



2022

Improved Production Nationals

Sporting Regulations



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2022 Improved Production Nationals

Sporting Regulations

S1 TITLE AND JURISDICTION

S1.1 Title

This event shall only be known as and referred to as the “2022 Improved Production Nationals”.

S1.2 Authority/Jurisdiction

- (a) The 2022 Improved Production Nationals (Nationals) shall be conducted under the provisions of the International Sporting Code of the FIA, the National Competition Rules (NCR) and the Race Meeting Standing Regulations (RMSR) of Motorsport Australia, 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 and instructions issued by the Clerk at the event.
- (b) The Nationals has been sanctioned by Motorsport Australia as a single event Nationals competition.
- (c) The National Administrator (NA) for Improved Production Racing is:
 - Brett Watters
 - Improved Production Racing Association of Australia (IPRAA)
 - Email: brett@harlandeng.com.au
 - Mob. 0407 272 165

S2 COMPETITOR/DRIVER ELIGIBILITY

- (a) To be eligible to compete in the Nationals, each Competitor and Driver must hold a current Motorsport Australia Competition Licence and be a current financial member of a Motorsport Australia ~~IPRA~~ affiliated club.
- (b) Each Driver must hold a current Motorsport Australia Provisional Clubman Circuit Licence or higher.

S2.1 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.

S3 AUTOMOBILE ELIGIBILITY

Each automobile must conform to the General Requirements for automobiles and Drivers and must comply with the provisions of the 3rd Category - Touring Cars - Group 3J - Improved Production Cars Technical Regulations as detailed in the Motorsport Australia Manual.

S3.1 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.

S3.2 Automobile Classes

In addition to a Capacity Class each automobile shall also 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): 2001cc and above
- (b) Under 2 litre (U2L): 0-2000cc.

S4 ROUNDS

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

S5 CALENDAR

The Nationals shall be contested over the following round:

| Date | Circuit |
|------------------|-------------|
| 1-3 October 2022 | Morgan Park |

S6 ROUND FORMAT

The number length and format of track sessions shall ultimately be negotiated between the Nationals Organiser and the Organiser and shall be advised in the relevant Supplementary / Further Supplementary Regulations for the event.

Generally, the Nationals should be conducted as a two day event with the format as follows.

S6.1 Friday Practice

Friday shall be an open, untimed, test and tune day. Groups and session times are subject to the timetable to be provided by the Promoter.

S6.2 Round Format - Day 1

- (a) Qualifying 1 - One (1) x 25 minute qualifying session for 'odd numbered' cars
- (b) Qualifying 2 - One (1) x 25 minute qualifying session for 'even numbered' cars
- (c) Qualifying 3 - One (1) x 25 minute qualifying session for the fastest 50% from Q1 & Q2
- (d) Qualifying 4 - One (1) x 25 minute qualifying session for the slowest 50% from Q1 & Q2
- (e) Qualifying 5 - Top 10 Shootout
- (f) Heat 1 - One (1) x 20km (+/- 10%) heat for Groups A & B (expressed as a number of laps appropriate to the host circuit)
- (g) Heat 2 - One (1) x 20km (+/- 10%) heat for Groups C & D (expressed as a number of laps appropriate to the host circuit)

S6.3 Round Format - Day 2

- (a) Heat 3 - One (1) x 20km (+/- 10%) heat for Groups A & C (expressed as a number of laps appropriate to the host circuit)
- (b) Heat 4 - One (1) x 20km (+/- 10%) heat for Groups B & D (expressed as a number of laps appropriate to the host circuit)
- (c) Heat 5 - One (1) x 20km (+/- 10%) heat for Groups B & C (expressed as a number of laps appropriate to the host circuit)
- (d) Heat 6 - One (1) x 20km (+/- 10%) heat for Groups A & D (expressed as a number of laps appropriate to the host circuit)
- (e) Race 1 - One (1) x 30km (+/- 10%) **Repechage race for O2L** automobiles (expressed as a number of laps appropriate to the host circuit)
- (f) Race 2 - One (1) x 50 km (+/- 10%) **Nationals Final for U2L** automobiles (expressed as a number of laps appropriate to the host circuit)
- (g) Race 3 - One (1) x 50 km (+/- 10%) **Nationals Final for O2L** automobiles (expressed as a number of laps appropriate to the host circuit)

S6.4 Variations to Timetable

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

S7 GRID DETERMINATION

S7.1 Heats

Each automobile shall be allocated to one of four (4) groups based on lap times from all qualifying sessions (including the Top 10 shootout).

The Top 10 Shootout shall be conducted as per S10.1(c) of these regulations for the ten (10) automobiles with the fastest lap times from qualifying sessions Q1 to Q4 and the results shall determine the order of "Qualifier 1" to "Qualifier 10".

"Qualifier 1" shall be the automobile that achieves the fastest lap time in the Top 10 Shootout.

"Qualifier 2" shall be the automobile that achieves the second fastest lap time in the Top 10 Shootout and so on up to "Qualifier 10".

"Qualifier 11" shall be the automobile that achieves the eleventh fastest lap time in qualifying sessions Q1 to Q4.

"Qualifier 12" shall be the automobile that achieves the twelfth fastest lap time in qualifying sessions Q1 to Q4 and so on until all groups/grids are filled.

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.

The grid for each heat shall be determined as follows:

Heat 1 (Groups A&B): The grid for Heat 1 shall be determined from combined qualifying times with the fastest qualifier on grid position 1, 2nd fastest qualifier on grid position 2 and so on.

Heat 2 (Groups C&D): The grid for Heat 2 shall be determined from combined qualifying times with the fastest qualifier on grid position 1, 2nd fastest qualifier on grid position 2 and so on.

Heat 3 (Groups A&C): The grid for Heat 3 shall be determined from the points awarded for each automobile from Groups A & C from 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.

Heat 4 (Groups B&D): The grid for Heat 4 shall be determined from the points awarded for each automobile from Groups B & D from Heats 1 and 2 with the highest point scorer on grid position 1, the 2nd highest point scorer on grid position 2 and so on.

Heat 5 (Groups B&C): The grid for Heat 5 shall be determined from the accumulated points awarded for each automobile from Groups B & C from Heats 1 to 4 with the highest point scorer on grid position 1, 2nd highest point scorer on grid position 2 and so on.

Heat 6 (Groups A&D): The grid for Heat 6 shall be determined from the accumulated points awarded for each automobile from Groups A & D from Heats 1 to 4 with the highest point scorer on grid position 1, 2nd highest point scorer on grid position 2 and so on.

S7.2 Race 1 – O2L Repechage

- The grid for the O2L Repechage shall be limited to the track density and any remaining qualifiers after each grid position has been allocated shall be eliminated.
- The grid for the O2L Repechage shall be determined from accumulated points awarded for each automobile from Heats 1 to 6 with the highest point scorer that has not been allocated a grid position in the O2L Final on grid position 1, the next highest point scorer on grid position 2 and so on.

S7.3 Race 2 – U2L Final

- The grid for the U2L Final shall be determined from accumulated points awarded for each U2L automobile from Heats 1 to 6 with the highest U2L point scorer on grid position 1, the next highest U2L point scorer on grid position 2 and so on.
- Organisers shall publish a preliminary grid sheet for the U2L Final no less than 30 minutes prior to the scheduled start time.

S7.4 Race 3 – O2L Final

- (a) The grid for the O2L Final shall be determined from accumulated points awarded for each O2L automobile from Heats 1 to 6 with the highest O2L point scorer on grid position 1, the next highest O2L point scorer on grid position 2 and so on.
- (b) The last four (4) grid positions for the O2L Final shall be allocated to the top four (4) finishing positions of the repechage race.
- (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.
- (d) Organisers shall publish a preliminary grid sheet for the O2L Final no less than 30 minutes prior to the scheduled start time.

S7.5 Determining grid positions 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.

S8 START PROCEDURE

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

S9 AWARDS AND POINTSCORE

S9.1 Prizes and Trophies

Trophies and/or prizes shall be awarded to:

- (a) 1st, 2nd and 3rd U2L based on finishing order of the U2L Final
- (b) 1st, 2nd and 3rd O2L based on finishing order of the O2L Final
- (c) 1st, 2nd and 3rd of the following capacity classes based on the finishing order of the U2L and O2L Finals:
 - (i) 0-1600cc
 - (ii) 1601-2000cc
 - (iii) 2001-3000cc
 - (iv) 3001-6000cc
 - (v) 6001 cc and over

No delineation between early and late models shall be made.

S9.2 Pointscore

- (a) Points shall be awarded to drivers based on the finishing order of each Heat as follows:

| Finishing Position | Points | Finishing Position | Points | Finishing Position | Points |
|---------------------------|---------------|---------------------------|---------------|---------------------------|---------------|
| 1 st | 55 | 11 th | 32 | 21 st | 12 |
| 2 nd | 50 | 12 th | 30 | 22 nd | 10 |
| 3 rd | 48 | 13 th | 28 | 23 rd | 9 |
| 4 th | 46 | 14 th | 26 | 24 th | 8 |
| 5 th | 44 | 15 th | 24 | 25 th | 7 |
| 6 th | 42 | 16 th | 22 | 26 th | 6 |
| 7 th | 40 | 17 th | 20 | 27 th | 5 |
| 8 th | 38 | 18 th | 18 | 28 th | 4 |
| 9 th | 36 | 19 th | 16 | 29 th | 3 |
| 10 th | 34 | 20 th | 14 | 30 th | 2 |

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 event. Should a Heat be cancelled, points are to be awarded as per the starting positions for that Heat.
- (c) Points shall only be used to determine grid positions for heats and races.

S9.3 Nationals Winners

- (a) The winner of Race 2 shall be acknowledged as the Under 2 Litre winner of the Australian 2022 Improved Production Nationals.
- (b) The winner of Race 3 shall be acknowledged as the Over 2 Litre winner of the Australian 2022 Improved Production Nationals.
- (c) Each winner shall be recognised equally in any publication.

S10 EVENT OPERATIONS

S10.1 Qualifying

- (a) Qualifying sessions 1 and 2 should be conducted as two separate groups in consecutive sessions.
- (b) Qualifying sessions 3 and 4 should be conducted as two separate groups in consecutive sessions.
- (c) The Top 10 Shootout shall be conducted as follows:
 - The Shootout shall be regarded as a Qualifying session for those Drivers who achieve the ten (10) fastest lap times in Qualifying sessions 1 to 4
 - The results of the Shootout shall be used to determine the Group into which each Driver is placed for the Heats
 - The running order for the Shootout shall be from tenth to first as established by the fastest lap time achieved by a Driver in Qualifying sessions 1 to 4
 - Each automobile shall be released on one (1) warm-up lap from Pit Lane, as the automobile crosses the Control Line the Driver shall be shown a green flag which shall signal the start of that Driver's timed lap
 - When the automobile crosses the Control Line at the end of its flying lap, the Driver shall be shown a chequered flag indicating the end of the timed lap, whereupon the Driver must reduce speed and re-enter Pit Lane via the Pit Lane Entry.
 - It is the responsibility of the Competitor to ensure their automobile is at Pit Lane Exit at the appropriate time in order to take part in the Shootout
 - The automobile nominated to start the session must be at the Pit Lane Exit at the scheduled start time of the session
 - Each following automobile must be at the Pit Lane Exit prior to the preceding automobile receiving the green flag to commence its timed lap
 - Each Driver shall be permitted to qualify only one (1) automobile in the Shootout, and that automobile must be the automobile that Driver shall drive in the Heats/Races
 - Each Driver eligible for the Top 10 Shootout that chooses not, or is unable, to compete in the Shootout shall not record a lap time and shall be placed last in the Top 10. Where more than one Driver does not participate in the Shootout, the order at the bottom of the Top 10 shall be determined by the Drivers with faster Qualifying times being placed above Drivers with slower times in order.
 - Drivers who do not qualify for the Top 10 Shootout shall not be eligible to compete in the Shootout should a Top 10 Qualifier not participate in the Shootout.

S10.2 Heats

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

S10.3 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 field after four (4) less than the maximum number of automobiles the track density allows are allocated to the O2L Final.

S10.4 Finals

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

S10.5 Competition Numbers

- (a) Each Competitor shall include their preferred Competition Number on their Entry Form.
- (b) The Organising Committee of the hosting State shall have the final discretion as to the allocation of Competition Numbers. All attempts will be made to honour number preferences. In the event of duplicate requests for preferred Competition Number, preference will be given to the hosting state.
- (c) Competitors shall be advised of the final decision as early as possible.

S10.6 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.

S10.7 Impound/Parc Ferme

- (a) Each automobile must return directly to the designated impound/parc ferme area (or as directed by Officials) at the conclusion of qualifying and/or racing, 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 Chief Scrutineer.