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# **THE BALLARAT FESTIVAL OF MOTORING**

## **CELEBRATING FATHERS DAY & BALLARAT'S MOTORING HERITAGE - AUGUST 29 TO SEPTEMBER 2, 2012**

**August 29 to September 1** - Motor Show at the Mining Exchange.

**September 1** - Show & Shine at the Airport.

**September 2** - Timed 400 Meter Sprint and 3 Kilometer Regularity Trial on the Historic Ballarat Airfield Circuit.

See **Entry Forms** as attached,

Following on from last year's inaugural event, the concept for Saturday is based on enthusiasts who want a complementary environment where they can show and discuss their vehicles with those who have similar interests – from well preserved to highly restored vehicles. This event will take place in the areas between the Airport Hangers which offer a large sealed surface area.

The concept for Sunday is based on a response from motor sporting enthusiasts who wish to exercise a Confederation of Australian Motor Sport Level 2 Licence and those involved with last year's 2011 Victorian Trophy 50<sup>th</sup>. Anniversary International Meeting at the old Ballarat airfield circuit. That group expressed a desire for the meeting to evolve into an activity that involved something more than just a 400 Meter sprint meeting (which for most competitors typically amounts to no more than a minute's overall competition).

Given also the historic significance of the old Ballarat airfield circuit, they asked for an event that would offer more competition time and a greater opportunity to enjoy their cars on Australia's most significant airfield based motor racing circuit. They also wanted an inexpensive event!

Having accepted this challenge, we have since worked with the City of Ballarat Council, Ballarat Airport Management and CAMS to create a new event and an ongoing opportunity specifically for historic sports and racing car enthusiasts with a CAMS Level 2 Licence who do not want to go to the extent of maintaining a full motor racing licence.

We believe our answer to this challenge is a unique experience where fellow historic motoring enthusiasts can enjoy and identify with what was achieved in Ballarat in the past in an old world atmosphere, at a World War II based airfield that has since been recognized as the only Australian airfield based circuit to stage an international motor race meeting.

Consequently this year enthusiasts with appropriate racing or sports cars will also have the opportunity to participate in both a 400m Sprint (on the morning of September 2 involving 3 runs/competitor) and a significant Regularity Trial on the majority of the old motor racing circuit (on the afternoon of September 2 involving 3 events, each comprising 5 consecutive runs around the 3km track). Given the width of the runways, 3 lanes will be available for the competition which will also offer a greater spectacle for those looking on.

Estimates identify that the typical amount of on track competition time per competitor will be in the order of 45 Minutes for our new event. The cost of entry for both the sprint and regularity will be the same \$110 as last year in line with our objective to give fellow enthusiasts an inexpensive, great value and unique event.

A new **"Champion of the Ballarat Festival of Motoring"** perpetual trophy will also be offered. The trophy is a restored antique that has recently been acquired from the UK. It will be awarded by the Major Sponsor to the Champion of the event. This will involve an overall points score total based on the results achieved at either the Saturday Show & Shine or the Motor Show; the Sunday morning 400 meter Speed Trials; and the Sunday afternoon Regularity Trials.

The Ballarat Festival of Motoring represents a full week of activities from August 25 to September 2 that we believe will satisfy the interests of all motoring interest groups. The activities are based around the history of motoring in Australia and, in particular, Ballarat's significant contribution. The Ballarat Festival of Motoring organisation aspires to delivering a world class program of cost attractive motoring enthusiast and tourist options, including displays; competitions; and good old fashioned hospitality. "History Lives in Ballarat" and we thank the City of Ballarat Council, Ballarat Regional Tourism, the Confederation of Australian Motor Sport (CAMS), past and current members of the Ballarat Light Car Club (whose club has a significant history of involvement with the early days of motorsport at the airfield) and those local car and community service clubs for their assistance in enabling us to continue the tradition of the Ballarat Festival of Motoring.

See [www.ballaratfestivalofmotoring.com.au](http://www.ballaratfestivalofmotoring.com.au) for further details on current and evolving aspects of the festival including visitor information and accommodation options.

Gary Grant, July 6, 2012.

## GENERAL SUPPLEMENTARY REGULATIONS for the Motor Sport – Sunday September 2

### 1. **ADMINISTRATION:**

**1.1** The meeting will be a Show & Shine display, a Multi-club 400 Meter Sprint and a 3 Kilometer Regularity Trial, open to members of CAMS-affiliated clubs which support historic activity.

**1.2** The meeting will be conducted under the provisions of the International Sporting Code of the FIA, the National Competition Rules (NCR) of the Confederation of Australian Motor Sport Ltd (CAMS), the Speed Event Standing Regulations, the Historic Regularity - Standing Regulations, these Supplementary Regulations, and Further Regulations which will be issued following the Close of Entries. This Event will be conducted under and in accordance with CAMS OH&S and Risk Management Policies, which can be found on the CAMS website at [www.cams.com.au](http://www.cams.com.au). Insurance for this event will be provided in accordance with Appendix I of the current CAMS Manual.

**1.3** The meeting will be conducted under CAMS permit **312/0209/03**

**1.4** The Promoter and Organiser of the event is *Geelong Speed Trials Inc, PO Box 1023, Geelong, Vic, 3220*

**1.5** The Secretary of the event will be Peter Bready 0419-612124 [pbready@bigpond.net.au](mailto:pbready@bigpond.net.au)

The Assistant Secretary will be Gary Grant 0418-520557 [speed@geelongspeedtrials.com](mailto:speed@geelongspeedtrials.com)

The Clerk of the Course will be Russell McKenzie 0408-545554 [russellmckenzie@live.com.au](mailto:russellmckenzie@live.com.au)

The Assistant Clerks of the Course will be Mick Goossens 0407-395399 [mgoossens@sctelco.net.au](mailto:mgoossens@sctelco.net.au)  
and Ben McKee 53361172.

The Chief Scrutineer will be **TBN**

The Chief Track Marshal will be **TBN**

The Stewards of the Meeting will be Brian Kays and **TBN**.

**1.6** The Organisers reserve the right, in the case that entries for any class in their opinion are insufficient or otherwise, to cancel, re-define or amalgamate a class or classes. Competitors will be notified of any such changes in Further Regulations. The Organisers reserve the right to cancel the meeting during proceedings, in accordance with the provisions of NCR 59 of the 2012 Manual of Motor Sport, due to weather or for any other reason involving mishap or safety. In such circumstances, the Organisers will not be responsible for reimbursement of any fees or costs. If a situation arises where there has been insufficient competition to award trophies, trophies will be returned the sponsors.

**1.7** Protests, if any, will be accepted only if made in accordance with Part XII of the NCR.

**1.8** Competitors are required to hold a minimum of a CAMS Level 2S Licence.

#### **1.9 Mail outs:**

**1.9.1 FURTHER REGULATIONS** including a site map showing Competitor access & Parking arrangements, Key Locations, Infrastructure Placement and Track Layout; and a listing of Events; Drivers by Class; Car Number; and Car will be issued prior to August 25.

**1.9.2 RESULTS** based on Class, Car Number, Driver and the 3 times recorded will be available within a month of the meeting via the website [www.ballaratfestivalofmotoring.com.au](http://www.ballaratfestivalofmotoring.com.au)

### 2. **THE COMPETITION and related activities:**

#### **2.1 Background:**

**2.1.1** The program will include provision for 3 timed runs for both the 400m Sprint and the 3km based Regularity Trial.

**2.1.2** Each competitor will be limited to a maximum of 3 runs for the Sprint and Regularity – unless the Clerk of Course decides and notifies otherwise.

**2.1.3** Competitors are not required to run in CLASS order. They will run in the order in which they approach the START LINE from the COMPETITORS PADDOCK, based on similarity of performance. Any competitor not ready to start when called by the GRID MARSHALS will forfeit that run.

**2.1.4** Any car exceeding the Speed Limits as signposted on the Return Track or determined by the Officials to be driven in a manner unbecoming will be BLACK Flagged and the driver responsible must report to the Clerk of the Course (who will be found in the vicinity of the TIMING VAN).

**2.1.5** The track surface is bitumen. The track will be swept clean prior to the start of competition on the day. All runs will be in a single direction. Drivers must not pass any other car when on track.

**2.1.6** On the completion of a timed run, competing cars will then return to the Competitors Paddock and Starting Grid via a Return Track including stages with 40 km/h and 25 km/h limits. These details will be Sign Posted on the day and detailed on the Site Map with the Further Regulations that will be sent out in the week leading up to the event.

**2.1.7** Awards will be made to the winner of each class. Awards will be decided on the fastest timed run. Additional trophies will be awarded for outright Fastest Time of the Day and Fastest Time by a Pre War car.

## **2.2 Demonstration Runs:**

Demonstration runs will cater for no more than 5 cars by invitation. Each demonstration will involve 3 consecutive runs.

## **2.3 Timed Sprint:**

The Timed Sprint event will take the form of Standing Start sprint for over a timed distance of 400m, followed by a 300m Braking Section. Cars will be released and timed individually. Cars capable of covering the sprint 400m section in under 14 seconds will run singly.

## **2.4 Regularity:**

The Regularity Event will involve competitors participating in 3 on track timed sessions of 5 runs over a 3km section of the old airfield runway track. This will total 15 runs of 3km each.

## **3. ENTRIES:**

### **3.1 Entries Open on Wednesday July 18 and Close on Friday August 17.**

The entry fee is **\$110** (the same as last year) and must accompany each completed Entry Form.

All correspondence, completed Entry Forms, together with entry fees should be addressed to:

**Ballarat Festival of Motoring  
PO Box 1023, GMDC  
Geelong  
VIC 3220.**

**3.2 The Entry Form must be completed in every detail.** A CAMS Log Book is not compulsory. However, if a Log Book has been issued for a particular car the Log Book must be presented at document check at the Secretary's Area and at Scrutiny, together with all relevant documents (CAMS Licence, CAMS Affiliated Car Club Membership Card, etc). Associated details must be recorded under the headings provided on the Entry Form.

**3.3** Please re-check all of your details before submitting your entry to the organizers. **Any Entry Form submitted with incomplete or inaccurate information will be returned to the competitor for correction.** Corrected Entry Forms must be returned by the close of entries otherwise they may not be accepted.

**3.4** A maximum of 80 entries will be accepted. The Organisers reserve the right to accept or refuse any entry in accordance with the provisions of NCR 83 of the 2012 Manual of Motor Sport. Entries are also subject to the Organisers limits on the number of cars that will make up one of the stated classes, as nominated in Section 4.

**3.5** Drivers can enter up to 3 cars providing the driver change does not disrupt the meeting. Driver/car sharing is not allowed. Each car may only be driven by the driver as nominated on the Entry Form.

**3.6** All entries will be accepted at the sole discretion of the Organisers. No provision will be made for conditional entries.

#### **4. CARS:**

- 4.1** The Organisers reserve complete discretion in deciding the suitability of participating cars and may reject the entry of any car deemed unsuitable, inappropriate or ineligible. They may also re classify a car as they see fit.
- 4.2** Each car must comply with Schedules A and B of the 2012 CAMS Manual,
- 4.3** No car will be permitted to compete unless it bears evidence of having been examined and approved at scrutiny.
- 4.4 CLASSES:** Dependent upon entries, it is anticipated that classes will be as follows:  
CLASS 1 Edwardian, CLASS 2 Austin 7 Sports, CLASS 3 Austin 7 Racing, CLASS 4 Group J up to 3000cc, CLASS 5 Group J over 3000cc, CLASS 6 Pre-1932 Road Registered Special CLASS 7 Pre War MG, CLASS 8 Group K up to 2500cc, CLASS 9 Group K over 2500cc, CLASS 10 1932 - 1939 Road Registered Special, CLASS 11 Morgan 3 Wheelers, CLASS 12 Post War MGT specials, CLASS 13 Group Sa Production Sports up to 1500cc, CLASS 14 Group Sa Production Sports 1500-2000cc, CLASS 15 Group Sa Production Sports over 2000cc, CLASS 16 Group Lb Sports up to 1500cc, CLASS 17 Group Lb Racing up to 1500cc, CLASS 18 Group Lb Racing & Sports over 1500cc, CLASS 19 Group Sb/Sc Production Sports up to 2000 cc, CLASS 20 Group Sb/Sc Production Sports over 2000 cc, CLASS 21 Group Na all capacities, CLASS 22 Group Nb/Nc up to 2000 cc, CLASS 23 Group Nb/Nc over 2000cc, CLASS 24 Group M up to 1500 cc, CLASS 25 Group M over 1500 cc, CLASS 26 Group O, CLASS 27 Historic Formula Ford (Groups Q), CLASS 28 Group Q.
- 4.4** Competition numbers for competitors will be advised in the FURTHER REGULATIONS. Numbers must be affixed to both sides of the car and must be in accordance with Schedule K of the 2012 CAMS Manual. Numbers will not be available at the event. Please have them in place before arriving.
- 4.6** Any car towed, trailered or removed from the course during practice or competition because of damage must be re-examined by the scrutineers before returning to competition.
- 4.7** Fuel is not available at the venue and cars should be sufficiently fuelled prior to arrival at the venue. Due to safety considerations, refueling in the Competitors Paddock area is prohibited. However a Fuel Dump will be available for this purpose. All fuel shall comply with Schedule G of the 2012 CAMS Manual.
- 4.8** Times and dates of Scrutiny and the name of the Chief Scrutineer will be advised in Further Regulations.

#### **5. SAFETY:**

- 5.1** As a minimum, each competitor must be dressed in long legged and long sleeved outer clothing of a non-flammable material. The wearing of driving suits is encouraged.
- 5.2** A fire extinguisher conforming to Schedule H of the 2012 CAMS Manual of Motor Sport must be fitted to each competing car.
- 5.3** No driver shall take part in the event unless wearing a helmet conforming to AS1698 or other standard as listed in Schedule D of the 2012 CAMS Manual of Motor Sport.
- 5.4** No driver shall take part in the meeting in an open car, unless wearing suitable goggles or visor. Goggles with glass lenses are not acceptable.
- 5.5** During any event, consumption of alcoholic beverages in the paddock, pits or any other portion of the competition venue under the control of the officials is expressly forbidden until all practice or competition activity is concluded for each day. Any driver or crew member who is found to be affected by alcohol on the day of the event or practice therefore shall not be permitted to participate. Refer NCR 145A of the Current CAMS Manual. In addition, the persons concerned will be subject to the Articles of the Standard Operating Procedure for Alcohol Testing and CAMS Anti-Doping Policy. Competitors, crews or officials may be randomly tested for alcohol by a CAMS Accredited Testing Official (CATO) or other drugs at any time during the event(s). The CAMS Anti Doping Policy, as appears in the CAMS Manual of Motor Sport and as amended from time to time, is recognised as an integral component of the NCR and is duly authorised as such. In any areas where the National Competition Rules and the CAMS Anti Doping Policy conflict, the CAMS Anti Doping Policy will take precedence.