

SPORTING BULLETIN

SPORTING REGULATIONS FOR THE 2005 TRANZAM SPORTS SEDAN SERIES

REFERENCE:

2005 CAMS Manual of Motor Sport

RATIONALE:

To promulgate the 2005 Tranzam Sports Sedan Series Sporting Regulations.

AUTHORITY:

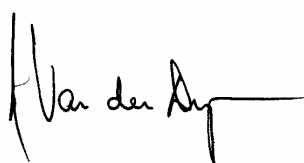
Approved by the Australian Motor Race Commission at their meeting held on 9 February 2005 (AMRC.655).

ACTION:

These are the definitive Sporting Regulations for the Tranzam Sports Sedan Series as administered by the National Australian Sports Sedan Association Inc (NASSA).



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SPORTING REGULATIONS

2005 "Tranzam Sports Sedan Series"

CHAPTER 1 – ADMINISTRATION

1. Authority

All events in the 2005 Tranzam Sports Sedan Series will be conducted under the following provisions:

- International Sporting Code of the Federation International de l'Automobile (FIA)
- National Competition Rules (NCR) and Race Meeting Standing Regulations of the Confederation of Australian Motor Sport Ltd (CAMS)
- Sporting Regulations published for the National Series
- Supplementary Regulations and other bulletins and instructions published by the Promoter of each Race Meeting
- Any further regulations which may be issued by CAMS

CAMS reserves the right to vary these regulations which in normal circumstances, will be advised to entrants in good time.

The Series is recognised by CAMS as a National Series in accordance with NCR15 (ii)(c)

2. Schedule

The Series will be contested over 5 rounds, consisting of 3 races per round, unless otherwise varied by supplementary regulations:

ROUND	DATE	VENUE	STATE
RD 1	Phillip Island	May 21-22	VIC
RD 2	QLD Raceway	Jul 2-3	QLD
RD 3	Eastern Creek	Jul 23-24	NSW
RD 4	Oran Park	Sep 17-18	NSW
RD 5	Wakefield Park	Nov 12-13	NSW

3. Licences

All drivers must hold the minimum of a CAMS Provisional Circuit competition licence (formerly known as C3). All entrants must hold a CAMS Level J, K or L Entrant licence or a Provisional Circuit competition licence as appropriate.

4. Eligible cars

- (i) Sports Sedan Cars complying with the Group 3D Sports Sedan Car Regulations as per the 2005 CAMS Manual of Motorsport. (Class SS)
- (ii) Transam Cars complying with A.S.S.C. regulations for North American Transam competition (Class TS)
- (iii) TraNZam cars complying with TRG of New Zealand regulations. (Class TNZ)
- (iv) Australian Tranzam cars complying with NASSA class TA regulations. (Class TA to be developed as a class within Category 3D sports sedans regulations). TA rules are to be developed under CAMS prototype Racecar supervision.

5. Competitor registration

To be eligible to compete, score points and rewards for the Tranzam Sports Sedan Series entrants must with the National Australian Sports Sedan Association Inc (NASSA). Registration for the Series will include membership of NASSA.

CHAPTER 2 - SERIES ROUND FORMAT

1. Over-subscribed entries

In the event of over-subscription of entries qualifying may be split into 2 sessions so all drivers and cars may qualify. The fastest competitors up to the track density limit will qualify to compete in the races, save that NASSA Inc. reserves the right, with permission of the stewards, to allocate the final 2 grid positions subject to the provisions of the Race Meeting Standing Regulations.

2. Duration of Races

Unless variations are approved by CAMS the following shall be respected for practice, qualifying and racing.

- (i) There will be two or three races at each meeting unless otherwise specified in the supplementary regulations:
- (ii) Races shall be scheduled to achieve a combined **minimum** duration of 30 minutes as per the following formats:

Three Race Format

Race 1. 8 minutes
Starting positions as per Qualifying.

Race 2. 10 minutes
Starting positions as per race 1 results.

Race 3. 12 minutes
Starting positions as per result of race 2 Two Race Format

Race 1 15 minutes

Race 2 15 minutes

Starting positions as per race 1 results.

(iii) Each race will be expressed as a number of laps appropriate to the host circuit and outlined in the event regulations.

3. *Scrutiny*

Scrutiny will be carried out as detailed in Supplementary Regulations for each event, and at other times as determined by the Chief Scrutineer, or the Clerk of Course.

4. *Practice and Qualifying*

(i) Unless otherwise approved by CAMS there will be two 20-minute practice sessions and two 30-minute qualifying sessions held prior to racing.

(ii) In the case where track/weather conditions vary during qualifying, grid positions will be determined by the Clerk of Course with the agreement of the Stewards of the Meeting.

(iii) Any driver, whose best qualifying lap exceeds 115% of the fastest qualifying time, will not be allowed to take part in the race, save for exceptional circumstances accepted as such by the Stewards of the Meeting.

Should more than one driver be accepted in this manner, The Stewards of the Meeting will determine their order.

5. *Warm-up*

A 10 minute warm-up session **may** be scheduled prior to Race 1 **if programming permits**. Ideally, at least one hour will separate the start of this session and the start of Race 1.

6. *Starting grid*

On the starting grid there is no prohibition on sponsor's personnel and assistants being present, eg people with umbrellas. They are subject to the standard requirements for vacating the grid at the (2) two minute signal.

7. *Start procedure*

The start procedure for all events will be by a rolling start in accordance with the regulations printed under article 6.4 (ii) of the 2005 CAMS Manual of Motor Sport.

8. *Grid*

(i) Determination of the grid for a three race format shall be as follows:

Race 1

Grid positions for Race 1 will be determined by qualifying times subject to Articles 1 and 4.

Race 2

Grid positions for Race 2 will be determined by the results for Race 1. i.e. The first placed finisher will be on pole position, second place in second position on the grid etc.

In the event that a car fails to start Race 1, that car may start Race 2 and/or Race 3 from the rear of the grid, behind any non-finishers from Race 1. Should more than one car be affected in this way, such cars will be placed at the rear of the grid in order of their qualifying times, subject to Article 4.

Race 3

Grid positions for Race 3 will be determined as follows:

Grid positions for Race 3 will be determined by the results for Race 2. i.e. The first placed finisher will be on pole position, second place in second position on the grid etc.

In the event that a car fails to start Race 2, that car may start Race 3 from the rear of the grid, behind any non-finishers from Race 1 or 2. Should more than one car be affected in this way, such cars will be placed at the rear of the grid in order of their qualifying times, subject to Article 4.

(i) Determination of the grid for a two race format shall be as follows:

Race 1

Grid positions for Race 1 will be determined by qualifying times subject to Articles]1 and 4.

Race 2

Grid positions for Race 2 will be determined by the results for Race 1. i.e The first placed finisher will be on pole position, second place in second position on the grid etc.

In the event that a car fails to start Race 1, that car may start Race 2 and/or Race 3 from the rear of the grid, behind any non-finishers from Race 1. Should more than one car be affected in this way, such cars will be placed at the rear of the grid in order of their qualifying times, subject to Article 4.

9. *Parc Ferme*

Organisers will ensure that a Parc Ferme is designated and remains secure. Sufficient officials must be present to ensure that after crossing the finish line, cars proceed direct to the parc ferme, that they do not return to their pit or the paddock, and that they are not interfered with.

CHAPTER 3 - AWARDS AND POINTSCORE

1. *Races to count*

Results from Qualifying, and each Race at each Round will count in determining the results of the Series.

2. Award of points

Drivers will be awarded points in each race 1 based on their overall finishing position, plus points based on their fastest lap from qualifying viz -

<u>General Race Classification</u>		<u>Qualifying Classification</u>	
1 st	20 points	1 st	2 points
2 nd	17 points		
3 rd	15 points		
4 th	13 points		
5 th	12 points		
6 th	11 points		
7 th	10 points		
8 th	9 points		
9 th	8 points		
10 th	7 points		
11 th	6 points		
12 th	5 points		
13 th	4 points		
14 th	3 points		
15 th	2 points		

all other classified finishers will be awarded 1 point.

3. Multiple drivers

Only the driver nominated on the Entry Form may compete in any round of the Series unless a change of driver is approved by the Stewards of the Meeting.

4. Minimum awards

Prize, travel and other awards will be the responsibility of NASSA Inc. If any Awards are offered NASSA Inc. will announce the quantum and qualifying criteria.

CHAPTER 4 - TECHNICAL

1. Tyre restrictions

- (i) Except for the treaded tyres used on a damp or wet track at the competitors discretion, not more than four dry weather (slick) tyres, (2 front and 2 rear) plus four previously used and Tranzam Sports Sedan Series marked tyres, (2 front and 2 rear), may be used for qualifying and racing at each meeting, save where replacement is permitted in the following regulations. These tyres will be coded and marked by scrutineers prior to the commencement of qualifying. Included on the markings on the tyres will be the competition number of the relevant car, and/or any other marks deemed necessary by the scrutineers. The tyres that have been marked and used in a previous event are permitted if inspected and remarked, for the relevant event by the scrutineers.

- (ii) Damaged marked tyres may be replaced at the sole discretion of the Chief Scrutineer. If permission is given to replace a marked tyre with an unmarked tyre for the meeting, that car will be required to start the race from the rear of the grid in the subsequent point score race. If more than one (1) car is affected in this way, positions at the rear of the grid will be determined by qualifying times, or the previous race result. If any unmarked tyre is used in qualifying the qualifying time will be disallowed.
- (iii) Once the leader has completed the first lap, tyres are free for that race.
- (iv) In the event of wet or damp conditions during qualifying or a race, it is permitted to use treaded or grooved tyres. In this case, competitors may use either unmarked treaded/grooved tyres, or subject to them being marked by Scrutineers for the relevant meeting, dry weather (slick) tyres.
- (v) Competitors are reminded that the onus is on them to ensure that the Scrutineers mark their tyres in accordance with the regulations.
- (vi) Any contravention of this article may result in the entrant and/or the driver being referred to the Stewards of the Meeting.
- (vii) The Chief Scrutineer will be considered a Judge of Fact in respect of decisions on tyres.

2. Engine RPM Limitations

The following engine Revolution Per Minute (RPM) limits are to apply:

Class SS	5100 - 6000 CC engine capacity	7800
	4500 - 5100 CC engine capacity	8200
Class TS	5100 - 6000 CC engine capacity	7800
	4500 - 5100 CC engine capacity	8200
Class TNZ	5100 - 6000 CC engine capacity	7800
	4500 - 5100 CC engine capacity	8200
Class TA	5100 - 6000 CC engine capacity	7800
	4500 - 5100 CC engine capacity	8200

It is the Entrant's responsibility to ensure that ignition shall be set to be inoperative above the maximum rpm for any reason.

The series organiser may, at its discretion, provide Entrants with equipment (data logger) designed to measure and record the maximum rpm of the competing car during official qualifying, practice sessions and races. This may involve Entrants in having to permanently install looms, supplied by the series organiser at a cost to the Entrant, suitable for connecting to the data logger.

When required to carry a data logger it is the Entrant's / Drivers responsibility to:

- A) Purchase and install (as per the data logger instructions) the wiring and sensor, and
- B) Ensure that the data logger, when allocated, is operating correctly during all official qualifying and races.

3. Minimum Weight

The racing weight is defined as the weight of the complete car **including driver and fuel**, which may be measured at anytime during competition, including qualifying sessions, on the official scales of the meeting. The following minimum racing weights in kilograms shall apply:

Class SS

As per CAMS Manual

Class TS

5100 - 6000 CC engine capacity	1230
4500 - 5100 CC engine capacity	1175

Class TNZ

5100 - 6000 CC engine capacity	1230
4500 - 5100 CC engine capacity	1175

Class TA

5100 - 6000 CC engine capacity	1230
4500 - 5100 CC engine capacity	1175

4. Performance Control

CAMS in consultation with NASSA Inc. reserve the right to control the performance of any competing class or capacity. Such control shall be restricted to engine speed, car weight (including weight distribution) and turbo charger boost limitation. Any such control changes will be issued, to registered competitors, prior to 21 days of the start of the round of the series from which the restriction is to take effect.

CHAPTER 5 - SPONSOR, MEDIA & CAR IDENTIFICATION REQUIREMENTS

1. *Series/Round sponsors identification*

(i) Competing cars must carry series or round sponsor identification on the following areas if requested by NASSA Inc. subject to approval by CAMS:

- (a) A windscreen band of a size in accordance with the provisions of Schedule K of the CAMS Manual of Motor Sport. *
- (b) On each car a space 120mm x 500mm shall be reserved above each side competition number.
- (c) On each car a space 220mm wide x 400mm in height, between the rear of the front wheel arch and the leading edge of the front door shall be reserved for Championship sponsor signage. *

(ii) Should a competitor have an existing sponsorship requirement that utilises these areas the competitor must seek approval from NASSA for an alternate arrangement for the display of such series/round signage.

2. *Competition numbers*

(i) Competition numbers must be displayed on all cars in accordance with Schedule K.

(ii) Competition numbers will be allocated by NASSA to registered competitors. These competition numbers will be reserved for registered competitors and shall not be allocated to any other competitor without prior NASSA approval. NASSA will provide the Organisers with a list of registered competitors and allocated numbers before the close of entries for each event.

3. *Identification*

The driver's name must be placed on the rear side windows of each car in accordance with Schedule K. *

*** Refer Appendix A for examples.**

APPENDIX A

Sponsor, Media and Vehicle Identification Requirements

