



Monday, 16 November 2009

Mr M Paterson

Dear Michael,

**“Mount Panorama – The way it was”**  
and  
**“The Six Hour Mountain Relay”**  
**Easter 2010 – 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> April 2010**

The Festival of Sporting Cars Inc is conducting their third club level motor sport event on Mount Panorama over Easter 2010. But this year we are extending the original concept one step further by involving more car clubs than ever before with an invitation to compete in the first Regularity Relay on Mount Panorama in the two days following the *“Mount Panorama - The Way It Was”* series of races.

The relay will be known as *“The 6 hour Mountain Relay”* and is exclusively for regularity competitors and we have been extremely encouraged by the pre-release discussions.

You have a choice as to which part of the overall event you wish to enter – (maybe both) – as the CAMS Supplementary Regulations cover both parts of this one great event.

I wrote both previous years about the number of BUT's that have no effect on your acceptance for either part of this meeting, and they are:

- But my car won the 1888 Spondangler GP in Turkistan
- But I have wanted to do Bathurst for 45 years
- But I have been talking about a Bathurst club meeting for 12 years
- But I am your best friend
- But I am a legend in my own lunchtime
- But I am the President of the XXX club
- But I wrote many books on Bathurst
- But Mark Skaife is my teacher and/or brother and/or half uncle
- But my entry was on your desk one second after entries opened
- But I am the fastest driver in group XYZ
- But my massive ego will be hurt beyond repair if I miss out

We will receive and reject all of the above again.

At FoSC:

- We do not have contact between cars
- We do not have contact with walls.

So:

- If you want to overdrive – DON'T ENTER – because you'll be going home early!
- If you can't avoid other cars – DON'T COME – because you'll be going home early.
- If you plan to break lap records – DON'T COME – because you'll be going home early.

Don't believe me? Try me, or ask any of our regulars. I promise I will send anyone home who makes a mockery of our standards. This meeting requires everyone to work together to take advantage of this magnificent opportunity – so drive with respect for your fellow competitor and the "Mount" - because if I don't bite you, the Mount will. This meeting requires you to drive very well, as stoppages will ruin the meeting – with 750 expected entries to compete and receive as many laps as possible – we cannot be cleaning up after drivers who do not prepare their cars properly and do not drive with respect and common sense.

So, if you have none of the terrible traits mentioned above,  
I invite you to submit an entry for whichever part of our great event that appeals to you,

## Mount Panorama – The Way It Was

or

## The Six Hour Mountain Relay.

We are closing entries on 23<sup>rd</sup> December 2009 so we can ensure acceptances are received early so many of our interstate competitors have sufficient time to organise transport / accommodation.

So when you come to the entry form you will immediately notice there are two different prices – two different parts to event – and there is a box near the bottom in which you tick if you want to be in the two day relay part and if you even already have a team name, please enter it.

A Relay Team is made up of from four to six driver/car combinations. Each team pays \$3,630. We will make up wildcard teams of individuals if there is a demand. Each combination will have a minimum and maximum duration on the circuit, to be finalised. We will issue further information about the relay shortly. We are totally committed to you enjoying the relay rather than entering to win trophies so details will be released later on regarding method of changeover and scoring procedures. It is all about driving as part of a team effort on the most exciting circuit in the world.

We have a wonderful addition to our ranks this coming year, those pre-Supercars Bathurst giants, the Group C and A cars. You surely can remember when Bathurst fields stretched around the corner – like ours do and there were more than two brands competing. Well if you don't remember, have a look at some of those old videos of Bathurst, - they were fabulous days with so many different cars – and the faster cars didn't complain about the slower cars all the time – it was motor racing – real motor racing – with drivers using their skills rather than their dollars. And so you will see them at this meeting on their spiritual home circuit.

But, this meeting is about sporting cars (as in our club name) and so expect heaps of sports cars and older touring cars and improved production cars – see the list below.

But there is one group I must mention - our Le Mans event, where we gather a great group of sports cars from that 60's and 70's period of those wonderful sports cars that ran at Le Mans. You will see them undertake a Le Mans start – twice - immediately after lunch both Saturday and Sunday as long as I get myself organised to do a better job than last time.

So if you enter you are going to be involved in the biggest gathering of competition cars and drivers ever assembled over five day period of competition, and be part of a great party of motorsport – how does “as many as 750 entrants” sound?

We are planning to conduct events for the following groups of cars:

- ✓ Historic Sports Cars (Group S)
- ✓ Historic Touring Cars (Group N)
- ✓ Pre-Supercar Bathurst Touring Cars (Group C and A)
- ✓ Marque Sports Cars
- ✓ Production Sports Cars
- ✓ Improved Production Touring Cars
- ✓ Combined Touring Cars
- ✓ Regularity – plus
- ✓ **“Le Mans at Le Mount”**.

We will maintain the FoSC style of meeting, particularly with the mix-and-match events and fun atmosphere where we all jump in to help each other enjoy our very special sport.

To **race** on Mount Panorama you will require a full National Licence, not a provisional and you will need to upgrade any club National licences also. **Regularity** entrants will require the CAMS L2S and either the FoSC Regularity Licence or some reference proving you are of sensible disposition, drive well and value your car, (and having a wealthy grandmother to pay any repair bills is not an advantage), in other words we need to be able to assess you as a safety risk on the Mountain.

Of course we do undertake training of all drivers who have not competed on the Mount previously, using our FoSC Masters. These gentlemen are drivers with between them more circuit wins than I've had breakfasts, some of the greatest drivers in our sport.

Did you ever wonder why Spencer Martin won so many major events around the world, or why Bruce Stewart had a better finishing record than any other driver at Bathurst, or why Johnny Leffler was able to punt the highly volatile F5000 so successfully around every circuit in Australia or why Warren Weldon was so very successful on all our circuits on both 2 and 4 wheels (imagine 2 wheels at Bathurst)? Do you ever hear about the Hillman Minx at Bathurst or a Mini piloted by our very own Mal Brewster?

It's all about experience wedded to natural ability – a special gift from our Masters - that's right at the circuit and available to you to make your event more enjoyable.

Use them. You will inevitably drive one corner badly and being honest with yourself, you know you have no idea how to sort it out, so ask the Masters. They have tried every twist and turn to master this challenging circuit and they can help you improve, which means you can enjoy yourself more plus become a safer driver. For some obscure reason, these great drivers keep coming back and I have been told they enjoy the satisfaction of seeing drivers improve, are more relaxed and enjoying it more. Personally, if you don't take advantage of the Masters you are “nuts”. (I really shouldn't say such politically incorrect things should I?)

Now, if you don't have an email address, maybe you could let me know one of your friend's address, so we can contact you more quickly than via AustPost and we can inexpensively keep you right up to date with how matters are progressing. It would make it so **much** easier for me to keep you in the loop and totally up-to-date.

There are a number of points I should draw to your attention, regarding Monday and Tuesday.

Thirty of the 36 double garages will be used for the Relay Teams during the relay so only 6 will be available for hire together with the marquees.

Two relay teams will occupy each very large garage during the Relay period and team managers may feel they can squeeze all their cars into their half of the garage at night or may feel they will require an additional marquee space or two to cover their cars over night.

Garage and marquee hirers for the first three day part of our event will be able to use the garaging from Thursday afternoon through to Sunday afternoon whereas the Relay Teams will have use of their space from late Sunday afternoon through to Tuesday late afternoon. The changeover is going to have to be handled carefully, but we moved the Mercedes-Benz roadshow in and out successfully two years ago so we can do it this time.

The event is two distinct and separate parts for ticketing/passes/wristbands and as such we will offering you discounted admission for either part you are not entered for, but just a bit later as we haven't sorted it yet.

The Relay offers an exceptionally rare opportunity to build a great team of your car club members allowing them to be actively involved in motor sport on the Mountain. We feel there is a need for and so will be issuing a "Guide to creating a good relay team and having great fun" as we have access to some very qualified people who have "relayed" for years.

***There is a fabulous aura surrounding this famous circuit and after you have run a few laps at speed you will find that aura envelopes you and you feel the real magic of the Mountain – like dancing or skating - you start to move gracefully from side-to-side capturing the real wonder of this truly world beating circuit. It is right here for you to enjoy.***

Finally, if you haven't run with FoSC before, please complete the very back page as we need some assurance you are not going to "hoon" around and spoil the event for everyone else.

I look forward to hearing from you shortly.

My Best Regards,



**Charles Jardine**  
Event Director



AUCTIONS · EVENTS · INSURANCE



FESTIVAL OF SPORTING CARS®

and

Presents

## “Mt Panorama – The Way It Was”

at:

Mount Panorama

on:

Friday 2<sup>nd</sup>, Saturday 3<sup>rd</sup>, Sunday 4<sup>th</sup>, Monday 5<sup>th</sup> & Tuesday 6<sup>th</sup> April 2010

### Supplementary Regulations

This will be a National Race Meeting held under the International Sporting Code of the FIA, the National Competition Rules of Confederation of Australian Motor Sport Ltd (CAMS), the Race Meeting Standing Regulations of CAMS, CAMS Modern Regularity Regulations, these Supplementary Regulations and any further Regulations issued for the Meeting.

**Permit No: 210 / 0804 / 01.**

**Entries Open on 13<sup>th</sup> November 2009 and Entries Close on 23<sup>rd</sup> December 2009**

**Address Entries to: Secretary of the Meeting PO Box 220 Seaforth NSW 2092**

No responsibility will be accepted for entries sent to other than the address above

**Organiser:** The event is promoted and organised by Festival of Sporting Cars Incorporated – PO Box 220 Seaforth NSW 2092, Email: Charles@FoSC.com.au

**Organising Committee:** David Nichols, Geoff Pike, Chris Payoe, Robert Jardine, Terry Thompson, Peter Amos and Charles Jardine, and all correspondence should be addressed to the above address. *Telephone enquiries to Charles Jardine on 02 9907 0136*

**Occupational Health and Safety:** 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)

**Circuit:** Mount Panorama Circuit, in Bathurst NSW, at the corner of the Hinton Road and Panorama Avenue, is 6.2 kilometres in length, hot mix bitumen surface and racing will be conducted in an anti-clockwise direction.

**Further Regulations:** The Organisers will issue Further Supplementary Regulations and Drivers' Instructions to drivers in accordance with NCR 63, and these shall be of the same power as these Regulations. The Organisers also reserve the right to abandon, postpone or cancel the event subject to the conditions set down in NCR 59 of the current CAMS Manual.

**Programme of Events:** The Meeting will consist of a series of Scratch Races for cars complying with the Historic, Marque and Production Sports, Historic and Combined Touring and Improved Production vehicle regulations in the current CAMS Manual, other invited cars and Regularity Trials. Notwithstanding the above, any vehicle which transgresses the provisions of the track licence shall be ineligible..

**Officials of the Meeting:**

**Clerks of the Course:**

**Secretary of the Meeting:**

**Chief Scrutineer:**

**Charles Begg and Merv Rixon**

**Chris Payoe**

**Brian Lawler**

**CAMS Stewards of the Meeting:**

**To be advised**

**Safety Officer:**

**Steve Crawford**

### **Conditions of Entry:**

- The Organisers reserve the right to refuse any entry without assigning a reason.
- The number of starters in each event will be decided by the Organisers and will not in any case exceed the CAMS allowed track density.
- Entries not accompanied by payment will not be processed.
- Relief Drivers will not be permitted at this meeting; however the Organisers reserve the option to allow drivers to change cars during the programme of events, in accordance with NCR 143 in the current CAMS Manual.
- Only under exceptional circumstances will the Organisers sanction driver substitution at this meeting.
- Reserves will be allowed at this meeting and the system will be detailed in the Drivers' Instructions and selected drivers who do not gain acceptance will be offered the opportunity of becoming a reserve for the meeting.
- The Organisers reserve the right to accept or reject entries in accordance with NCR 83 in the current CAMS Manual.
- Refunds for cancelled entries will be made only on written application at least 14 days prior to the Meeting and at the discretion of the Organisers. All passes issued by the Organisers must be returned with cancellation. The Organisers reserve the right to retain a portion of the entry fee to cover processing costs.
- Acceptances will be final and no discussion will be entered into.

### **Licence Requirements:**

#### **Race Entry:**

- Drivers must be members of a CAMS affiliated Club.
- Drivers must hold a minimum of a current CAMS National Circuit (NC) Licence.
- The CAMS Provisional (PC) Licence is **NOT** acceptable at this race meeting.

#### **Regularity Trial Entry:**

- Drivers must be members of a CAMS affiliated Club.
- Drivers must hold a minimum of a current CAMS Level 2S Licence.
- Drivers must hold a FoSC Regularity Licence or another approved club Regularity licence – see “Further Rules Specific to Regularity Vehicles & Trials” below.

### **Scrutiny:**

#### **Race Entry:**

- All cars shall be subject to Targeted Scrutiny for the event.
- Details of circuit scrutiny and any additional requirements will be available on the FoSC website: [www.fosc.com.au](http://www.fosc.com.au).
- All licences including proof of current membership of a CAMS affiliated Car Club must be produced at the time the vehicle is examined.

#### **Regularity Trial Entry:**

- Cars must be able to pass any government authority's standard examination for road registration in the first instance
- See “Further Rules Specific to Regularity Vehicles & Trials” below.

**Practice:** Drivers are required to practise in accordance with Race Meeting Standing Regulation 5.2. The onus to participate in the official practice sessions on the Friday at the advised times, (see the Timetable included in the Acceptance Package), rests with the individual driver and any variation will only be permitted by the Clerk of the Course, at his discretion and in exceptional circumstances.

**Friday Masters Training Day** will be conducted by The FoSC Masters so as all new drivers acclimatise to the circuit. Drivers may submit details of previous competition on the circuit should they desire to not attend the Masters Training Session. The Masters training will take the form of daisy-chain instruction. Further details will be released in the Acceptance Package.

## **Driver Behaviour:**

**Track Edges:** Any driver reported by officials to the Clerk of the Course for consistently driving over the track edges at the start of or during competition, may be referred to the Stewards who may impose a time penalty of up to one minute for each offence, or may be excluded from the results of that session.

**Overtaking:** The full use of mirrors is particularly important. A blue flag will be shown as and when possible, but it is the responsibility of drivers of slower cars to be aware of faster overtaking cars. The Clerk of the Course will pay special attention to any baulking or tendency towards over-driving.

**Alcoholic Liquor:** 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).

**Other Prohibited Substances:** 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.

**Drivers' Briefing:** Time and location will be advised in the Further Supplementary Regulations. Attendance at this briefing is compulsory. All drivers will be required to sign on. Non-compliance may attract a fine of at least \$500 unless negated by the Stewards of the meeting in exceptional circumstances.

**Marshalling Area:** Grid positions in the Marshalling Area for all races will be determined by the promoter based either on the fastest lap time achieved by each driver during official practice OR the results of the preceding scratch event. Further instructions will be included in the Acceptance Package. No refuelling is allowed in the Marshalling Area.

**Admission:** The basis of admission to the circuit will be a FoSC wristband (4 per accepted entry).

**Timing & Lap Scoring:** These will be carried out by the Organisers and their officials, by electronic means or stopwatch to 1/100th of a second and this will be the official record of time and number of laps completed. All cars must be fitted with Dorian timing units. Dorian hire units will be available upon application.

**Signalling:** Up to two members from each competing vehicle competing in the event will be permitted in the signalling area in pit row but only when engaged in timing the vehicle and/or signalling to the driver of the vehicle and ONLY after all the cars have departed the starting grid on the main straight.

## **Starting Procedures:**

### **Race Entry:**

- All races will be started with an Australian Flag.
- On the instruction of the appropriate official in the Marshalling area, cars will leave the Marshalling Area and proceed to the official starting line,
- **Under no circumstances** are cars to overtake other cars, before being gridded by officials on the starting grid in order of arrival.
- No grid positions on the starting grid are to be left vacant between cars – the standard “FoSC fill-up” grid procedure will be used.
- Cars will only come under Starter's Orders on the start grid when the starter has shown the 1 minute board.
- No other timing boards will be shown
- The National Flag will be shown lowered 10 seconds before the start, raised 5 seconds before the start and cars may start WHEN the flag is dropped.
- After assembling in the Dummy Grid, cars will be sent into Pit Row from where they will follow the Course Car onto the circuit on a warm-up/sighting lap. They will remain on the left of the circuit upon leaving pit row, and pass the previous event vehicles parked on the right hand side of Mountain Straight - waiting for all of the warm-up/sighting lap cars to pass before they enter the paddock.

**Jumped Start:** Drivers who **gain an advantage** on the start (by moving before the start flag is dropped) will attract a one minute time penalty. Time penalties for jumped start will be notified ***only to the offending car and those cars in the immediate group of the offending car.***

**Completion of Event:** Cars having received the chequered flag and completed 75% of the event distance will be recorded as finishing the event. There will no trophies or awards at this race meeting.

**Helmets, Goggles, Clothing and Harness:** All drivers must wear helmets, apparel and harness as per the CAMS requirements applicable to the Category and event that the driver and vehicle has entered. Goggles/visors complying with Schedule D must be worn at all times by the drivers of open cars. These articles must be submitted for approval with the car at scrutiny. Drivers **MUST** be fully dressed in protective clothing at the time of taking their cars to the marshalling area. Please refer to NCR Schedule D & I of the current CAMS Manual in the Standard Requirements.

**Clothing Requirements for Pit Crew:** Refer Schedule D, Article 3 (a) (ii) of the CAMS Manual.

**Judges:** Starting/Finishing and Noise Judges shall be deemed to be Judges of Fact in respect to the performance of any act or omission by drivers, and the position of vehicles.

**Protests:** Protests if any must be lodged in accordance with Part XII of the N.C.R.

**Insurance:** Drivers, pit crew and officials are covered by Personal Accident Insurance under the terms of the CAMS National Insurance Scheme (see Appendix I, N.C.R.). Public risk Insurance has been effected for the Meeting. **It is the responsibility of the Driver to confirm the names of the pit crew at the Scrutiny bay, prior to Scrutiny.**

**Garages** will be available for hire and will be allocated conditional upon receipt of full payment. Each pit row garage is capable of parking 5 cars. Drivers should complete the appropriate section of the Entry Form regarding garaging with another driver. It is recommended cars from the same group should garage together to ease movement within the garage. As we expect the demand for garages to exceed demand, marquees will also be available, erected on tarmac.

**Fuel:** Fuels available will be in accordance with Schedule G of the current CAMS Manual of Motor Sport. Details of fuels available and re-fuelling and fuel storage requirements will be advised in the Drivers' Instructions.

**Cooling System Catch Tanks:** Cars without cooling system catch tanks will be required to prove the vehicle is not using an inhibitor (such as Glycol) that would be slippery on the track.

# Further Rules Specific to Regularity Vehicles & Trials

*These Rules are to be read in addition to and in association with the preceding Rules.*

**Regularity Trial:** The event shall be a test of driving skill in maintaining regular lap times without the aid of mechanical or electronic devices for gauging speed. Having regard to lap times achieved during practice (which is compulsory) each driver will nominate a lap time which he or she feels can be maintained throughout the Trial. These times will be subject to the approval of the Event Director and/or the Clerk of Course (see Nomination Time below).

**Regularity Scoring:** No scoring will take place until after the competing car passes over the Regularity Start Line the first time at which point each car will see the waved green "control" flag. The maximum duration of the Trial and the number of consecutive complete laps to be counted in calculating the results will be advised in the Further Regulations. Additional details will be advised at the Drivers' Briefing but drivers should be aware the timed laps for scoring may be any consecutive four laps within the duration of the event.

**Regularity Results:** Scoring will be one (1) point deducted for every tenth of a second in excess of the nominated time and two (2) points deducted for every tenth of a second below the nominated time for each lap.

**Regularity Cars:** Cars must be presented substantially within period specification. All cars must comply with Schedule A & B of the current CAMS Manual of Motor Sport. Scrutineers may require drivers to tighten all drainage plugs in their presence if they are not wire locked in the tightened position. A Fire Extinguisher complying with Schedule H must be securely fitted in the car as per the current CAMS Manual.

**Regularity Scrutiny:** Cars will be inspected for safety and compliance with the spirit of the competition, at times nominated in the Timetable in the Acceptance Package. No car is to enter the circuit without a Scrutiny Approval Sticker attached to the car. Further details of scrutiny will be included in the Drivers' Instructions. Drivers must present a current membership card of a CAMS affiliated club together with all the clothing requirements listed below. If the car has been issued with a CAMS log book, it must be presented at Scrutiny.

## **Regularity Clothing Apparel Requirements:**

- Helmets complying with Schedule D of CAMS Standard Requirements.
  - Goggles if using an open face helmet
  - Fire resistant clothing is not mandatory, but drivers must wear the minimum of a cotton "boiler suit" - from ankles to wrists and neck,
  - Suitable appropriate non flammable footwear and
  - Non-synthetic/non-flammable gloves.
- ie. in accordance with the requirements for Speed events in Schedule D

## **Regularity Nomination Time:**

- Drivers must notify their target nominated time at the information desk on the first floor of the Control Tower at a time after each event to be advised in the Drivers' Briefing.
- Nominated Times will be strictly scrutinised by the Event Director or his nominee and adjustments will be made if he considers inappropriate times have been nominated.
- Lap times during the trial will be observed over each of the three timing segments in each lap.
- Drivers appearing to race in the trial in ANY of the three segments will lose double points – but ONLY if allowed to continue in the race meeting.

**Regularity Licence Requirements:** Drivers must hold a:

- CAMS L2S licence AND a
- FoSC Regularity OR
- An “FoSC acceptable” CAMS affiliated Car Club Regularity Licence OR
- A CAMS PC or higher Licence.
- If you have completed a “FoSC approved” advanced driver training course you will automatically qualify for a FoSC Regularity Licence. (Please detail driving course/s separately).
- If you do not possess any of the above, but feel you may have other suitable qualifications, please write to the Event Director of the Meeting with your entry detailing your experience particularly in multi-car competition. Acceptance of Regularity drivers is totally the responsibility of the organisers and no discussion will be entertained.

**Starting Regularity:** Cars shall follow the Pace Car in single file until individually receiving the waved green "control" flag at the starting point advised at the Drivers' Briefing. No overtaking is permitted until each driver passes the waved green "control" flag.

***Drivers are reminded that this is a Trial of regularity  
and NOT a race.***

***Drivers not contesting the event in the appropriate manner will be  
black-flagged forthwith  
and JUST MAY BE permitted to re-continue competing.***

***Your willing compliance with the above points will  
ensure an enjoyable event, with the minimum of delay.***

***Thanks - and may you have a  
great weekend at Mount Panorama.***

## FoSC "Mt Panorama – The Way It Was" Entry Form

Friday 2<sup>nd</sup>, Saturday 3<sup>rd</sup>, Sunday 4<sup>th</sup>, Monday 5<sup>th</sup> & Tuesday 6<sup>th</sup> April 2010

Mail to PO Box 220 Seaforth NSW 2092 or fax to 02 9907 0136 or email to [charles@fosc.com.au](mailto:charles@fosc.com.au)  
**5819**

**Entrant:**

- Home Tel  
- Work Phone  
- Home Fax  
- Work Fax  
- Mobile  
E-mail

**Licence:**

The Driver is \_\_\_ and the licence details are:

CAMS Licence No: \_\_\_\_\_, grade: \_\_\_\_\_ and expiring: \_\_/\_\_/\_\_\_\_

Complete if driver address not same as Competitor/Entrant above: \_\_\_\_\_

<b>Car:</b> _____	Wakefield Park: __ : _____	Eastern Creek: __ : _____
Capacity: cc Colour: _____	Oran Park Short: __ : _____	Oran Park Long: __ : _____
Preferred Car Numbers: __, __, __	Philip Island: __ : _____	Winton: __ : _____
Log Book No: ..... Dorian No: _____	Sandown Park: __ : _____	Mallala: __ : _____
CAMS Competition Group: _____	Morgan Park: __ : _____	Queensland: __ : _____
Targeted Scrutiny? Yes ___ / No ___	Bathurst: __ : _____	

Tax Invoice for Festival of Sporting Cars Incorporated ABN Number: 19 083 278 348

### The Fees for the Meeting include GST and are as follows:

For both racing and regularity:

#### 2<sup>nd</sup>, 3<sup>rd</sup> & 4<sup>th</sup> April Race and Regularity

Entry:	\$ 748.00	\$ .....
Extra Passes for 2 <sup>nd</sup> , 3 <sup>rd</sup> & 4 <sup>th</sup> purchased with entry No of passes: ....	\$ 50.00	\$ .....
Please allocate me one car space in a Pit Row Garage if available	\$ 275.00	\$ .....
Please allocate me one car space in a Paddock Marquee if available	\$ 275.00	\$ .....
I wish to share garaging with _____		

#### 5<sup>th</sup> & 6<sup>th</sup> April Regularity Relay

Relay Entry:	\$ 726.00	\$ .....
Extra Passes for 5 <sup>th</sup> & 6 <sup>th</sup> purchased with entry No of passes: ....	\$ 30.00	\$ .....
Please allocate me one car space in a Paddock Marquee if available	\$ 198.00	\$ .....
I wish to be next to _____		
<b>Total:</b>	<b>\$.....</b>	

**I am paying the above "Total" amount by:**

**(credit card payment is NOT available)**

1. Cheque or Money Order – attached

2. Transfer funds to: BSB: 112-879 A/c No: 483387616 Ref No: FoSC \_\_\_\_\_ Date: \_\_\_ / \_\_\_ /2009.

I wish to enter The Six hour Mountain Relay \_\_\_\_\_ (tick) in the \_\_\_\_\_ Team (if you know)

My personal Bank details are:

BSB: \_\_\_\_\_ account number: \_\_\_\_\_ account name: \_\_\_\_\_

***Do not expect incomplete entries to be processed!***

**DISCLAIMER**  
**EXCLUSION of LIABILITY, RELEASE and ASSUMPTION of RISK**  
**for COMPETITORS and/or DRIVERS, and STATEMENT OF VEHICLE COMPLIANCE**

**For Competitors** - I/We being the entrant/s of the vehicle described on this Entry Form wish to enter that vehicle in the above event/s. Being legally authorised to enter the car described on this form, I hereby declare that the vehicle and all related equipment and components necessary for participation in this event shall be presented, at all times and in every respect, in a condition suitable for use in this activity, and that I have caused the vehicle to be inspected according to a maintenance schedule which I have developed and that it is free from mechanical defects, be they of preparation or structural integrity, that may render the vehicle unsafe for the proposed activity I acknowledge that where any aspect of the car or related equipment and components is found:

- to be in breach of the NCR's and/or the Regulations of the Meeting, or;
  - in the opinion of the Chief Scrutineer, to be subject to a serious mechanical defect,
- it will render me in breach of NCR 144, and that I may be subject to penalties under the National Competition Rules.

**My signature below indicates my acceptance of the above declaration.**

**For Drivers,** - I being the named driver of the vehicle described on this form hereby declare that I have been fully briefed by the entrant on all aspects of the operation of the vehicle, including peculiarities relating to its handling and performance during competition; and I have satisfied myself that the vehicle is safe and suitable for the intended competition; and that my competition apparel, including helmet and any HANS® device is in compliance with Sch. D. **My signature below indicates my acceptance of the above declaration.**

**For Competitors and Drivers** - I/We being the competitor/s and/or driver, certify that the particulars on this entry form are true and correct in every particular, to the best of my/our knowledge and belief. I/We declare that I/we have read and understood the Activity Description Bulletin and the Topcar Risk Management Conditions issued for the event, and agree to be bound by them and the provisions of the National Competition Rules of the Confederation of Australian Motor Sport Limited ('CAMS').

In exchange for being able to attend or participate in the event (including entering the event), I agree to release CAMS and Australian Motor Sport Commission Ltd, promoters, sponsor organisations, land owners and lessees, organisers of the event, their respective servants, officials, representatives and agents (collectively, the 'Associated Entities') from all liability for my death, personal injury (including burns), psychological trauma, loss or damage (including property damage) ('harm') howsoever arising from my participation in or attendance at the event, except to the extent prohibited by law; that CAMS and the Associated Entities do not make any warranty, implied or express, that the event services will be provided with due care and skill or that any materials provided in connection with the services will be fit for the purpose for which they are supplied; and to attend or participate in the event at my own risk. I/we acknowledge that the risks associated with attending or participating in the event include the risk that I may suffer harm as a result of motor vehicles (or parts of them) colliding with other motor vehicles, persons or property; acts of violence and other harmful acts (whether intentional or inadvertent) committed by persons attending or participating in the event; and the failure or unsuitability of facilities (including grand-stands, fences and guard rails) to ensure the safety of persons or property at the event; motor sport is dangerous and that accidents causing harm can and do happen and may happen to me. I accept the conditions of, and acknowledge the risks arising from, attending or participating in the event and being provided with the event services by CAMS and the Associated Entities. I understand that this disclaimer is not intended to exclude any valid claim I may have under the CAMS Personal Accident Scheme. I consent to any personal information regarding my participation in this event being provided to Confederation of Australian Motor Sport Ltd (CAMS) for risk management purposes including access to this information by authorised CAMS officials at future events.

<b>Competitor's signature:</b>		<b>Date:</b>	
<b>Driver/s signature:</b>		<b>Date:</b>	

*For persons under the age of 18 years the following parent/guardian consent must be completed.*

**PARENT/ GUARDIAN CONSENT – PERSONS UNDER 18 YEARS OLD**

I ..... of [Address] ..... am the parent/ guardian\* of the above-named ("the minor") who is under 18 years old. I have read this document and understand its contents, including the exclusion of liability and assumption of risk, and have explained the contents to the minor. I consent to the minor attending/ participating in\* the event at his/her own risk.

Signed..... Date.....  
 (Parent/Guardian\*)

\* Delete whichever does not apply

**FOR RACE MEETINGS - RECENT COMPETITION AND SCRUTINY AUDIT HISTORY**

The Competitor must complete the following table showing the Competition and Scrutiny Audit history of the vehicle described above for the last five Meetings as shown in the vehicle Log Book. If at the time of completion of this declaration the vehicle is entered into another Meeting yet to be held, please indicate in the space provided.

Date	Venue	Audit Scrutiny ?
		Yes / No
		Yes / No
		Yes / No
		Yes / No
		Yes / No
		Meeting entered but not yet held

Most Recent

**All drivers should be aware of the following condition of entry before entering this race meeting.**

Drivers not behaving in the manner expected by the Organisers at this race meeting should not expect to be invited to compete in future race meetings conducted by FoSC **AND** may be denied continued competition at this race meeting.

# Your HELP Page

You may enter this meeting TWO WAYS

## 1. Electronically.

You may fax or email your completed entry form  
and make your payment by electronic transfer.

### HOW?

[Save this file for later reference as your continued competition depends on it, copy it,  
remove all but the last page from the copy and make any changes to the last page.  
Then using "File" dropdown, go to "Send" and despatch it to FoSC - as an attachment – please.]

**By making your payment, you accept all the Regulations in full!! .**

## 2. Manually

You may complete your entry form manually and mail it with a cheque.

*If FoSC has your email address, you will  
be advised of receipt of your entry within 72 hours.*

**You will be required to sign this very same disclaimer  
at the circuit before being approved by Scrutiny**

*(ie - before entering the circuit for the first time.)*

*Drivers will be required to sign their disclaimers at Scrutiny.*

