



# 2017 CAMS NSW MOTOR RACE CHAMPIONSHIP

## SPORTING REGULATIONS

### CHAPTER 1 - ADMINISTRATION

#### 1.1 TITLE

(i) The Championship shall be known and referred to as the “2017 CAMS NSW Motor Race Championship”, referred to as the “Championship” in this document

(ii) The Championship will comprise the following category championships:

- 2017 CAMS NSW Formula Ford Championship (See Appendix A)
- 2017 CAMS NSW HQ Holden Racing NSW Championship, (See Appendix C)
- 2017 CAMS NSW Production Sports Car Championship, (See Appendix D)
- 2017 CAMS NSW Improved Production over 2 litre Championship, (See Appendix E)
- 2017 CAMS NSW Improved Production under 2 litre Championship, (See Appendix E)
- 2017 CAMS Kumho Tyres NSW Sports Sedan Championship, (See Appendix G)
- 2017 CAMS “TBA”NSW Production Touring Championship, (See Appendix H)
- 2017 CAMS NSW Formula Vee Championship, (See Appendix I)
- 2017 CAMS NSW SuperSports Championship, (See Appendix J)
- 2017 CAMS NSW SuperKart Championship (See Appendix K)
- 2017 CAMS NSW Formula Race Car Championship (See Appendix L)

The Championship will also include races for the following non-championship categories:

- Australian Pulsar Racing Association
- Excel X3 Series

#### 1.2 AUTHORITY

(i) The Championship will be conducted under the provisions of the International Sporting Code of Federation International de l’Automobile (FIA), the National Competition Rules (NCR’s) ‘General Requirements for Cars & Drivers’ and the Race Meeting Standing Regulations of the Confederation of Australian Motor Sport Ltd. (CAMS), these Sporting Regulations as approved by CAMS, the Supplementary Regulations published by the promoter of each event and any further regulations which may be issued.

(ii) The Championship is recognised as a State Championship in accordance with NCR 20 D. CAMS reserve the right at any time to amend these regulations, which, in normal circumstances, will be advised to competitors and promoters in good time. In order to be awarded a State Championship status, a minimum average of 10 point-scoring competitors must run at each round.

(iii) No other Championship/Series, competitions or races may be run in conjunction with the Championship unless the NSW Motor Race Panel has been consulted and approval given by the NSW State Executive.

(iv) Categories may schedule one (or two in special circumstances) round of their NSW State Championship outside the dedicated program providing they have achieved the consent of the MRP, and provided any such rounds are conducted under a CAMS permit



### 1.3 IDENTIFICATION

(i) By entering the Championship, persons and corporations agree to refer to it only by its full title "The 2017 CAMS NSW Motor Race Championship". Any advertising matter must include the full title. It is the responsibility of the Competitors and their sponsors to ensure that this requirement is met.

### 1.4 ELIGIBLE CARS

(i) All competing cars must comply with the provisions of the eligibility sections of the categories appendix as attached. All cars must be the subject of a current log book issued by CAMS. All competing cars must be presented in a neat and tidy condition, and show minimal signs of previous damage. Cars that are determined to be ineligible will be excluded from the session (race or qualifying) in which the ineligibility was detected (or the session before if the eligibility infringement was proven between sessions).

(ii) The onus of proof of vehicle eligibility rests with the individual competitor at all times, in accordance with the NCR's.

(iii). Only those vehicles that have satisfactorily completed a pre-race audit for targeted scrutiny will be permitted to compete.

### 1.5 ELIGIBLE DRIVERS

(i) To be able to score points towards their chosen Championship, Drivers in any round of the Championship must have registered for the Championship and paid any applicable fee and must hold at the minimum of a current CAMS PCC Provisional Clubman Circuit Licence.

(ii) Drivers must also adhere to any special conditions applicable to each category as noted in the appropriate Appendix.

(iii) The Competitor for each car is responsible for ensuring that all persons associated with the entry are familiar with and adhere to all relevant regulations and obey all reasonable instructions of the race meeting officials.

### 1.6 CHAMPIONSHIP SCHEDULE

(i) The Championship will be conducted over eight two-day rounds.

(ii) The rounds of the 2017 Championship will be as per the following:

<b>Round One</b>	<b>SMSP</b>	<b>March 4-5</b>
<b>Round Two</b>	<b>Wakefield</b>	<b>April 1-2</b>
<b>Round Three</b>	<b>SMSP</b>	<b>April 29-30</b>
<b>Round Four</b>	<b>SMSP</b>	<b>May 27-28</b>
<b>Round Five</b>	<b>SMSP</b>	<b>July 1-2</b>
<b>Round Six</b>	<b>Wakefield</b>	<b>August 12-13</b>
<b>Round Seven</b>	<b>SMSP</b>	<b>September 16-17</b>
<b>Round Eight</b>	<b>Wakefield</b>	<b>Oct 21-22</b>

### 1.7 CHAMPIONSHIP SPONSORSHIP/TELEVISION COVERAGE

(i) Should a Championship Sponsor be appointed for one or more rounds of the Championship, some rounds may be televised.

(ii) Competitors will be advised by separate communication of the requirements for display of sponsorship material (irrespective of television coverage or not). Failure to meet these requirements or the specific category requirements as listed in the appropriate



index shall render the Driver ineligible for points at any rounds where the requirements have not been met.

- (iii) Should in-car cameras be supplied as part of any television coverage, it is compulsory to display such sponsor sticker within the cockpit/cabin so as to be visible without obstruction to the camera view.
- (iv) Competitors are to ensure that all sponsorship material is applied to the vehicle prior to the commencement of practice/qualifying. A snap audit may be conducted at any time during the course of a Championship round.

## 1.8 CHAMPIONSHIP PERSONNEL

- (i) *Championship Coordinator –*  
The Championship Coordinator is the primary contact for the Championship and is the Chairperson of the NSW Motor Race Panel. For 2017 this is Darren Barlow ph. 0439 044 128.
- (ii) *Category Eligibility Officers*  
The Category Eligibility Officers shall be nominated for each category within the Championship and are detailed in each appendix; they carry out their duties under the direction of the Chief Scrutineer.
- (iii) *Driving Standards Observers*  
Championship Driving Standards Observers (DSO) may be nominated by the Motor Race Panel to observe driving standards and act as coach, and are to report incidents as appropriate to the Clerk of Course at each meeting. DSO's may assist the Competitor Relations Officer with discussing a Driver's driving behaviour, without prejudice to any party. The 2017 Championship DSO is TBA.
- (iv) *Championship Steward*  
CAMS will appoint a senior Steward to act as Championship Steward for all rounds in 2017. The Championship Steward for 2017 is TBA
- (v) *Championship Competitor Relations Officer*  
CAMS will appoint a senior official to act as Championship CRO for all rounds in 2017. The CRO for 2017 is TBA.
- (vi) *Category Contact*  
Each Category is to provide contact details for a category representative to be contactable during race meetings. Details including at least two mobile phone numbers are to be provided to the Clerk of Course before the drivers briefing.

## 1.9 CHAMPIONSHIP CATEGORY CONTACT DETAILS

(i) All enquiries about any aspect of the Championship Category contacts should be directed to the Championship Coordinator or the nominated Category Contacts, as listed - .

- Formula Vee – Ray Filetti 0404 078636
- Formula Ford – Jeff Senior 0412 580620
- Improved Production – Steve Jagger – 0414 950 924
- Production Touring – Matt Holt 0413 755 565
- Sports Sedans – Chris Jackson 0409 209480
- SuperSports– Darren Barlow 0439 044 128
- Production Sports – Arthur Magaitis 0419 987 780
- HQ – Chris Buckley 0406 239 966
- Superkarts – John Pellicano 0417 313 331
- Formula Race Cars – Greg Muddle 0432 890708
- APRA – John Boston
- Excel X3 Series – Mike Riddings 0418 256 007



### **1.10 PASSES**

(i) At each round of the Championship, the promoter is requested to provide a minimum of four (4) passes and 2 vehicle-passes (or one pass if additional passes are available at the gate to allow a second vehicle to drop off parts etc) for each competitor. They are also requested to provide each category with 4 passes to be distributed at the category's discretion. They are also asked to provide passes for the DSO and the CRO.

### **1.11 COMPETITOR/COMPETITOR CONDUCT & PENALTIES**

(i) The use or offering of violence or threatening language by any means towards any official or Driver or other person at, arising from, or during the course of any meeting or in the environs of any track used for the meeting shall be deemed as prejudicial to the interests of the Championship and to the Competition. Any such incident shall be referred to the Stewards of the Meeting. Any Driver/competitor penalized by the Stewards for the aforementioned misconduct shall, in addition, to any penalties imposed by the stewards of the meeting, not be awarded Championship points or trophies for the meeting that the indiscretion took place.

(ii) Stewards are hereby empowered to deduct championship points as part of or all of a penalty, at their discretion.

(iii) Standard Penalties are to apply for all rounds of the Championship, specifically:

- False Start – as per the false start penalty specified in the CAMS 2017 Manual
- Driving outside the track at SMSP turns 5 and 9 – for the first reported offence in a race, it is requested that the bad sportsmanship flag be shown to the offending car for 2 laps. For a second offence a penalty of 5 seconds should be added to race time; for repeated offences additional penalties may be imposed at the discretion of the Clerk of Course. For each offence reported during qualifying, the lap during which the offence occurred will be dropped.

(iv) Application of any penalties in clauses (i) to (iii) above will in no way preclude any additional action from the normal CAMS judicial process.

### **1.12 MOTOR RACE CHAMPIONSHIP DRIVERS' CODE OF CONDUCT**

(i) The NSW Motor Race Panel wishes to promote safe competition avoiding car-to-car contact. All drivers must familiarise themselves with Section 7 of the Race Meeting Standing Regulations which is located at [www.camsmanual.com.au](http://www.camsmanual.com.au)

(ii) The following are guidelines that should be adhered to:

- a) No weaving on the straight
- b) No blocking on the straight
- c) No repeated blocking in corners.
- d) It is the responsibility of the car performing an overtaking manoeuvre to do so in a safe manner, do not expect the car in front to give way if you are only part way past.
- e) Care must be taken when re-entering the track.

(iii) A report may be given by the Driving Standards Observers to the Clerk of Course notifying the Clerk of Course of any drivers who have not adhered to the provisions of Section 7 or the above guidelines. This report will list drivers involved in any dangerous or unsportsmanlike procedures and will request the Clerk of Course to pay special attention to these drivers.



## **CHAPTER 2 - RACE MEETINGS**

### **2.1 ENTRY TO RACE MEETINGS**

- i. Entry shall be made via an on-line system at both SMSP and Wakefield park, or by an alternative “paper” system (for SMSP, please contact the ARDC). Once the event Supp Regs are available (requested at least 8 weeks prior to the event), the promoter is asked to:
  - Load the Regs and the paper Entry Form onto their website.
  - Send an email to all relevant competitors on the database to advise that entry is open.
  - Send an email to the nominated category organizer to advise entry is now open.
- ii. Promoters are requested to adhere to the following schedule:
  - a. Event Supp Regs/Entry Forms to drivers/category organizer/on website – at least 8 weeks before event
  - b. Official Closing Date – not more than 2 weeks before event
  - c. On closing date, or a minimum of 5 days before the event, email all entrants/competitors with entry confirmation, schedule and link to Further Regs.
- iii. Competitors entering by any alternative (non-online) system should follow the instructions of the organizing club/circuit.
- iv. Promoters are asked to leave entry tickets at the circuit entry point before the gates open on the Friday private practice, and allow drivers to leave spare tickets for pitcrew/family members who may arrive at any time during the weekend.
- v. Category organisers should by 8/2/2017 send the promoter a category email list of all people to be advised of event entry. If not, they will be responsible for advising possible entrants that entries are open.
- vi. Promoters Responsibilities - by running a round or rounds of the NSW State Championship the promoter agrees to abide by these regulations.
- vii. Promoters are asked to use the following table when scheduling 2017 rounds, so that each category gets some early, some intermediate and some late starts over the rounds they attend.

As an example of how to read the table, it is requested that Formula Ford are scheduled second at Round 3 and sixth at Round 6.

Enduros are to be scheduled either anytime in the morning, or last on the Sunday afternoon; in both cases the category pre-requisites (eg driver and co-driver short races) need to be scheduled before the Enduro itself. How this is done is up to the person developing the round schedule.

Supersports will run on the Saturday only wherever possible, and Superkarts or HQs on the Sunday only, so qualifying and all races occur on the one day for those categories. As a result they need to be scheduled very early in the sequence, and more regularly than 2-day categories.



Round	1	2	3	4	5	6	7	8
Round Date	Mar 4/5	April 1/2	April 29/30	May 27-28	Jul 1-2	Aug 12-13	Sep 16-17	Oct 21-22
Location	SMSP	Wakefield	SMSP	SMSP	SMSP	Wakefield	SMSP	Wakefield
Circuit	GP		Brabham	GP	GP		GP	
Formula Ford		5	2	2		6	2	5
Formula Vee	2	3	1	4	6	5	8	1 Sat
Sports Sedans	3	2		3	5	3	1	
Prod Sports	E - 1			E - Lunch		7	E - Last	
SuperSports Cars		1	3		1 Sat		4	4 PRBs only
Imp Prod Under	4	4	4		2	2	5	
Imp Prod Over	6	6	6		4	4	7	
HQ Holdens	5			1 Sat	7	8		2
Prod Touring		7	5		E - Last	E - First	2	
Superkarts	7			1 Sun	1 Sun			1 Sun
Formula Cars		8		5	3		3	3

## 2.2 SCRUTINY

(i) Targeted scrutiny will be mandatory for all Championship rounds, with vehicles being inspected at the interval specified in the current Targeted Scrutiny Regulations. The Chief Scrutineer, or his nominee, will identify the vehicles entered for a given meeting to be subjected to the Targeted audit. The Chief Scrutineer will give the Driver notice at the time of documentation checking which vehicles will be required for audit and will nominate a time for the subject vehicle to be presented to the scrutineering bay. Failure to present for the said audit without prior consultation with the Chief Scrutineer will result in charges under the appropriate NCR's.

(ii) NOTE: notwithstanding the above, a vehicle entered for competition and/or racing apparel may be checked at ANY TIME during a Championship race meeting without prior notice being given, at the discretion of the Chief Scrutineers and/or the Stewards and/or the Clerk of Course.

## 2.3 GRID POSITIONS

(i) Grid positions, unless specified differently in category appendices, will be determined as follows:

- First Race: based on times from the official qualifying session(s).
- Further races: Sprint Races - by the finishing order of the previous race, followed by the non-finishers in the order of the number of laps completed.
- Further Races: Enduros or handicap races – as specified in the relevant Category Appendix, and/or event Supplementary Regulations
- Any Driver failing to start a race may start the next race from the rear of grid. Should more than one Driver be affected in this way then their starting order will be determined from qualifying times for the first race.

(ii) All drivers are advised to familiarise themselves with Section 5 of the Race Meeting Standing Regulations (available at [www.camsmanual.com.au](http://www.camsmanual.com.au)), and the Supplementary and Further Regulations as applicable to each round of the Championships.



## 2.4 DRIVERS BRIEFING

(i) Compulsory drivers briefings will be held at each round of the Championship at a time and location to be nominated in Regulations for the Meeting. Any driver failing to attend and sign-on at the briefing will incur a fine of at least \$100, unless negated by the Stewards of the meeting in exceptional circumstances.

(ii) Other category drivers' briefings may be called at any time, and where attendance is compulsory, notification of such briefings shall be by bulletin issued by the Secretary of the Meeting. Should any subsequent compulsory briefings be called, non-attendance at these briefings will also incur penalties equivalent to that described above.

## 2.5 PRIVATE PRACTICE

(i) Practice prior to the NSW Motor Race Championship meeting is not part of the championship. However private practice providers are requested to restrict practice on the preceding Friday to Motor Race Championship Drivers or their representatives and to Drivers undertaking their Observed Licence Test that day. Promoters are also requested to combine as many "compatible" categories together as possible, given the categories running at any particular round. Listed below are the combinations most likely to occur, although entrant numbers may necessitate changes:

- Formula Race Cars and SuperSports
- Formula Vee and Formula Fords
- SuperKarts (as a guide more than 10 karts required to be have sessions allocated)
- Production Sports Cars and Sports Sedans
- Improved Production over 2 Litres and Improved Production under 2 litres
- Production Touring and HQ Holden

(ii) Promoters are requested to limit session times to a maximum of 15 minutes including any red flag and recovery time. Non-championship categories should be scheduled in to championship categories, once the approximate number of cars in each practice group is known.

(iii) Promoters are also requested to provide a position or session for Drivers to conduct practice starts.

## 2.6 ENTRIES GREATER THAN TRACK DENSITY

Subject to the provisions of NCR's 84 and 85 of the 2017 CAMS Manual of Motor Sport, where the number of Drivers exceeds the track racing density of a circuit they shall, in conjunction with the race meeting Promoter, be culled according to the following procedure: -

- a) Priority determined by championship registration status (Registered Drivers are given priority; Non-registered Drivers are to be culled first),
- b) Vehicles that are not eligible for championship point score,
- c) The Class with the highest entries on that day will lose the slowest car based on their best race time at that circuit, then
- d) The Class with the next highest entries will lose the slowest car based on their best race time at that circuit, and
- e) The Class with the next highest entries will lose the slowest car based on their best race time at that circuit,
- f) And so on, in rotation, until the required track density is achieved noting that the Promoter may accept up to 10% more entries for qualifying purposes than is permitted for racing.



## 2.7 QUALIFYING

(i) Unless otherwise approved by CAMS, qualifying will consist of one session scheduled for each category (or as specified in Category Appendices). The promoters are requested to limit the qualifying session to 15 minutes. The Clerk of Course at a race meeting is requested to use their discretion, as provided in the CAMS RMSR section 5.2, to allow drivers (who may not have met qualifying requirements) to run. It is requested that the only drivers who should be excluded are PC drivers new to the circuit.

## 2.8 RACES

(i) Category specific – refer to individual Category Appendices. Timed races (ie a number of minutes instead of a number of laps) may be utilised at any race meeting in 2017.

(ii) If due to unexpected circumstances, some of the last races have to be cancelled, then these races should, if practicable, be scheduled at a later meeting, preferably on the same circuit.

(iii) Yellow Flags during a race – drivers are reminded that there is to be no overtaking in sectors where the yellow flag(s) is being shown.

## 2.9 STARTING PROCEDURE

(i) The starting procedure will be a standing start or rolling start (both non-championship) procedure as specified in the Race Meeting Standing Regulations in the 2017 CAMS Manual of Motor Sport.

(ii) For standing starts, cars that fall behind during the warmup/sighting lap are to be allowed to safely regain their correct position, as specified in RMSR 6.4 (i) UNLESS they are at the rear of the “train” and the grid is already set. In this case, they must be directed by the grid marshals to start from rear of grid.

(iii) Any changes to the start procedure will be specified in the meeting Supplementary Regulations and approved by CAMS or their representatives.

## 2.10 PARC FERME

(i) Parc ferme requirements are category-based and are shown in the relevant Appendix.

## 2.11 SAFETY CAR

(i) Promoters are requested to utilise a Safety Car for Motor Race Championship meetings. The Safety Car will be used in accordance with the Race Meeting Standing Regulations. Refer to Clause 6.14 of the 2017 CAMS Race Meeting Standing Regulations (available at [www.camsmanual.com.au](http://www.camsmanual.com.au)).

(ii) Competitors are reminded that it is their responsibility to do the following if the Safety Car is in use:

- Safely catch up to the car in front as soon as possible (if this is not achievable due to a mechanical problem, a driver **must** pull right off the track or enter pitlane).
- Then maintain a maximum separation of five (5) car lengths whilst in the Safety Car “train”; again, if this is not possible pull right off the track or enter pitlane.

## 2.12 LAST LAP BOARD





- (i) The Last Lap board is to be shown for all races in the Championship. NOTE: an inadvertent omission to show the Last Lap Board will under no circumstances constitute any race being declare a “no race” or be permitted to form the basis of any protest.

### **2.13 POSTPONEMENTS AND FORCE MAJEURE**

- (i) Each promoter reserves the right to postpone, abandon or cancel their round or race, or vary the length or time of the race in consultation with the stewards of the meeting. Any such variations shall be in accordance with the NCR's of CAMS.

- (ii) If a Meeting/Round is unable to be held due to force majeure an additional Round may be held on an alternative date within 2017 at any circuit that has been allocated 2017 NSW Championship rounds.

## **CHAPTER 3 - AWARDS AND POINTSCORES**

### **3.1 CAMS AWARDS DINNER**

- (i) Awards for 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> outright for each category shall be presented at the CAMS NSW Motor Sport Awards Dinner (scheduled for the evening of tba.

### **3.2 CLASS WINNERS AWARDS**

- (i) Refer to each category appendix for details of other awards.

## **CHAPTER 4 - TECHNICAL**

### **4.1 SIGNS AND MARKINGS**

- (i) All competing cars must comply with the signage provisions of Schedule K in the CAMS Manual of Motor Sport, but religious reasons may be submitted for exemption for certain decals.

- (ii) All cars are required to carry the Championship identification and/or corporate sponsors decals as approved and supplied by NSW Motor Race Panel and be positioned as specified and indicated in Schedule K of the CAMS Standard Requirements in the 2017 CAMS Manual.

### **4.2 TYRES**

- (i) See appropriate appendix for tyre regulations for each category.

### **4.3 IN-CAR CAMERAS**

- (i) In-car cameras are permitted in accordance with the CAMS rules in force at the date of the event. In all cases, there must be a secondary restraint system installed which must be able to prevent the camera from falling off in the event the primary (normal) mounting fails.

### **4.4 TIMING**

- (i) All competing cars are required to be fitted with an operating Dorian Data 1 electronic timing transmitter during scrutiny and all sessions on the track. The transmitter **must** be located as directed in the CAMS Car Recognition Documents, and must be fully charged at the start of each meeting, otherwise the vehicle may receive a mechanical black flag and not be permitted to re-enter the circuit until it is proven that the Data 1 unit is fitted and operating properly.