



# 2017 Improved Production Nationals Sporting Regulations

Version 1

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CONFEDERATION OF AUSTRALIAN MOTOR SPORT

## 2017 Improved Production Nationals

### Sporting Regulations

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# 2017 Improved Production Nationals

## Sporting Regulations

### S1 TITLE AND JURISDICTION

#### S1.1 Title

This event shall only be known as and referred to as the “2017 Improved Production Nationals”.

#### S1.2 Authority/Jurisdiction

- (a) The 2017 Improved Production Nationals (Nationals) shall be conducted under the provisions of the FIA International Sporting Code including Appendices, 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, 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:

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### S2 ADMINISTRATION

#### S2.1 Personnel

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

- (a) Technical Commissioner (TC) Gary McKay
- (b) Technical Advisor (TA) Mark Alford
- (c) Category Administrator (CA) John Callegari
- (d) Driving Standards Advisor (DSA) Chris Kneafsey

### **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 3<sup>rd</sup> 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 event subject to the approval of the Stewards.

#### **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):           2001 – 6000cc
- (b) Under 2 litre (U2L):         0 – 2000cc

### **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 event subject to the approval of the Stewards.

### **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            |
|---------------|--------------------|
| 21-22 October | Barbagallo Raceway |

## S8 ROUND FORMAT

- The number length and format of track sessions for the event shall ultimately be negotiated between the NA and the Organiser and shall be advised in the relevant Supplementary / Further Supplementary Regulations issued for the event.
- 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.
- Generally, the Nationals should be conducted as a two day event with the format as follows.

### S8.1 Round Format - Day 1

- Qualifying 1 - One (1) x 20 minute qualifying session for each automobile with an odd competition number
- Qualifying 2 - One (1) x 20 minute qualifying session for each automobile with an even competition number
- Qualifying 3 - One (1) x 15 minute qualifying session for each automobile with a fastest qualifying lap time that is in the fastest 50 % of the field
- Qualifying 4 - One (1) x 15 minute qualifying session for each automobile with a fastest qualifying lap time that is in the slowest 50% of the field
- Heat 1 - One (1) x 8 lap heat for Groups A & B
- Heat 2 - One (1) x 8 lap heat for Groups C & D
- Heat 3 - One (1) x 8 lap heat for Groups A & C
- Heat 4 - One (1) x 8 lap heat for Groups B & D

### S8.2 Round Format - Day 2

- Heat 5 - One (1) x 8 lap heat for Groups B & C
- Heat 6 - One (1) x 8 lap heat for Groups A & D
- Race 1 - One (1) x 12 lap O2L repechage race
- Race 2 - One (1) x 20 lap U2L Final Race
- Race 3 - One (1) x 20 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.

## S9 GRID DETERMINATION

### S9.1 Heats

- (a) Each automobile shall be allocated to one of four (4) groups based on fastest lap times from all Qualifying sessions.

“Qualifier 1” shall be the automobile that achieves the fastest lap time from all Qualifying sessions.

“Qualifier 2” shall be the automobile that achieves the second fastest lap time from all Qualifying sessions 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 |

**Note:** The number of groups may change depending on the number of entries

- (b) The grid for each heat shall be determined as follows:
- (i) **Heat 1 (Groups A & B):** The grid for Heat 1 shall be determined from the fastest qualifying lap time for each automobile in Group A & B with the automobile with the fastest qualifying lap time on grid position 1, the automobile with the second fastest qualifying lap time on grid position 2 and so on.
  - (ii) **Heat 2 (Groups C & D):** The grid for Heat 2 shall be determined from the fastest qualifying lap time for each automobile in Group C & D with the automobile with the fastest qualifying lap time on grid position 1, the automobile with the second fastest qualifying lap time on grid position 2 and so on.
  - (iii) **Heat 3 (Groups A & C):** The grid for Heat 3 shall be determined from the points awarded for finishing positions for each automobile in Group A & C in 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) **Heat 4 (Groups B & D):** The grid for Heat 4 shall be determined from the points awarded for finishing positions for each automobile in Group A & C in 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) **Heat 5 (Groups B & C):** The grid for Heat 5 shall be determined from accumulated points awarded for finishing positions for each automobile in Group B & C in 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) **Heat 6 (Groups A & D):** The grid for Heat 6 shall be determined from accumulated points awarded for finishing positions for each automobile in Group A & D in 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.

### **S9.2 Race 1 – O2L Repechage**

- (a) The grid for the O2L repechage shall be determined from accumulated points awarded for finishing positions for each O2L automobile in 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.

### **S9.3 Race 2 – U2L Final**

- (a) The grid for the U2L Final shall be determined from accumulated points awarded for finishing positions for each U2L automobile in 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 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

### **S9.4 Race 3 – O2L Final**

- (a) The grid for the O2L Final shall be determined from the accumulated points awarded for finishing positions for each O2L automobile in 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.

### **S9.5 Determining grid position where points are tied**

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) Trophies shall be awarded to:
- (i) 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> U2L based on finishing order of Race 2
  - (ii) 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> O2L based on finishing order of Race 3
  - (iii) 1<sup>st</sup> in each capacity class based on the finishing order of race 2 or Race 3
  - (iv) No delineation between early and late models shall be made in determination of award of trophies.

### S11.2 Pointscore

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

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

- (a) The winner of Race 2 shall be acknowledged as the “Under 2 Litre winner of the 2017 Improved Production Nationals”.
- (b) The winner of Race 3 shall be acknowledged as the “Over 2 Litre winner of the 2017 Improved Production Nationals”.
- (c) Each winner shall be recognised equally in any publication.



## **S12 EVENT OPERATIONS**

### **S12.1 Qualifying**

- (a) Qualifying sessions shall be conducted as two separate groups in consecutive sessions.

### **S12.2 Heats**

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

### **S12.3 O2L Repechage Race**

- (a) On the conclusion of the heats a repechage race may follow to determine the remaining qualifiers for the O2L Final.
- (b) 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.
- (c) Each Competitor shall be advised prior to the commencement of the first qualifying session if the O2L Repechage Race is to be conducted.

### **S12.4 Finals**

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

### **S12.5 Competition Numbers**

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

### **S12.6 Driver Briefings**

- (a) 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.
- (b) Other compulsory briefings may be convened as required.

### **S12.7 Impound/Parc Ferme**

- (a) If directed by 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).
- (b) 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.

## **S14 TYRES**

Each automobile must only be fitted with tyres as detailed in the Specifications for Automobiles for 3<sup>rd</sup> Category – Touring Cars – Group 3J – Improved Production Cars in the CAMS Manual of Motor Sport at all times during the event.

## **S15 SCRUTINY**

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

## **S16 AUTOMOBILE MARKINGS**

- (a) 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.

- (b) Any Competitor or Driver who fails to comply with this requirement may be excluded from the competition at the discretion of the Stewards until such time as compliance is achieved.

## **S17 DRIVER APPAREL**

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

## **S18 IN-CAR CAMERAS**

- (a) In car cameras are permitted.
- (b) The installation of any camera is subject to approval of the Chief Scrutineer.
- (c) Any recorded vision from an in-car camera must be made available to the CA, TC, TA, DSA, Stewards or Clerk of the Course or their nominee on request to assist in incident investigation and any other judicial matter.