



SPORTING REGULATIONS



2016 Improved Production Nationals Sporting Regulations



Version 2

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2016 Improved Production Nationals

Sporting Regulations

S1 TITLE AND JURISDICTION

S1.1 Title

This event shall only be known as and referred to as the “2016 Improved Production Nationals”.

S1.2 Authority/Jurisdiction

- (a) The 2016 Improved Production Nationals (Nationals) shall be conducted under the provisions of the International Sporting Code of the Federation Internationale de l'Automobile (FIA), the National Competition Rules (NCR) and the Race Meeting Standing Regulations (RMSR) of the Confederation of Australian Motor Sport Ltd (CAMS), the Sporting Regulations published for the Nationals, the Supplementary and Further Regulations issued by the Organiser; Bulletins issued by the Stewards of the Meeting, and any Driver Briefing Notes issued by the Clerk of the Course at the event.
- (b) The Nationals has been sanctioned by CAMS as a single event Nationals competition.
- (c) The National Administrator (NA) appointed by CAMS for Improved Production Racing is:

Gary Mennell

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S2 ADMINISTRATION

S2.1 Personnel

The following personnel have been appointed to the Nationals by CAMS and have the authority to administer the various aspects of these regulations as detailed in the RMSR.

- (a) Technical Commissioner (TC) Gary Mennell
- (b) Driving Standards Advisor (DSA) TBA

S3 COMPETITOR ELIGIBILITY

To be eligible to compete in the Nationals, each Competitor must hold a current CAMS Competition Licence and be a current financial member of a CAMS IPRA affiliated club.



S4 AUTOMOBILE ELIGIBILITY

Each automobile must conform to the General Requirements for Cars and Drivers, and must comply with the Specifications of Automobiles for 3rd Category – Touring Cars – Group 3J - Improved Production Cars as detailed in the CAMS Manual of Motor Sport.

S4.1 Replacement Automobiles

- (a) Any automobile that has been entered to compete at the Nationals may not be replaced with another automobile following the commencement of the first qualifying session for that automobile.
- (b) Prior to the commencement of an automobile's first qualifying session of the Nationals, a Competitor may nominate a substitute automobile which may be permitted to compete in the remainder of the meeting subject to the approval of the Stewards of the Meeting.

S4.2 Automobile Classes

Each automobile shall be allocated to one of the following classes based on the effective capacity of the engine as defined in the Specifications of Automobiles for Group 3J:

- (a) Over 2 litre (O2L)
- (b) Under 2 litre (U2L)

S5 DRIVER ELIGIBILITY

To be eligible to compete in the Nationals, each Driver must hold a current CAMS Provisional Clubman Circuit licence or higher and be a current financial member of an IPRA affiliated car club.

S5.1 Substitute Drivers

Prior to the commencement of the first qualifying session at the Nationals, a Competitor may nominate a substitute driver who may be permitted to compete in the remainder of the meeting subject to the approval of the Stewards of the Meeting.

S6 ROUNDS

The Nationals shall be conducted over one (1) Round as detailed in the Calendar below.

S7 CALENDAR

The Nationals shall be contested over the following round:

Date	Circuit
26-27 November	Phillip Island



S8 ROUND FORMAT

- (a) The number length and format of track sessions for the event shall ultimately be negotiated between the host club (IPRAVic) and the Organiser and shall be advised in the relevant Supplementary / Further Supplementary Regulations issued for the event.
- (b) Practice may be held prior to the event at the discretion of the Organiser and shall be advised in the Supplementary / Further Supplementary Regulations issued for the event.
- (c) Generally, the Nationals should be conducted as a two day event with the format as follows.

S8.1 Round Format - Day 1

- (a) Qualifying 1 - One (1) x 20 minute qualifying session for U2L automobiles
- (b) Qualifying 2 - One (1) x 20 minute qualifying session for O2L automobiles with competition numbers 1 to 50
- (c) Qualifying 3 - One (1) x 20 minute qualifying session for O2L automobiles with competition numbers 51 to 100
- (d) U2L Heat 1 - One (1) x 5 lap heat
- (e) O2L Heat 1 - One (1) x 5 lap heat for Groups A & D
- (f) O2L Heat 2 - One (1) x 5 lap heat for Groups B & C
- (g) U2L Heat 2 - One (1) x 5 lap heat

S8.2 Round Format - Day 2

- (a) O2L Heat 3 - One (1) x 5 lap heat for Groups A & C
- (b) O2L Heat 4 - One (1) x 5 lap heat for Groups B & D
- (c) U2L Heat 3 - One (1) x 5 lap heat
- (d) O2L Heat 5 - One (1) x 5 lap heat for Groups A & B
- (e) O2L Heat 6 - One (1) x 5 lap heat for Groups C & D
- (f) Race 1 - One (1) x 8 lap O2L repechage race
- (g) Race 2 - One (1) x 11 lap U2L Final Race
- (h) Race 3 - One (1) x 11 lap O2L Final Race

S8.3 Variations to Timetable

The timetable may be varied at any time due to exceptional circumstances only with the prior approval of the Stewards of the Meeting.

S9 GRID DETERMINATION

S9.1 U2L Heats

- (a) The grid for U2L Heat 1 shall be determined from the fastest lap times for each automobile from Qualifying 1 with the fastest qualifier on grid position 1, the second fastest qualifier on grid position 2 and so on.



- (b) The grid for U2L Heat 2 shall be determined from the points awarded for finishing positions for U2L Heat 1 with the highest points scorer on grid position 1, the second highest point scorer on grid position 2 and so on.
- (c) The grid for U2L Heat 3 shall be determined from the points awarded for finishing positions for U2L Heats 1 and 2 with the highest points scorer on grid position 1, the second highest points scorer on grid position 2 and so on.

S9.2 O2L Heats

- (a) Each automobile shall be allocated to one of four (4) groups based on lap times from Qualifying 2 and Qualifying 3.

“Qualifier 1” shall be the automobile that achieves the fastest lap time in Qualifying 2 and Qualifying 3.

“Qualifier 2” shall be the automobile that achieves the second fastest lap time in Qualifying 2 and Qualifying 3 and so on.

The group allocation shall be as follows:

Group A	Qualifiers 1, 5, 9, 13 etc
Group B	Qualifiers 2, 6, 10, 14 etc
Group C	Qualifiers 3, 7, 11, 15 etc
Group D	Qualifiers 4, 8, 12, 16 etc

- (b) The grid for each heat shall be determined as follows:
 - (i) **O2L Heat 1 (Groups A & D):** The grid for O2L Heat 1 shall be determined from combined qualifying lap times with the fastest qualifier on grid position 1, the second fastest qualifier on grid position 2 and so on.
 - (ii) **O2L Heat 2 (Groups B & C):** The grid for O2L Heat 2 shall be determined from combined qualifying lap times with the fastest qualifier on grid position 1, the second fastest qualifier on grid position 2 and so on.
 - (iii) **O2L Heat 3 (Groups A & C):** The grid for O2L Heat 3 shall be determined from the points awarded for finishing positions for O2L Heats 1 and 2 with the highest point scorer on grid position 1, the second highest point scorer on grid position 2 and so on.
 - (iv) **O2L Heat 4 (Groups B & D):** The grid for O2L Heat 4 shall be determined from the points allocated for finishing positions for O2L Heats 1 and 2 with the highest point scorer on grid position 1, the second highest point scorer on grid position 2 and so on.
 - (v) **O2L Heat 5 (Groups A & B):** The grid for O2L Heat 5 shall be determined from accumulated points from O2L Heats 1 to 4 with the highest point scorer on grid position 1, the second highest point scorer on grid position 2 and so on.
 - (vi) **O2L Heat 6 (Groups C & D):** The grid for O2L Heat 6 shall be determined from accumulated points from O2L Heats 1 to 4 with the highest point scorer on grid position 1, the second highest point scorer on grid position 2 and so on.



S9.3 Race 1 – O2L Repechage

- (a) The grid for the O2L repechage shall be determined from accumulated points from O2L Heats 1 to 6 with the highest point scorer that has not been allocated a grid position in the O2L Final (Race 3) on grid position 1, the second highest point scorer on grid position 2 and so on.
- (b) The Organiser shall publish a preliminary grid sheet for Race 3 no less than 30 minutes prior to the scheduled start time of Race 1.
- (c) The grid for Race 1 shall be limited to the track density and any remaining qualifiers after each grid position has been allocated shall be eliminated.

S9.4 Race 2 – U2L Final

- (a) The grid for the U2L Final shall be determined from accumulated points from U2L Heats 1 to 3 with the highest point scorer on grid position 1, the second highest point scorer on grid position 2 and so on.
- (b) The grid for Race 2 shall be limited to the track density and any remaining qualifiers after each grid position has been allocated shall be eliminated

S9.5 Race 3 – O2L Final

- (a) The grid for the O2L Final shall be determined from the accumulated points from O2L Heats 1 to 6 with the highest point scorer on grid position 1, the second highest point scorer on grid position 2 and so on.
- (b) The last four (4) grid positions for Race 3 shall be allocated to the top four (4) finishing positions of Race 1 – O2L Repechage.
- (c) The grid for Race 3 shall be limited to the track density and any remaining qualifiers after each grid position has been allocated shall be eliminated.

S9.6 Determining grid position where points are tied

Please note: In the event of points being tied, grid positions shall be determined by the higher finishing position in the previous heat/race. If this does not break the tie then the automobile with the fastest qualifying lap time shall be allocated the higher grid position.

S10 START PROCEDURE

The start procedure for each heat/race shall be as detailed in Race Meeting Standing Regulations – Non Championship Standing Start.

S11 AWARDS AND POINTSCORE

S11.1 Prizes and Trophies

- (a) Prizes and trophies shall be awarded to 1st, 2nd, and 3rd U2L based on finishing order of Race 2. No delineation between early and late models shall be made.



- (b) Prizes and trophies shall be awarded to 1st, 2nd and 3rd O2L based on finishing order of Race 3. No delineation between early and late models shall be made.

S11.2 Pointscore

- (a) Points shall be awarded to each driver on the basis of the finishing order of each heat as follows:

Finishing Position	Points	Finishing Position	Points	Finishing Position	Points
1 st	50	11 th	27	21 st	10
2 nd	45	12 th	25	22 nd	9
3 rd	43	13 th	23	23 rd	8
4 th	41	14 th	21	24 th	7
5 th	39	15 th	19	25 th	6
6 th	37	16 th	17	26 th	5
7 th	35	17 th	15	27 th	4
8 th	33	18 th	13	28 th	3
9 th	31	19 th	12	29 th	2
10 th	29	20 th	11	30 th	1

Every other finisher - 1 point.

- (b) Should a heat be stopped before the completion of the allocated number of laps, run in two parts, restarted, or the result declared, the points awarded shall be on the final result of that heat.
- (c) Points shall only be used to determine grid positions for heats and races.

S11.3 Nationals Winner

The winner of Race 2 shall be acknowledged as the “Under 2 Litre winner of the 2016 Improved Production Nationals” and the winner of Race 3 shall be acknowledged as the “Over 2 Litre winner of the 2016 Improved Production Nationals”. Each winner shall be recognised equally in any publication.

S12 EVENT OPERATIONS

S12.1 Qualifying

- (a) Qualifying 1 to 3 shall be conducted as separate groups.
- (b) Qualifying 1 shall be for U2L automobiles only and determine the grid positions for U2L Heat 1.



- (c) Qualifying 2 and Qualifying 3 shall be for O2L automobiles with competition numbers 1 to 50 and 51 to 100 respectively. The Organiser reserves the right to amend O2L groups based on the total number of entries with the intent of maintaining approximately even sizes of qualifying groups. The Organiser shall notify each Competitor of any changes to qualifying groups prior to or at the Drivers Briefing.

S12.2 Heats

- (a) O2L heats should be scheduled to enable each driver to compete against each other at least once.
- (b) Points are awarded for finishing positions for each heat which are used to determine the grid positions in subsequent heats/races.

S12.3 O2L Repechage Race

On the conclusion of the heats a repechage race may follow to determine the remaining qualifiers for the O2L Final. The repechage race shall be gridded from the remainder of the O2L field after four (4) less than the maximum number of automobiles that the track density allows are allocated to the O2L Final.

S12.4 Finals

The Final(s) should be run as the feature event(s) of the meeting and should have the maximum number of automobiles that the track density allows.

S12.5 Competition Numbers

Each Competitor shall include their preferred Competition Number on their Entry Form. The Organising Committee of the hosting State shall have the final discretion as to the allocation of Competition Numbers and decide matters when duplicate requests for Numbers are received. Competitors shall be advised of the final decision as early as possible, at the latest with the confirmation of event entry.

S12.6 Driver Briefings

Each Driver shall be required to attend a compulsory Briefing, at a time and location to be nominated in the event Supplementary/Further Supplementary Regulations. Other compulsory briefings may be convened as required.

S12.7 Impound/Parc Ferme

If directed by Race Officials each automobile must proceed directly to the designated impound/Parc Ferme area (as appropriate) at the conclusion of each qualifying session, heat and race, without returning to pit or paddock areas and without interference from any third party (other than an Official of the Meeting). Automobiles may not be removed from Impound/Parc Ferme except at the direction of the TC or the Chief Scrutineer.

S12.8 Practice Starts

Practice starts are only permitted at the pit lane exit.



S12.9 Pit Lane

Each Pit Crew member is required to sign a Pit Lane Indemnity Form prior to the first track session and to display identification as and if required by the event organiser.

S12.10 Removal of Automobiles from the Circuit

Following the commencement of the first qualifying session, it is not permitted to remove any automobile from the circuit, prior to the release of all automobiles from the impound/Parc Ferme established following the final race, without the prior express written approval of the TC or the Chief Scrutineer.

S13 FUEL

- (a) Only fuel as detailed in Schedule G of the CAMS Manual of Motor Sport shall be used for the duration of the event.
- (b) Each Competitor must comply with relevant Occupational Health and Safety Regulations in regard to the storing of fuel at all times.
- (c) Fuel shall be available to purchase at the event.

S14 SCRUTINY

Each automobile shall be the subject of Targeted Scrutiny, as directed. Mandatory audits shall be conducted as directed by the Chief Scrutineer. Eligibility Scrutiny shall be conducted as determined by the TC, Chief Scrutineer or the Clerk of the Course. Wherever possible, scrutiny shall be undertaken in the competitor's paddock area. Automobiles are to be presented for scrutiny in a clean, neat and tidy condition, and must be maintained throughout the event in that condition. Automobiles may be weighed at the completion of any session, heat, or race during the event.

S15 AUTOMOBILE MARKINGS

Each automobile must comply with Schedule K of the CAMS Manual of Motor Sport and display the category and event sponsors decals as required by the Nationals Organisers of the hosting State. Any Competitor or Driver who fails to comply with this requirement may be excluded from the competition at the discretion of the Stewards of the Meeting until such time as compliance is achieved.

S16 DRIVER APPAREL

Each driver must use only apparel in compliance with Schedule D of the CAMS Manual of Motor Sport.