

HOBART SPORTING CAR CLUB Inc



BASKERVILLE 1000

EVENT MANUAL

Version 1 – 12 October 2021

BASKERVILLE 1000 USERS MANUAL

Section 1 The Event

The Baskerville 1000 is a 6 hour regularity event run by Hobart Sporting Car Club under Motorsport Australia Modern Regularity Standing Regulations.

The Event is intended as a low cost, family orientated, low pressure introduction to Motor Sport.

Vehicles will be crewed by teams of three to six eligible drivers competing in vehicles that are eligible under Baskerville 1000 requirements.

Each team will run one driver at a time who will aim to match a lap time nominated by the team prior to the start of the event. The team will nominate a 'dry' time and a 'wet' time.

Points are scored by the team if the vehicle falls within the allowable 'time window' slower or faster than the nominated time. Vehicles outside the 'time window' will score nil points

The organisers have nominated a 'Minimum Lap Time' of 70 seconds. Laps faster than that Minimum Lap Time will be noted by Officials of the Event and repeat offenders may be penalized.

The event is not a race but an event where discipline and consistency in driving by team members contribute to outright success and personal satisfaction.

Since the introduction of the Baskerville 1000 events in February 2019 over 100 new and retired drivers have entered the subsequent events, thereby significantly contributing to viability of Circuit Racing events in Tasmania.

1.1 Expectation of Competitors

Competitors will:

- Be familiar with, understand and comply with Motorsport Australia rules and event Supplementary regulations;

- Understand and obey flag signals;

- Observe the starters box at the commencement of each lap and comply with any flag signals displayed;

- Respect official's instructions;

- Report any injuries occurred during the event, on or off the track, to the Secretary of the Meeting and

- Drive in a manner to reduce the risk of accidents and be considerate of other competitors and their investment in their vehicles. This includes being respectful of fellow drivers recognizing that many are first time or inexperienced competitors.

1.2 Expectation of Officials

Officials of the Event will:

- Be familiar with, understand and comply with Motorsport Australia rules and event Supplementary regulations;

- Carry out their duties in a fair and effective manner in accordance with the Rules of the event;

- Enforce penalties and sanctions in a fair manner and

- Be respectful to fellow officials and other participants in the Event

1.3 The Vehicle

1.3.1 Basic eligibility

The basic vehicle must have been genuinely purchased for \$1000 or less. Proof of purchase price shall be supplied on request from the event organisers.

1.3.2 What alterations might be made

Vehicles may be fitted with upgraded tyres, wheels, replacement brake rotors and pads of the same type as original equipment, seats may be removed and a single bucket or race seat fitted. Roll over protection may be fitted. Seat belts must be at least three point although full harness is recommended.

Motor and gearbox must be of original type and specification

Drivers window may be up or down. Drivers door window nets are not compulsory but highly recommended.

1.3.3 Allowable tyres

Tarmac Rally / Track Day competition tyres are excluded and tyres must be of similar specification to road tyres normally fitted to the vehicle

1.3.4 Scrutiny requirements

The vehicle must be capable of passing a safety orientated scrutineering which will focus on suspension, steering, throttle return springs, brake lights, condition of tyres and wheels and general cleanliness in regard to oil and hydraulic fluid leakages.

Vehicles must not be fitted with any form of timing device that may assist the driver to achieve required lap times. Speedometers and Engine Revolution Counters are allowed.

1.3.5 Timing Transponders

Timing transponders will be supplied by the event organisers. The transponders will be placed in supplied leather pouches, which will be affixed to the outside of the grille by zip ties, allowing the transponders to be easily activated and checked by event officials.

1.3.6 Tow Points

Each competing vehicle shall be fitted with a suitable Tow Point, front and back, sufficient to take the weight of the vehicle if it is stranded on or off the track. If the tow point fails the Event will not take responsibility for any damage caused subsequently whilst the vehicle is removed to a point clear of the track.

1.4 The Driver

Licence requirement - A minimum of Motor Sports Australia Level 2 Speed Event Licence plus experience deemed sufficient by Organising Committee

The minimum clothing standard is as for Speed events, but shall be at least neck to wrist to ankle clothing and leather covered shoes. Driving gloves and full race suits are recommended

Helmets must comply to Motorsport Australia Speed Event requirements

The expectation is that team drivers will share driving duties as equally as practical during the event. No driver may drive longer than 45 minutes in a session. Time spent *in pit lane, refuelling and (?)* under safety car will count towards the driver's session time.

Drivers may be changed during a refuelling stop, in pit lane or in the general pit area during a stop for mechanical reasons.

Each time the vehicle approaches Stop/go the driver will indicate clearly, **hand outside vehicle in air showing the number of digits corresponding to** his number within the team (written on wrist band - 1, 2, 3 etc). The official will record time of day as well as the team number as a check on driver times in vehicles.

Drivers wrist bands will bear the drivers number within the team.

1.5 Team Manager and Pit Crew

Prior to commencement of the event the Team Manager will provide the Clerk of Course with a nominated time for dry and wet track surfaces. These times are fixed for the event

Team Managers and Pit Crew must sign on prior to competition and will be issued with an appropriately coloured wrist band by event organisers.

Only team members with a wrist band issued by the organisers will be allowed in Pit Lane, the Refuelling Area and the designated Signalling Area.

1.6 Covid 19 Management

All officials, competitors and other persons attending the event are required to strictly follow Tasmanian Government Coronavirus (*Covid 19*) management guidelines applicable at the the date of the event and as published by The Tasmanian Government's Coronavirus web site <https://coronavirus.tas.gov.au>.

Section 2 General Rules for the event

2.1 Start procedure

Cars will line up in Pit Lane prior to the start of the event or after a red flag has brought competition to a stop. Event officials will move down the line recording drivers and general time of day. Transponders will be activated manually during this process.

When the signal to start has been given the Safety car will leave Pit Lane and commence a closing lap. At the completion of the Closing Lap the Safety car will wait on track adjacent to Pit exit.

When appropriate vehicles will be signalled to leave Pit Lane in single file, keeping on the left side of the track for approximately 100 metres (This is the normal line for all vehicles leaving pit lane during the event) and follow the Safety Car on a warm up lap.

2.2 Safety Car Procedure

The Safety Car is used to lead the field round prior to commencement, recommencement of competition or change in track condition.

Prior to commencement or recommencement of the event the Safety Car will carry out a clearing lap and stop on track past Pit Lane Exit. On command from Event Control Pit Lane Exit will be opened and the Safety Car will move off.

Competitors are expected to maintain single file at a gap of approx. 3 car lengths from the preceding vehicle.

If a Safety Car is called during the competition the Safety Car Driver, after display of Flags and Boards, will find a gap in traffic and proceed onto the track. Vehicles will line up in the usual manner.

The Safety Car shall proceed at approx. 80 KPH displaying flashing roof top lights and flag points will display waved yellow flags and Safety Car Boards. On request from Event Control just after Skyline - Point 4 the lights will be turned off and after Calvins – Point 5 the Safety Car will pick up speed leaving the first car in the queue acting as a virtual safety car

The virtual safety car will maintain a speed of 80 KMH until the green flag is displayed.

Cars in the queue are expected to maintain recommended gaps until the green flag is displayed. Drivers not complying with this instruction may be penalised.

2.3 Dry / Wet track conditions.

The Clerk of Course will determine at which point the status of the track shall change from Dry to Wet or Wet to try.

Generally the decision is taken in reference to timing and the number of competitors on track scoring points. Whilst a reasonable number of competitors are scoring points the current status quo will continue.

2.4 Flags

Flag Points The organisers will, depending on availability of officials man the following flag points: 2 – Top of Esses, 4 – Skyline, 7 – end of straight. If sufficient officials are available point 3 – bottom of Hill and point 5 – Calvins corner will be manned.

The start finish point will also display yellow and green flags where practical.

2.4.1 Displayed at Start line

Green

Used to signify start of the event after safety car period

Red

Event has been stopped. All vehicles to reduce speed, maintain position (**ie do not overtake**), be prepared to take evasive action or stop and if possible return to pit lane. Vehicles may proceed to refuelling or the general pit area.

This flag is also displayed at all manned flag points.

Black

Displayed with car number

Due to some unsportsmanlike behaviour the driver of the vehicle bearing this number is to proceed to pit lane, stop at the base of the control tower and wait instructions from event organisers.

The driver may be cautioned, held for a period of time or if found necessary removed from the event.

Black / White Triangles

Displayed with car number

Driver of vehicle bearing this number is driving in an unsportsmanlike manner and further indiscretion will result in a higher level of action by the organisers.

Black / Orange Circle

Displayed with car number

The vehicle bearing this number has a mechanical deficiency and is to proceed to pit lane, stop at the base of the control tower and wait instructions from event organisers

A mechanical deficiency may include a faulty transponder which will be replaced by event organisers

Chequered Flag

Shown to signify end of competition.

2.4.2 Displayed at Manned Flag Points

Red

Event has been stopped. All vehicles to reduce speed, maintain position (**ie do not overtake**), be prepared to take evasive action or stop and if possible return to pit lane. Vehicles may proceed to refuelling or the general pit area. No mechanical work may take place in Pit lane.

Yellow

Used at flag points to indicate caution, there is some problem between the point and the next flag point. This includes incidents between competing vehicles, a vehicle stopped on or adjacent to the track, debris on track etc.

The official waving the yellow flag is to wave it in a manner that the next point can observe thus triggering a green flag at that point.

In the instance that the track is blocked to the extent that competing vehicles may have to leave the competition surface OR officials are on the track surface TWO yellow flags will be displayed.

The requirements of drivers under a yellow flag situation is reduce speed, maintain position (**ie do not overtake**), be prepared to take evasive action and in the case of a double waved yellow be prepared to stop.

Blue

In the context of the Baskerville 1000 the blue flag is used to indicate to a driver that a faster vehicle is behind or rapidly gaining and is likely to make a passing move in the following sections of track.

The driver receiving the blue flag is to maintain speed and line and is not to make a sudden interruption in speed or change of racing line.

The driver behind the signalled car may pass on the outside of the corner if safe to do so but may not dive under or force a way through while out braking the slower car.

This is a common error by experienced drivers in the Baskerville 1000 and often results in a black flag.

Drivers in slower cars are driving to their nominated times and have the right to do so. It is up to the faster and experienced drivers to find a safe way past

White

Slow moving vehicle (competing car, fire, recovery vehicle etc) on track.

Be aware and be prepared to take evasive action as you pass.

Red/Yellow Stripes

Formerly known as the 'oil flag' indicates a possible lack of adhesion due to substances on track, may include oil spill, coolant, gravel, debris.

Be aware and be prepared to take evasive action.

Note when the red/yellow flag is withdrawn the track may not be back to original condition and the current state of the track is now the norm.

Green

Indicates to a driver that he has reached the end of the 'Caution Section' and may commence normal speed and passing.

At a Safety Car start indicates that the Clerk of Course has given the signal for the Starter to indicate the start of competition. The green flag is waved simultaneously at all points for one lap.

2.5 Leaving Pit lane

Drivers are expected to obey instructions from Stop/Go officials.

Drivers are to indicate their position in the team.

Stop/Go officials will activate vehicle timing transponders as each vehicle proceeds to the Pit Lane Exit.

All vehicles leaving pit Lane are to remain hard left for approximately 75 metres (prior to the start of the concrete ripple strip on drivers left)

Any driver leaving pit lane and not following this instruction will be deemed to be driving dangerously and will be black flagged.

2.6 Pit Lane

There is a speed limit of 10 KMH in Pit Lane

Mechanical work other than basic activity to restart a stalled or immobile car is not allowed. Wheels may not be changed in Pit Lane

Driver changes may take place in Pit Lane, in the Refuelling Bay after refuelling is completed or in the general Pit Area.

2.7 Pit Signalling

One signed on member of a team at a time with appropriate wrist band may pass on information via pit signals to drivers provided it is done in the prescribed area in pit lane adjacent to the safety fence.

Once signalling has been completed the team member must move behind the low armco fence marking the inner edge of pit lane.

Electronic signalling devices may not be used and signalling may not be carried out behind the low armco fence or at other points around the circuit.

2.8 Refuel Check Point

Competitors before entering the general Pit Area for refuelling or mechanical repair will report to the Refuelling Check Point adjacent to the Control Tower.

Vehicles proposing to proceed to Refuelling will have their number and time of day recorded on a control sheet. A 'sticky note' will be placed on the vehicle windscreen containing the vehicle number and the earliest time the vehicle may reenter Pit Lane (time of day plus 7 minutes).

When refuelling is completed the vehicle on return to Pit lane will be held at the Control Point until the time shown on the 'sticky note' elapses.

Vehicles proceeding to the general Pit Area for mechanical repair will have their number and time of day recorded on the control sheet. A 'sticky note' will be placed on the vehicle windscreen containing the vehicle number and the letters 'MR'. The control sheet will also note that the vehicle is proceeding to the Pit area for repairs. There is no minimum time restriction on reentry to Pit Lane. If the team subsequently decide to refuel the sticky note will have to be amended at the check in point with a time 7 minutes from request.

2.9 Refuelling procedure

The Event organisers will nominate a place at the Refuelling Point where fuel may be stored prior to refuelling. Any container used for fuel must meet safety requirements and shall clearly display the competition number of the car for which it will be used.

Organisers reserve the right to ask competitors to remove containers which are deemed to be unsuitable.

Once competition starts refuelling may only take place at the nominated refuelling point. A minimum of 7 minutes is allocated for refuelling. Each vehicle in the event must make at least two refuelling stops.

A vehicle proceeding to refuelling must **STOP** at the refuelling control adjacent to the tower. The official at the point will record the vehicle number and the time of day.

Only vehicles bearing a 'sticky note' issued by the refuel Check Point may proceed to the refuelling area... This note will indicate to refuelling officials that the vehicle has been recorded and refuelling may occur.

The vehicle may proceed to the refueling area (MG Carport) from the top side, wait until entering an available bay following a signal from a refuelling official. It is possible that a bay may not be free, in which case the vehicle will have to wait in line until a bay is available.

Once the vehicle is in the refuelling bay the engine must be switched off, the driver must leave the car, a fire blanket placed over any wheel close to the refuelling point and then refuelling may commence.

Crew members or drivers carrying out refuelling must be wearing at least the clothing requirements for drivers of the event including appropriate eye protection from fuel spills or fire. Wearers of an open helmet must wear goggles, Wearers of full face helmets must have visors down. Hand cover is recommended.

Only two team members (including driver(s) or pit crew) at a time may take part in the refuelling process.

A driver change may take place at the end of refueling.

2.10 Vehicle Breakdown

The driver of a vehicle that is unable to continue in the event and unable to return to the pit area under its own power is advised to move the car, if possible, to a safe spot on the edge of the track, only leave the vehicle if safe to do so and if unable to speak directly to officials of the event indicate FLAT TOW – Standing upright with arms out in the form of a tee or LIFT TOW – Standing upright with arms waving up and down.

Indication of the type of tow required may get vehicles back to the pit area a lot quicker.

2.11 Penalties

Drivers may be penalized by way of a formal warning (black/white) flag, stop/go with or without a time penalty, loss of points or exclusion from the event if deemed appropriate by the Clerk of Course.

Matters which may incur a penalty include:

- Being quicker than the minimum lap time;
- Improper driver behaviour;
- Dangerous entry or reentry to track;
- Safety Car breach and
- Racing another competitor

Section 3 The Officials of the event

NOTE: EVENT OFFICIALS ARE NOT TO ACCESS THE TRACK PROPER WITHOUT SPECIFIC APPROVAL FROM EVENT CONTROL

3.1 Stewards of the event

Stewards are appointed to the event by Motorsport Australia and include the following functions;

- Enforcement of the Supplementary Regulations;
- Settle any issue that may arise during the event;
- Impose and/or endorse penalties;
- Exclude any vehicle deemed to be unsafe
- Modify the event timetable
- Stop temporarily or permanently all or part of the event

3.2 Clerk of the Course / Deputy Clerk of Course

The Clerk of Course has ultimate authority for conduct of the event in accordance with the Supplementary Regulations

This includes:

- Keeping order including meeting Government and Motorsport Australia general OHS and other requirements;
- Liaising with Event Stewards;
- Ensuring that sufficient properly qualified officials are in attendance;
- Ensuring that officials have the information and equipment required to carry out their tasks;
- Ensuring that drivers and vehicles are eligible for the event; and
- Prepare and provide to the Stewards of the Event required reports

The Clerk of Course or other official will, following the display of a black flag advise reasons for the action to the driver, at the designated stopping point, and advise any penalty that might be applied.

3.3 Secretary

The Secretary of the meeting is responsible for the planning of the Meeting which includes:

- Publication of Supplementary Regulations;

Receipt and processing of entries;
Recruitment and deployment of officials;
Ensuring each official holds the appropriate licence;
Supply of information and equipment to officials and
Ensuring each driver holds the appropriate licence.

3.4 Chief Timekeeper

The duties of the Chief Timekeeper include:

Ensuring the timing equipment is compliant with the relevant standards;
Recording the time taken by each competing vehicle and
Preparation and signing of timing results and distribution to the Secretary of the event.

3.5 Chief Scrutineers

The duties of the Chief Scrutineer include:

Performing general examination of vehicles and apparel for safety and compliance with the rules;
Perform specific compliance or safety examination when requested to do so and preparing and signing appropriate reports

3.6 Fire Marshalls

The primary duty of fire marshalls is to attend to any track or pit related fire and use their supplied equipment to make the scene safe. Grass fires will be dealt with using appropriate onboard water storage.

3.6.1 Fire and Rescue

Units will be located at Flag Point 4 and where practical at Flag Point 6 (adjacent to bridge)

Rescue equipment will be used in conjunction with advice from medical response crew members.

3.6.2 Refuelling Stand By

A Fire Vehicle with at least two crew will be located at the entry to the event refuelling point (the MG garage)

Three Bays each separated by a vacant bay will be under event control

Vehicles shall access the bays from the top side and if necessary will be held in order until a Bay becomes available.

A sticky note bearing the vehicle's number and time out will be evidence that the vehicle may be refuelled.

Any vehicle arriving from the general pit area without the correct sticky note must be held until the crew arrange the correct sticker at the Refuel Control Point.

Engines must be turned off and the driver must leave the car before refuelling commences.

Two crew members (includes drivers) may carry out refuelling. A wheel adjacent to a filling point must be covered in a fireproof blanket and the crew must wear compliant clothing including appropriate face protection. Goggles must be worn with open face helmets. Visors must be down with full face helmets. Gloves are recommended.

3.7 Flag Marshalls

Flag Marshalls are located at designated points adjacent to the Racing Surface and their duties include:

Signalling by appropriate flags, to drivers of potential danger on the track surface past the point or proximity of passing or faster vehicles;

Signalling to drivers that a faster car is following and is likely to overtake at or past the flag point.

Ensuring that the event is run in a sportsmanlike and fair manner, and to control misbehaviour by report to Event Control;

Reporting to Race Control incidents or accidents within the area controlled by the post;

Suggesting to Race Control the mobilizing of a service vehicle, ambulance and fire or recovery vehicle;

Protecting each driver from any danger or difficulty which they may be unable to foresee;

Advise Race Control of the stopping of any vehicle and where possible the nature of any tow required.

Clearing and cleaning the track after an incident, oil spill or spreading of gravel etc.

Flag Points are located in such a manner that each point can see the preceding and following manned point. In the Baskerville 1000 this may mean sections of controlled track may be 2 TO 4, 4 TO 7, 7 TO 2. As a consequence, under yellow flag conditions, passing may be restricted over a large section of track.

3.8 Pit Lane Officials

Pit Lane officials work in pit lane. Their duties include:

Lining up vehicles prior to commencement of competition,

Monitor driver changes in Pit Lane;

Monitor speeding in Pit lane

Monitoring work on vehicles in Pit Lane

Monitor pit to driver signalling ensuring only those signalling are located adjacent to the track

Pass on instructions from Event Control to competitors and team members.

3.9 Recovery

3.9.1 Flat Tow

Located at Flag Point 4 shall be deployed on request of Event Control

Crew shall tow vehicles by tow rope back to Pit Area. Where possible the vehicle should be towed through the infield. Vehicles leaking fluids are not to be flat towed on the track surface.

Drivers must follow instructions of recovery crews

3.9.2 Lift Tow

Used where vehicles are not suitable for flat tow. Shall be deployed on request from Event Control

When vehicle is safely located on flat tray the vehicle is to proceed on to the track proper as soon as possible. Entrants will be under Safety Car conditions and will be expected to give due consideration.

Drivers must follow instructions of recovery crews

3.10 Refuel Check point officials

Located adjacent to Control Area at base of Tower. In the case of inclement weather the control point may be located in the Car Port adjacent to the Kelly Room.

Check Point officials register vehicles proceeding to refuelling or Pit area for repairs.

Sticky Notes, showing car numbers and earliest event reentry time for refuel visits and car number and MR designation for Pit visits, are placed on vehicle windscreens

After refuelling the vehicle is held adjacent to the Control Point until the Time Out has elapsed.

Cars reentering after Pit repairs may reenter at any time.

The sticky note is collected in each instance

If a vehicle that has undergone mechanical work chooses to refuel a team member will need to exchange the MR sticker for a refuelling sticker. The clock starts from the time of the request.

3.11 Safety Car Officials

Located at top of Pit Lane

The Safety Car is used to lead the field round prior to commencement, recommencement of competition or change in track condition. The Safety Car shall proceed at approx. 80 KPH displaying flashing roof top lights and flag points will display waved yellow flags and Safety Car Boards. On request from Event Control just after Skyline - Point 4 the lights will be turned off and after Calvins – Point 5 the Safety Car will pick up speed leaving the first car in the queue acting as a virtual safety car

The virtual safety car will maintain a speed of 80 KMH until the green flag is displayed.

At other times the Safety Car Crew will act as Driving Standards Observers.

3.12 Starter

The Starter and assistant are located in the Starters Box adjacent to the Start Finish Line. Their duties include:

Waving the green flag to signify commencement or recommencement of competition; The flag is shown to all competitors

To signal to specific numbered cars, bad sportsmanship or requests to return to Pit lane and

Wave the chequered flag to signify the finish of the event. The flag is shown to all competitors.

Indicate to drivers by way of appropriate signs, official change of track status from DRY to WET and vice versa.

3.13 Stop / Go officials

Stop/Go officials are located at the top of Pit Lane. Their duties include:

Recording vehicle number, driver and time of day for vehicle joining the circuit;

To check and activate timing transponders;

Feed vehicles out of Pit Lane when safe to do so;

Notify Event Control of any vehicle joining the Track in an unsafe manner

Assist Pit Lane Marshalls in lining up cars prior to start of competition.

3.14 Judges of Fact

The following officials are regarded as judges of fact for the event in relation to matters under their jurisdiction.

Clerk of Course / Deputy / Assistant Clerks of Course to the General Event

Secretary of the Event

Chief Timekeeper

Chief Scrutineer

Safety Car Officials in regard to Driving Standards

Any official specifically appointed as a Driving Standards Observer

Any Official appointed as Chief Pit Marshall

Fire Marshalls in regard to refuelling activities

BASKERVILLE 1000 ROLL OF HONOUR

	Date	Place	Team	Vehicle	Laps	Points
1	2 February 2019	1 st	Phil Morris Motorsport	Falcon AU	227	744
		2 nd	Gulf Mirage	Mirage	231	690
		3 rd	Wilcox Racing	Commodore	222	670
2	3 February 2019	1 st	North of Creek Road	Falcon	245	960
		2 nd	Twin Rusty's Racing	Starlet	234	955
		3 rd	13CABS	Excel	235	830
3	13 July 2019	1 st	RBR Australia (1)	Mirage	235	765
		2 nd	Team McQueen	Integra	227	730
		3 rd	Baily Racing	Magna	238	715
4	14 July 2019	1 st	North of Creek Road	Falcon	240	885
		2 nd	Poor Performance	Mirage	249	810
		3 rd	Team Neptune No 2	Astra	256	780
5	29 August 2020	1 st	RMB 1	Mirage	260	855
		2 nd	Twin Rusty's Racing	Starlet	254	785
		3 rd	Dacka's Boot Campo	Commodore	253	765
6	14 November 2020	1 st	RMB Vehicle Services	Mirage	260	920
		2 nd	Marco Racing	VW Golf	259	855
		3 rd	Wilcox Arcing	Commodore	258	835
7	10 July 2021	1 st	Tool Racing	Corolla	232	905
		2 nd	MJT Motorsport	Excel	233	820
		3 rd	SJP Racing Dev.	VW Golf	230	800
8	11 July 2021	1 st	Team Elliott	Mazda 323	261	910
		2 nd	13CABS	Excel	271	880
		3 rd	Hurd Brothers Racing	Falcon FG	256	820
9	16 October 2021	1 st				
		2 nd				
		3 rd				
10	17 October 2021	1 st				
		2 nd				
		3 rd				