit (and in the same car). Refer table below for the NSW Circuits:

Colour Group	Wakefield Park	SMSP GP	SMSP Brabham	SMSP North	SMSP South
Orange	Open wheelers & Clubman style cars	Open wheelers & Clubman style cars	Open wheelers & Clubman style cars	Open wheelers & Clubman style cars	Open wheelers & Clubman style cars
Green	Under 69 sec	Under 110 sec	Under 132 sec	Under 73 sec	Under 64 sec
Yellow	69 to under 72 sec	110 to under 115 sec	132 to under 140 sec	73 to under 77 sec	64 to under 67 sec
Blue	72 to under 76 sec	115 to under 121 sec	140 to under 146 sec	77 to under 81 sec	67 to under 71 sec
White	76 to under 86 sec #	121 to under 136 sec #	146 to under 165 sec #	81 to under 91 sec #	71 to under 80 sec #

Maximum time limits for State Championship Rounds only.

Or alternatively the field should be broken into two types of vehicles, open wheelers/clubman and tintops. Each of these groups will then be graded fastest to slowest and then divided into groups as per the recommended track densities. It may be necessary to add cars of similar type and lap times to the open wheeler/clubman group in order to gain suitable track utilisation. Provision in setting up groups must be given to double entries. Group or Grid Sheets indicating the Group and run number in the group should be issued to all competitors at Registration or earlier. This method should be used for all State Championship Rounds.

- In order to conduct an efficient meeting and provide competitors with the maximum amount of track time it is recommended that the running order of the groups should be to start with the fastest progressing to the slowest.
- Groups must be called up one at a time to the dummy grid, and cars that are not in the group called must be refused a run, to ensure that all competitors get the same number of runs. Discretion should be shown to double entered cars.
- The Clerk of the Course may transfer Drivers to other groups during the Event, if necessary, to maintain consistent lap times within each group.
- The recommended method for controlling the grouping is to have each group colour coded or numbered, at scrutineering, by placing a coloured sticker or number on the windscreen of sedans, and elsewhere on the body for other vehicle types, where the Pit Lane Marshall has easy access to note the group and Run number. Wherever possible vehicles in each group should be organised in such a way as to have the fastest vehicles at the front and the slower vehicles at the back. This should particularly apply to groups where lap times of cars in the group may vary by more than five or six seconds.

- If there are insufficient runners in a colour group then the fastest cars from the next quickest group may be added to the rear of the group. I.e. Yellows may be added to rear of green, blues to the back of yellows etc.

6.2 Separation of Pairs

- The number of pairs competing at anytime is dependent on each circuit (refer Appendix's C to G; Pages 17 to 21). If the Club follows the recommended method for grouping vehicles and spacing of pairs, then unless there is an incident the different pairs should not catch each other.

6.3 Familiarisation Session

- Time is to be allowed for a familiarisation session at the start of the Event.
- It is held primarily for the benefit of Drivers who have not competed at the Circuit before, and is conducted after the Drivers Briefing and before the Event commences.
- A minimum of 3 laps is recommended *behind* a Pace Car, at a reasonable speed, with **NO overtaking**.
- For the purposes of instruction, a passenger holding a CAMS L2S Licence with a minimum of 3 years experience or higher circuit licence is permitted, wearing a helmet.
- Drivers to wear safety helmets.

6.4 Line-up

- It is recommended that provision be made in the circuit's paddock area to allow all vehicles to assemble in their appropriate colour groups, commencing with the orange group followed by green, yellow, blue and white. (i.e. fastest to slowest) Coloured flags to be used to indicate each group. This will enable cars from the next fastest group to be called up as 'top ups' should spots be available to ensure that wherever possible groups run to the maximum track density. Consideration should be given to providing a separate marshalling area for dual entered vehicles.
- The Pit Lane Marshall should use either a P A or a system of coloured flags corresponding to the colour groups hung at the entrance to the marshalling area to indicate to competitors that their groups are about to run.
- The Pitlane Marshall should ensure Drivers line-up in suitable pairs with helmets on, correctly attired and seatbelts fastened. Wherever possible dual entered vehicles should be in the first group for each colour.
- Open wheel or sports-racing cars must not be paired up with sedan cars, 'open production sportscars' capable of similar lap times may be grouped with clubman type vehicles.

6.5 Despatch of Vehicles onto the circuit

- The Circuit Entry Marshall should ensure that pairs are despatched at the appropriate time spacings; refer to circuit maps – appendix C to G.
- The Circuit Entry Marshall must ensure that pairs entering the circuit will not be despatched in front of a vehicle completing their first lap.

6.6 The Run - Start and Finish

- The Start/Finish (timing) markers should have been identified at the Drivers Briefing.
- Flying Starts are usually the preferred method. A Driver will be considered to have commenced a 'Flying Start' Run when the vehicle crosses the control or start line.

- For a Standing Start, a Driver is considered to have commenced a 'Standing Run' when they leave the grid as directed by the Starter.
- On the last lap of a Run, the Finish Marshall must wave a chequered flag vigorously so that it is easily seen by drivers.

6.7 Re-runs

- Drivers may be permitted a re-run if there is a timing failure or due to an incident. Drivers who cause others to require a re-run are not permitted a re-run themselves.
- Drivers who have not completed the nominated number of laps in a run as stated in the supp regs due to a Red Flag are to be granted a re-run. The re-run is to take place as soon as possible once competition is re-commenced. The re-run will consist of the same number of laps in the run as stated in the Supp Regs. All times recorded in the red flagged run and the re-run are to count towards the results.
- Drivers who believe they are entitled to a re-run should complete the run and return to the Pitlane Marshall, then apply to the Clerk of the Course.

Note: It is important that the timekeepers note any cars due for re-runs on the timesheets or computer, and that the Pitlane Marshall is also aware and can mark the re-run vehicles accordingly on their grouping stickers.

6.8 Delays

- The Club should try and minimise interruptions to the Event. If there is a delay caused by an incident, any damaged or immobile vehicles should be cleared from the circuit as soon as possible to allow competition to resume.
- The Event should not be delayed unduly by the return of damaged or immobile vehicles to the paddock area. They should be left in a safe position until a scheduled break or until the end of a Run.
- Drivers are to be kept informed when a delay occurs, and before competition resumes.
- If delays during the day should cause competitors not to be able to complete the minimum number of runs nominated in the supp regs then the club should extend the Event Finish Time to achieve the minimum number of runs if possible within the Track's licenced operating hours.

7. POST EVENT

7.1 CAMS Event Reports

- Stewards, and Clerk of Course Reports to be written up and submitted to CAMS within 5 days of the Event. CAMS to forward a copy of these reports to the Advisory Panel.

7.2 Results

- A complete set of results should be available to all competitors and the CAMS NSW Regional Office within 5 days of the Event, (as required by CAMS National Competition Rule No.174). Results posted on a club website or a "Commercial Timing Website" (eg Natsoft) are deemed to have been supplied to the competitors. Competitors requiring "hard copy results" should request them at time of entry. The results should include the information detailed in 2.4.7.

7.3 Other Post Event Requirements

- Trophies or awards to be awarded as per the approved Supp. Regs. Trophies award should include the following information, Drivers name, Class, Position and Time, Circuit and Date of the Event

DEFINITIONS

<i>circuit</i>	the race track/surface itself
<i>Circuit</i>	The Event venue
<i>Clerk of the Course</i>	The Director of the Event
<i>Club</i>	The organising Club(s) of the Event
<i>Driver</i>	,Driver of the entered vehicle but not necessarily the Competitor.
<i>Competitor,</i>	Owner of the vehicle, but not necessarily the Driver
<i>Invited Clubs</i>	Those clubs who accepted the Club's invitation to attend the Event or a member of a CAMS affiliated club.
<i>PA</i>	Public Address system
<i>Rules</i>	National Competition Rules (NCR's), as per the CAMS Manual
<i>Runs</i>	The competitive or official Runs, on which the results will be based.
<i>Supp. Regs</i>	Supplementary Regulations, under which the Event will be run.

EVENT PLANNING TIMETABLE

Task	Prior to Event				On the Day	Post Event
	12 mths	3 mths	6-8 wks	1-2 wks		
<u>Section: 2.5.1</u> * Apply to circuit * After Circuit confirmation, send invites to Preferred clubs, Series etc	C.Sec. C.Sec.					
<u>Section: 2.5.2</u> * Choose Event officials * Obtain Event permit application, proforma Supp. Regs etc from CAMS * Ensure the equipment will be hired /available for the Event: > Communication & timing) > Ambulance) > Flags, brooms etc) > Recovery Vehicles) * Send Permit Application & Supp Regs to CAMS for approval.		C of C Ev.Sec C of C or C.Sec Ev.Sec				
<u>Section: 2.5.3</u> * Send CAMS approved Supp. Regs to invited clubs/series and stewards.			Ev.Sec.			
<u>Section: 2.5.4</u> * Final check on equipment and services. * Ev.Sec. to have registrants paperwork in order and written up or entered into a computer. * Send acceptances to registrants * Final reminder to Event officials.				C of C Ev.Sec. Ev.Sec. C of C		
<u>Section : 3</u> * Officials to arrive early, and sign CAMS Event Officials Form. * Scrutineering as per the Supp. Regs. * Driver groupings. * Ev.Sec. to do final update of registrant details. <u>Section: 4</u> * Drivers' briefing				C of C Scrut. C of C Ev.Sec. C of C		
<u>Section: 7</u> * Results to registrants * Trophy presentations * Complete CAMS Event Reports					Ev.Sec C of C C of C & Stew'd	

C of C = Clerk of Course, **C.Sec** = Club Secretary; **Ev.Sec** = Event Secretary; **Stew'd** = Event Stewards; **Scrut.** = Scrutineer

APPENDIX B

Officials Schedule/ Plan for the Day.

Time.	Activity	Where	Contact Person
7.00 am	Circuit Gates Open.		Event Secretary.
7.15 am	Scrutineers Sign on and preparation	Scrutineering Bay	Event Secretary
7.30 am	Competitors Registration and Scrutineering	Scrutineering Bay.	Event Secretary and Scrutineers.
8.15 am	All other Officials Sign-on, Briefing and Deployment	Control Tower	Clerk of Course
8.25 am	Call to Drivers Briefing	Control Tower	Clerk of Course
8.30 am	Scrutineering Suspended, Drivers Briefing and Sign-on.	Control Tower or other nominated area.	Scrutineers, Clerk of Course
	Scrutineering Resumes	Scrutineering Bay	Scrutineers.
9.00 am	Final Inspection of Circuit, including Flag Marshals and Fire Extinguishers. Conduct Familiarisation Runs.	Circuit.	Chief Steward and Clerk of Course.
9.30am	Start of Morning Runs.	Circuit	Clerk of Course
12.30 / 1.00 pm	Lunch Break if nominated. Not Applicable to State Championship Rounds		Clerk of Course
1.00 / 1.30 pm	Competition Resumes.	Circuit	Clerk of Course
4.30 pm	Track Closes to Competition.	Circuit	Clerk of Course
5.30 pm	Circuit Gates Close.		

Radio Allocation.

Clerk of Course – 1, Assistant Clerk of Course – 1, Chief Steward – 1, CRAFT – 1, Ambulance – 1, Timing – 1, Circuit Entry Marshal – 1, Pit Lane or Dummy Grid Marshal - 1, Flags – 1 at each flag point, Chief Scrutineer –1.

CIRCUIT INFORMATION

**Please note the
Maximum CAMS Track Licence Densities given for the
Circuits in Appendix C – G are not to be exceeded.**

**Any Club wishing to vary the maximum Recommended
Entries must advise CAMS of the reasons when submitting the
Event Permit Application and Supp. Regs for approval.**

APPENDIX C

**Sydney Motorsport Park – North Circuit
(Also known as the Druitt Circuit)**

Maximum entries: 100 Drivers

Track densities: As per CAMS Track Licence – 10 pairs

Recommendation for Championship Rounds - for Openwheelers & Tintops groups with lap times under 1.13 six (6) pairs for all others groups seven (7) pairs.

Circuit entry point:

1. Pit exit lane after turn 1 OR
2. The Dam Road
(service road that enters the circuit between turns 15 and 16)

Circuit exit point:

1. Pit entry lane after turn 18.

Note: Cars should not exit this circuit via rear paddock gate at Flag 4

Separation of pairs:

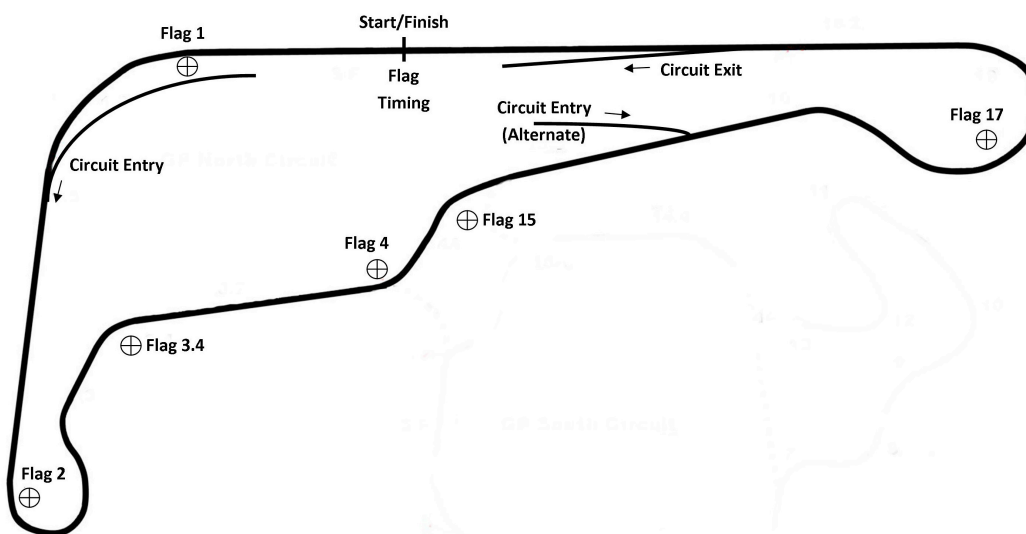
Between 2 and 5 seconds provided cars are graded fastest to slowest otherwise 5 to 10 seconds, further the minimum separation must be maintained until each pair cross the start line.

Timing markers & location:

1. Start/finish line OR
2. Witches hats on either side of the track, at the point marked "Timing" on the diagram below.

Flag Marshall locations: At the points marked "Flag" on the diagram below.

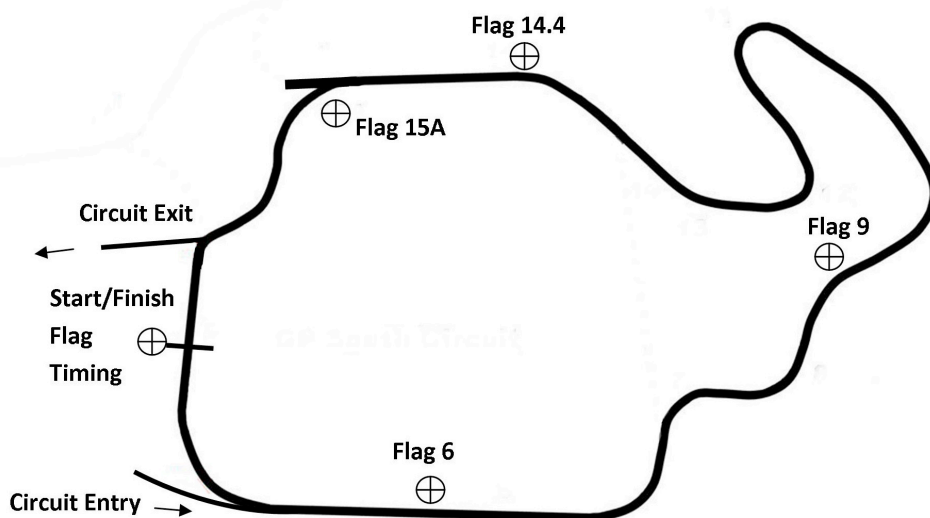
Chequered flag location: At the point marked "Finish" on the diagram below.



APPENDIX D

Sydney Motorsport Park – South Circuit (Also known as the Amaroo Park Circuit)

- Maximum entries:** 80 Drivers
- Track densities:** As per CAMS Track Licence – 7 pairs
- Recommendation for Championship Rounds - for Openwheelers and tintop groups with times under 1.04 four (4) pairs for all others five(5) pairs.
- Circuit entry point:** 1. Pit exit lane after turn 5
- Circuit exit point:** 1. Pit entry lane after Flag 15A
- Separation of pairs:** Between 2 and 5 seconds provided cars are graded fastest to slowest otherwise 5 to 10 seconds, further the minimum separation must be maintained until each pair cross the start line.
- Timing markers & location:** 1. Start/finish line OR
2. Witches hats on either side of the track, at the point marked "Timing" on the diagram below.
- Flag Marshall locations:** At the points marked "Flag" on the diagram below.
Note: It is recommended to "mirror" Start/Finish Flags at Flag Point 6.
- Chequered flag location:** At the point marked "Finish" on the diagram below.



APPENDIX E

Sydney Motorsport Park – GP Circuit (Also known as the Gardner Circuit)

Maximum entries: 100 Drivers

Track densities: As per CAMS Track License – 12 pairs.

Recommendations for Championship Rounds - for openwheeler and tintop groups with lap times under 1.50 eight (8) pairs for all others ten (10) pairs.

Circuit entry point:

1. Pit exit lane after turn 1 OR
2. The Dam Road
(service road that enters the circuit between turns 15 and 16)

Circuit exit point:

1. Pit entry lane after turn 18 OR
2. Rear paddock gate at Flag 4

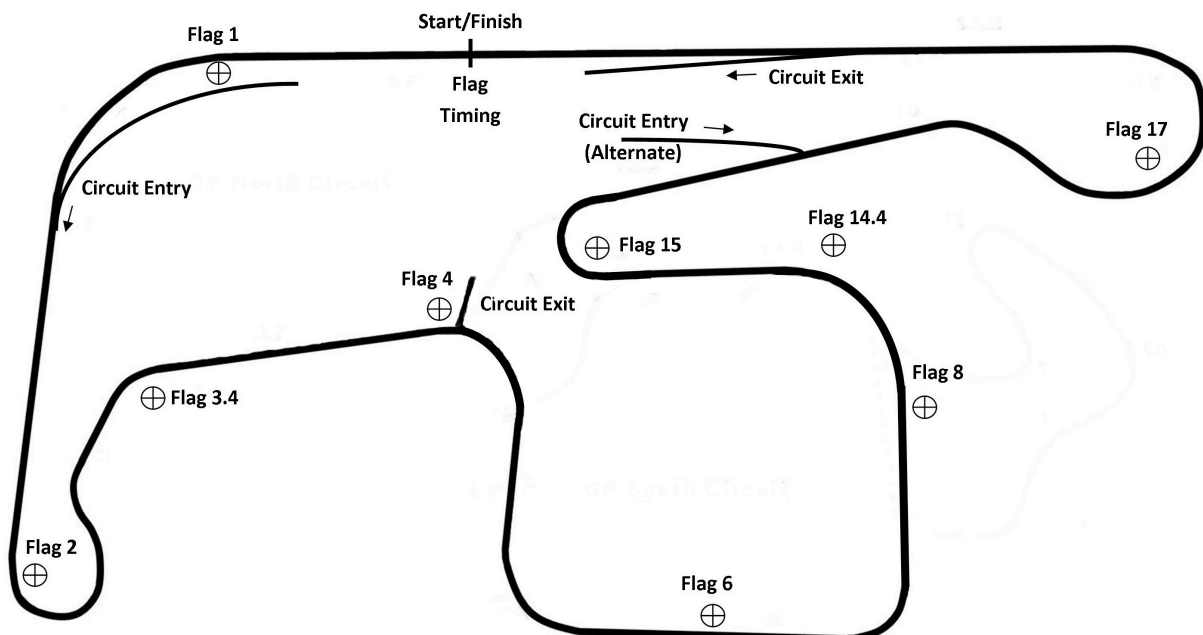
Separation of pairs: Between 2 and 5 seconds provided cars are graded fastest to slowest otherwise 5 to 10 seconds, further the minimum separation must be maintained until each pair cross the start line.

Timing markers & location:

1. Start/finish line OR
2. Witches hats on either side of the track, at the point marked "Timing" on the diagram below.

Flag Marshall locations: At the points marked "Flag" on the diagram below.

Chequered flag location: At the point marked "Finish" on the diagram below.



APPENDIX F

Sydney Motorsport Park – Extended Circuit (Also known as the Brabham Circuit)

Maximum entries:	100 Drivers
Track densities:	As per CAMS Track Licence – 13 pairs. Recommendation for Championship Rounds - for openwheeler & tintop groups with lap times under 2.12 eight (8) pairs for all others ten (10) pairs.
Circuit entry point:	1. Pit exit lane after turn 1 OR 2. The Dam Road (service road that enters the circuit between turns 15 and 16)
Circuit exit point:	1. Pit entry lane after turn 18 OR 2. Rear paddock gate at Flag 4
Separation of pairs:	Between 2 and 5 seconds provided cars are graded fastest to slowest otherwise 5 to 10 seconds, further the minimum separation must be maintained until each pair cross the start line.
Timing markers & location:	1. Start/finish line OR 2. Witches hats on either side of the track, at the point marked "Timing" on the diagram below.
Flag Marshall locations:	At the points marked "Flag" on the diagram below.
Chequered flag location:	At the point marked "Finish" on the diagram below.

APPENDIX G

Wakefield Park Raceway

Maximum entries:	90 Drivers
Track densities:	As per CAMS Track Licence – 9 pairs Recommendations for Championship Rounds – for openwheelers & tintop groups with lap times under 1.09 five (5) pairs and six (6) pairs for all others
Circuit entry point:	Pit exit lane at turn 1
Circuit exit point:	Pit entry lane at turn 10

Separation of pairs:

Between 2 and 5 seconds provided cars are graded fastest to slowest otherwise 5 to 10 seconds, further the minimum separation must be maintained until each pair cross the start line.

Timing markers & location:

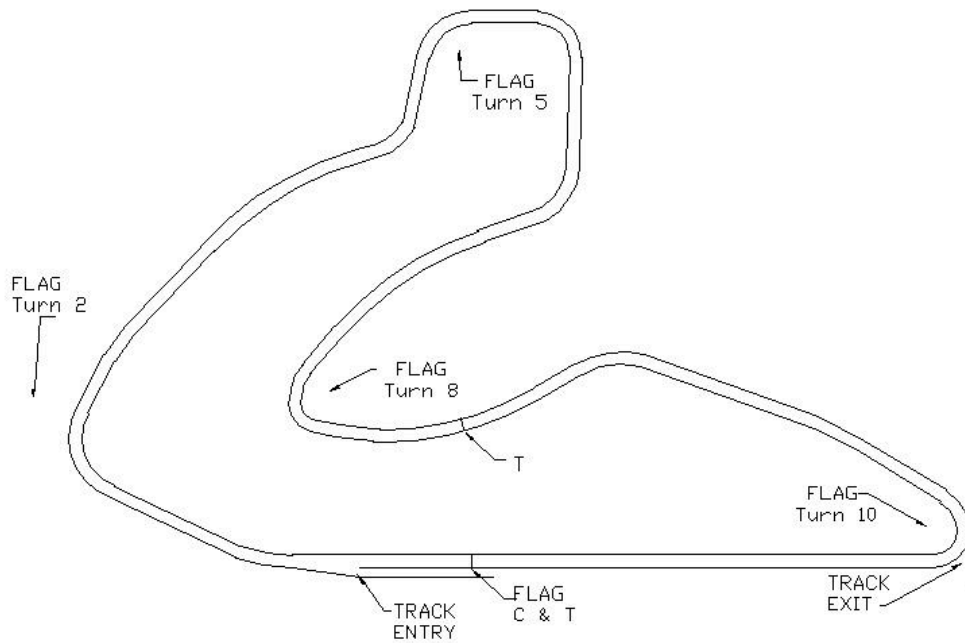
Witches hats on either side of the track, at either of the points marked 'T' on the circuit diagram below.

Flag Marshall locations:

At the points marked 'Flag' on the circuit diagram below.

Chequered flag location:

At the point marked 'C' on the circuit diagram below.



WAKEFIELD PARK