



TASMANIAN CIRCUIT RACING REGULATIONS

2017

SUPER SERIES

Approved by CAMS State Council Executive on 18 January 2017



2017 TASMANIAN SUPER SERIES REGULATIONS

These regulations have been prepared by the Tasmanian Race Advisory Panel for the State Council of the Confederation of Australian Motor Sport.

The State Council of CAMS has approved these regulations and as such they will apply to all Tasmanian circuit racing competition in 2017.

1. AUTHORITY:

All competition in the 2017 Super Series will be held under the General Provisions of the International Sporting Code of the FIA, the National Competition Rules of CAMS, the CAMS Race Meeting Standing Regulations, these regulations, the particular event's Supplementary Regulations and any further Bulletins that may be issued by CAMS from time to time.

In addition all Regularity Trials will be held under the Speed Event Regularity Trial Standing Regulations.

2. SCOPE:

These regulations will apply to the following categories whilst competing in Races at Symmons Plains and Baskerville circuits in 2017.

Formula Vee (1200cc)	Formula Vee (1600cc)	HQ Holden
Tasmanian Sports GT A	Tasmanian Sports GT B	Tasmanian Sports GT C
Improved Production	Sport Sedans	Historic Touring Cars
Regularity	Hyundai Excel	

It is the intention that these regulations apply consistently to all categories, however competitors are advised to refer to the sections on individual categories, particularly Sports GT and Hyundai Excel classes.

3. SERIES NAME AND PROMOTION:

In all categories the series will be known as the:

2017 (Category) Tasmanian Super Series.

Each vehicle is required to display the CAMS logo on each side of the vehicle, together with any series sponsorship signage which may be required.

4. AWARDS:

2017 Tasmanian Super Series Winner Awards will be presented to category winners at the Annual Motor Sports Awards function or any other function or venue that The Tasmanian State Council may direct. In the case of a tie in points, then a countback will be applied as per Clause 4 of



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the General Conditions for all Titles (Section 2; CAMS 2017 Manual of Motor Sport, view online at <http://www.cams.com.au/>).

Separate awards for each round may be presented by the round organiser. In the event of a tie, the highest place car in the Double Points Race will determine the winner on the day.

To be eligible for awards drivers must compete in a minimum of two events.

5. VEHICLE ELIGIBILITY:

In all cases competition vehicles must comply with the relevant Schedules and specific Technical and Sporting regulations of the CAMS 2017 Manual of Motor Sport and any bulletins circulated thereafter.

6. NATIONAL CHAMPIONSHIPS:

Should a National Championship or Series event for a category (including stand alone 'Nationals' for HQ, Formula Vee and Improved Production categories) be held at any circuit throughout the country on the same day as a Tasmanian Super Series Round, then no series points will be available for the specific category involved. Categories not affected will compete for points in the usual manner.

7. AMALGAMATION OF CATEGORIES:

There will be no minimum number of vehicles in a category for series points to be awarded. Where organisers amalgamate categories due to low entry numbers, then series points will be awarded on the basis of the competitor's finishing positions relevant to other similar category competitors.

8. GRID POSITIONS

Grid positions for races will be based on qualifying times for the first race and finishing position in the previous race for subsequent races, unless the supplementary regulations for the event specifies otherwise.

9. POINTS AWARDED:

Points will only be awarded for on track performances, based on the following:

1 st	25 (50)	6 th	15 (30)
2 nd	22 (44)	7 th	14 (28)
3 rd	20 (40)	8 th	13 (26)
4 th	18 (36)	9 th	12 (24)
5 th	16 (32)	all other finishers	10 (20)

Points in brackets apply to Double Points Race at each round for each category

Points will only be awarded where a competitor achieves at least 75% (*RMSR) of the event



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winners' laps and passes the chequered flag.

10. DESIGNATED SERIES RACES:

These points will apply to the event's qualifying session and all races on the day with the final race (HQ category excepted) being awarded double points. The last scheduled race for each category (HQ category excepted) MUST be the longest race for that category at any series race meeting and the first race the shortest. For HQ category only, the second last race of the day will be the longest and double points race and the last race will be a Reverse Grid or Handicap as agreed between the event organisers and the HQ competitors.

If the Double Points Race for a category is not held, for whatever reason, double points will not be awarded to any category at that race meeting.

11. PENALTIES APPLIED:

Should a competitor be excluded from the results of any race or competition in the series by any CAMS judicial process, then any points awarded to that competitor for that race or competition will be forfeited and other competitor's points will be adjusted accordingly.

12. DISPUTE RESOLUTION:

Should an instance arise in which there is a dispute concerning the interpretation of results, or awarding of points for any race or competition in the series, then in the first instant the matter should be referred to the CAMS State Office for resolution and ultimate endorsement by the State Council of CAMS. That endorsement will be binding on all parties. Any other disputes should be referred to the CAMS judicial processes.

13. TIMING TRANSMITTERS:

All vehicles taking part in Super Series events (including Regularity) must use an operational 'Dorian' transponder compatible with timing systems used by event promoters.

14. CODE OF CONDUCT:

All competitors are expected to abide by the Code of Driving Standard for Competition at point 21 of these regulations.

15. SPECIAL CATEGORY CONDITIONS:

HISTORIC TOURING CARS -GROUP NA, NB & NC AND INVITED

Only vehicles that comply with all requirements of Group N and are subject to a CAMS issued Historic logbook will be allowed to compete in the Historic Touring Car category of the series.

Any dispute in regards to the eligibility of any car to compete in this category of racing will, in the first instant, be referred to the Historic Eligibility Officer for consideration.



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Vehicles that are recognised as being in the spirit of the Group N category may be allowed to enter as 'Invited Vehicles'.

Conditions for Invited Vehicles:

- Vehicle must be manufactured prior to December 1972;
- Vehicle to be a production based touring or sports car;
- Vehicle must utilise rim width and tyre diameter specifications as per Group N;
- Tyres used must be:
 - Listed at article 3.6.3 on the Group Na, Nb, Nc Approved Tyre List of the Current CAMS Manual of Motor Sport;
 - Included on the Production Car Tyre List in Schedule G of the Current CAMS Manual of Motor Sport; or
- Any aerodynamic aid must be factory fitted or factory optioned for that model;
- No advertising signage or 'out of character' graphics;
- Vehicles with COD or recognised as replica period competition cars may take part at the discretion of the Historic Eligibility Officer.
- Invited vehicles will not accrue points towards the Historic Touring Car Championship; and
- Invited status to be clearly indicated on race program by way of asterisk with footnote or separate listing after Group N entries.

FORMULA VEE

There are two categories for Formula Vee - 1200cc and 1600cc.

1200cc and 1600 vehicles will run concurrently with grid positions based on practice times or finishing positions from the previous race independent of the vehicles class within the category.

HQ HOLDEN

HQ Drivers shall nominate themselves for either Division 1 or 2 at the commencement of the season

Drivers who better 70 seconds at Baskerville or 74.5 seconds at Symmons Plains three times per meeting will automatically be elevated to Division 1

Division 2 minimum times shall be reviewed annually by the category, prior to the start of race season.

Points for Division 2 are to be awarded in the same way as Division 1.

No overall series placings for Division 2 will be recognised by CAMS, HSCC and MGCCT (however, if HQ's Tasmania want to recognise this themselves and provide a 1st, 2nd and 3rd place series award they are free to do so).



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TASMANIAN SPORTS GT CLASSES

SPORTS GT A - Outright: Open to any modified Tarmac Rally, Marque Sports or GT

SPORTS GT B- Open to any modified Tarmac Rally, Marque Sports or GT type car that does not break the following minimum lap times:

* **Baskerville- 60.00 seconds**

* **Symmons-Plains 61.00 seconds**

SPORTS GT C- Open to any modified Tarmac Rally, Marque Sports or GT type car that does not break the following minimum lap times:

* **Baskerville- 63.00 seconds**

* **Symmons-Plains 66.00 seconds**

SPORTS GT A, SPORTS GT B and SPORTS GT C vehicles will run concurrently with grid positions for race one based on practice times

Starting position for each race after race 1 shall be the previous race finishing position in GT-A, then the finishing position in GT-B and then the finishing position in GT-C. The first two cars in each class shall start side by side. Any competitor not competing in the previous race will be gridded at the end of their class.

All SPORTS GT class cars must use a two digit number and will be required to carry a fluoro yellow letter designating their class on their windscreen under their number to assist spectators, officials and commentators to better recognise the various classes

PENALTIES

Lap time penalties will apply to **SPORTS GT B & SPORTS GT C** based on the above minimum times. The following will apply and be listed in all supplementary regulations in 2017:

- If during the qualifying session for **SPORTS GT B** and **SPORTS GT C** categories a competitor achieves a lap time faster than the category minimum that lap time will not be considered when grid positions are allocated
- During all races at the event, (2 day meetings being recognised as a single event), competitors in **SPORTS GT B** and **SPORTS GT C** categories may achieve **ONE** lap time below the category minimum for their category before a penalty of one minute is added to the competitors race time. The resultant time will dictate the grid position of the competitor in subsequent races at the meeting.
- Series points will be allocated after any penalties have been applied

CLASS MOVEMENT

Any competitor who considers that his vehicle is classified wrongly may request that the Race Advisory Panel consider his request for reclassification. Any such request shall be made in writing to the CAMS State Office, Sport and Recreation House, Cornelian Bay.

Any movement of competitors between classes shall only take place after consideration by the Race Advisory Panel or as a result of a competitor 'breaking out' during practice for a Tasmanian Super Series Round.

Drivers can move themselves from SPORTS GT B to SPORTS GT A or SPORTS GT C to SPORTS GT B at anytime if they have made large improvements to their vehicles or their own sporting ability, but the reverse cannot apply without the approval of the Race Advisory Panel and will only be considered in cases where a SPORTS GT A car has consistently shown itself to race over the minimum times set for SPORTS GT B or a SPORTS GT B car has consistently shown itself to race



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over the minimum times set for SPORTS GT C.

In all circumstances, points will **not** be transferable between classes.

Classification of a new entrant in the category may be determined after completion of the vehicle's first qualifying session. Practice time will not be the only determining factor for classification of a new vehicle and/or driver.

TIMING DEVICES

The use of on board timing devices or any other electronic devices that assist competitors in the maintenance of lap times will not be allowed.

TYRES

Sports GT Tyres must be included on the Production Car Tyre List in Schedule E of the current CAMS Manual of Motor Sport

ENGINE

Must be from the same manufacturer as the car, in original general location.

BRAKES

Free

DRIVE TRAIN

Free

SUSPENSION

Same design as original i.e. McPherson Strut, Double Wishbone, otherwise free.

BODY

As original, but lightweight bonnets, guards and body kits may be used. All other panels, including doors and floor pans, must be as supplied by the vehicle manufacturer. Save for any road registrable Clubman type sports car, no space frame vehicles will be permitted to compete in the Sports GT category.

Other than fitted as original equipment, no part of any front spoiler, under tray or air dam may extend further rearward than a line drawn between the centres of each front wheel.

TASMANIAN HYUNDAI EXCEL

The Excel category shall run under the National Excel Regulations (3rd Category – Touring Cars Group 3E – Circuit Excel).

It is permitted to use any of the coil-over suspension packages listed in Appendix 2 of the 2017 Group 3E Circuit Excel regulations. Alternatively, each vehicle must utilise the Control Suspension package as supplied by Pedders Suspension in its entirety including:

- Spring
 - Front **2216**
 - Rear **2217 (up to 05/97) 2595 (05/97 on)**
- Shock absorber
 - Front **3829L 3829R**



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- Rear **3830L 3830R (up to 05/97) 3816L 3816R (05/97 on)**
- Camber pins
 - **458012**

The strut assembly mount (strut top) to the chassis must be unmodified and as per the OEM item. The ride height will be as determined by the Control Suspension package.

Competitors are reminded that from 01/01/2018 the National Circuit Excel Regulations will be adopted in their entirety.

REGULARITY

OBJECTIVES

- The Tasmanian State Council notes that Nationally Regularity competition has a common set of regulations for Historic and Modern vehicles. They also note that there are good reasons for separating modern and historic vehicles into individual events and support the event organisers in that objective.
- The purpose of a Regularity Trial is to set consistent lap times at less than the full potential of the driver and vehicle. It is not a race. It provides an opportunity for drivers to compete in a different style of speed event with less vigour than racing.
- For Historic motor sport, the showcasing of vehicles in this form of competition is an important aspect of maintaining and demonstrating Australia's motoring history.
- Regularity Trials rely on the good judgement of the Organiser in accepting appropriate entries.

ELIGIBILITY – HISTORIC VEHICLES

- Competition vehicles should be in keeping with the historic period represented, not overly modified beyond the period and sympathetically presented in the period.
- A cut-off date at around **1984 (end of Group C Touring Cars)** is implied but consideration will be given to more modern sporting cars.
- The Senior State Historic Eligibility Officer is a reference point for vehicle eligibility.
- Competition vehicles that are capable of staying within the application of the 130% Rule (maximum nominated lap time difference).
- Drivers must be prepared to drive their vehicle in keeping with objectives of the category.
- The race meeting organiser has the right to refuse an entry without disclosing the reason and if so must refund in full any entry fees paid. **Preference will always be given to holders of Historic Vehicle Log Books.**

GENERAL

- Tyres – provide they are in road worthy condition tyres are free save that slicks



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may only be fitted to cars running in period format. Slick racing tyres will not be permitted on a declared wet track.

- Driving standards - overly enthusiastic driving styles are discouraged and will lead to a black flag and ultimately exclusion from the event.
- Competition vehicles must be presented in roadworthy condition and pass scrutiny as provide by the race meeting organisers at the Round.
- In-car timing devices are permitted but they must not be within eyesight or hearing of the driver.
- Entrants are permitted to use different cars per event in any one season.
- Race numbers will be allocated from the vehicle numbering system operated by the State CAMS Office.
- Correct racing roundels and numbers in accordance with the CAMS Manual are encouraged or as a minimum orange or yellow numbers 150mm high on a side panel or window facing the control tower and top of passenger side windscreen (to help timing and trackside officials).

TIMING

- Regularity timing is per the system provided and operated by the race meeting organisers
- Nominated lap times are to be based on practice times.
- Nominated lap times can be changed up to 30 minutes before the nominated start time if the weather is changing from wet to dry or vice versa. Organisers may place a limitation on the number of times an entrant can change a nominated time during a race meeting.
- The no points lost timing “window” is plus or minus a half of a second from the nominated time.
- If due to “Force Majeure” or other reason a regularity event is manually timed competitors have a period of 60 minutes only from printing of the event result by the Chief Timekeeper to advise and seek correction of timing errors.

EVENT & ROUND SCORING

- Except in the case of Force Majeur, each event shall consist of four laps other than the second event at each race meeting which shall consist of five laps.
- For each lap on which the competitor records a lap time less than their nominated time minus half a second, a penalty of two (2) points per half second will be applied.
- For each lap greater than their nominated lap time plus half a second, a penalty of one (1) point per half second will be applied.
- The last event at each race meeting shall start with double points and double points penalties will apply.
- The Event winner is the competitor who has completed the required number of laps and has accrued the least penalty points.



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- The Round winner is the competitor who has accrued the least penalty points over the Round's individual regularity Events.
- Round Tie Breaker – if a tie exists then the highest placing in the final Event of the Round, then second last Event, then third last Event and so on prevails. If a tie still exists after each Event is considered then a tie is declared for that placing.

SERIES SCORING

- All nominated Rounds of the Tasmanian Super Series count towards the Regularity Series for the calendar year.
- Scoring of the Series is by the accumulation of points not lost for each competitors five best scoring rounds over the six Super Series rounds.
- Series Tie Breaker – a count back of Round first, second, then third places and if a tie still exists then the highest placing at the final Round prevails. If a tie still exists then a tie is declared for that placing.

16. 2017 SUPER SERIES ROUNDS

TSS1	Symmons Plains	19 February 2017
TSS2	Baskerville	18 & 19 March 2017
TSS3	Symmons Plains	28 May 2017
TSS4	Baskerville	25 June 2017
TSS5	Symmons Plains	1, 2 & 3 September 2017
TSS6	Baskerville	12 November 2017

17. COMPETITION NUMBERS

Requests for Competition Numbers for circuit racing (including Regularity) are to be made to the State Office.

A 3 digit number will only be approved if there is no availability of a single or double digit number available for the relevant category. Organisers may, where there is a duplicity of numbers in an event, require a vehicle to add a third digit to a race number.

A race number will remain with a non competing vehicle for a maximum of 24 months unless a written request is made to the Race Advisory Panel to allow the number to remain with the vehicle. The Race Advisory Panel may or may not grant the request.

18. FRONTAL HEAD RESTRAINTS:

Frontal Head Restraints as per Schedule D of the CAMS Manual of Motor Sport are mandatory for drivers in the Tasmanian Super Series other than entrants in the Historic Regularity Category.

19. COLLATION OF RESULTS:

CAMS State Council will appoint a Series Results Coordinator for each year.



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Results - The Organising Club Scorer must advise the results of the event to the Series Results Coordinator within three days of the event conclusion. No results are to be published until the Organising Club Scorer and the Series Results Coordinator are agreed on the correctness of the results. Notwithstanding any such agreement results may be varied by the Organising Club score and the Series Results Coordinator following a submission from any competitor who believes he has been aggrieved by the published results.

20. VEHICLES TO CARRY VIDEO RECORDERS:

It is **highly recommended** that all vehicles entered in any Tasmanian Super Series Race or Regularity Event fit cameras in accordance with this regulation. Note that Tasmanian State Council Executive will be conducting an ongoing review of the effectiveness of video recorders in judicial matters.

- 20.1 Competitors will be required to supply their own camera that records in high definition on an SD card. Mounting brackets will need to be approved by The Chief Scrutineer.
- 20.2 The camera and its associated equipment will be installed in the Car with the camera pointed in a forward direction with a field of vision sufficiently wide to record clearly, and without obstruction at all times, the Driver's view of the Race Track ahead.
- 20.3 The Competitor will be required to ensure that the camera is switched on and functioning in the correct manner prior to the Car entering the Circuit for all practice, qualifying, warm up and racing sessions at an Event.
- 20.4 Access to the camera must be provided to the Event Stewards appointed technicians at any time upon request.
- 20.5 No person other than the Event Stewards appointed technicians shall interfere with the camera, other than to remove and replace the flash card.
- 20.6 Competitors are permitted access to the video images recorded by the cameras, however the footage is "strictly for private internal Team purposes"; that is, it cannot be sold, licensed, broadcast, published, commercially exploited or otherwise publicly displayed or distributed, including in any case via internet during the event or afterwards if explicitly requested by the Event Stewards.
- 20.7 When requested, Teams must immediately provide the flash card to the Event Stewards.
- 20.8 At all times the images recorded remains the property of the event Organisers.
- 20.9 No camera may be transferred to any Team, other entity or person without the written approval of the Event Stewards.
- 20.10 All camera cards must have their relevant Competition number clearly marked on the card.
- 20.11 Camera cards must remain in the camera for 30 minutes after a session has ceased, unless the Event Stewards have requested it.
- 20.12 No footage is to be deleted during the Event from the SD card without the written permission of the Event Stewards.



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21. DRIVING STANDARDS OBSERVERS

The Tasmanian State Council of CAMS may appoint as necessary Driving Standards Observers to the Series or to Individual Race Meetings and for either specific categories or for all categories. If so appointed, competitors will be advised either in the Event Supplementary Regulations or by Bulletin at the Event.

22. CODE OF DRIVING STANDARD FOR COMPETITION

It is the responsibility of all drivers to drive in a manner to reduce the risk of accidents and be considerate of other competitors and their investment in their cars. Drivers are referred to Section 7 – Code of Driving Conduct of the CAMS Race Meeting Standing Regulations.

In particular the following is expected of all drivers:

1. Drivers must remain on the circuit proper at all times. When passing other competitors you are to ensure all four wheels remain on the circuit proper whilst doing so. (ie. Using the grass or verge of the circuit is NOT acceptable)
2. Driving down the centre of the circuit with the aim to prevent overtaking is not acceptable. There is generally one fast line around any circuit ('Race Line'). For any race driver to deviate from this line should only be to overtake another car or avoid debris on the circuit. To deviate from this line to make it difficult for other competitors to pass is 'Blocking' and is NOT acceptable.
3. When approaching a corner, a competitor may change direction to select the side of the track they are using ONCE, a further change of direction, or to weave, is considered Blocking and is not acceptable. It is a dangerous tactic to use and will most likely result in damage to one or more cars.
4. When being passed by another competitor squeezing them over to the verge, so they run off the circuit proper, is NOT acceptable.
5. When about to pass another competitor into a corner, ensure you are far enough alongside before the apex turn-in-point of the corner, so he/she are well aware of your presence and intent to pass. The competitor being passed must give racing room.
6. Driving down the inside at the corner apex, where the only way to pass is to bounce off another competitor is NOT acceptable.
7. When a faster car is approaching from behind, you are to keep to your standard racing line, the other car must choose the correct passing opportunity, you must NOT hinder that car. Both cars must be respectful and provide racing room.
8. If you can't pass safely, wait for another opportunity to do so.
9. If an incident occurs, NEVER abuse or lay hands on another competitor regardless of how aggrieved you may feel. This is totally unacceptable. Allow some time to pass before approaching the other competitor involved. (cool down period)
10. If you happen to go off the circuit proper do NOT re-enter without first ensuring you can do so safely.

Motor racing is a highly competitive and exciting sport and sometimes accidents will happen, resulting at times in damage to vehicles however, these incidents can be minimised if all participants follow the above 10 points.