



2024 MOTORSPORT AUSTRALIA REGULATOR AUTOMATION NSW SUPERSPORTS CHAMPIONSHIP

J.1 Introduction

The Motorsport Australia Supersports Championship for 2024 allows Supersports type and Sports Racer type cars (two-seat and single-seat enclosed body) to race in the 2024 NSW Championship.

In the interest of increasing competition, the category is progressively being opened to accommodate other Group 2A, 2C and 2PCN SuperSports type cars already in the country that can further complement recent category development. This includes catering for currently available manufacturers' cars, potentially suitable overseas categories which can provide viable sources for cars, as well as encouraging and supporting locally built cars into the category.

J.2 Eligibility

The SuperSports championship is open to competitors in Supersports-type sports cars complying with paragraphs J2 (i) through to J2 (viii), and / or as specified in Attachment A including performance metrics of maximum power output and minimum race weight.

- i. Group 2C SuperSports (open) as defined by MOTORSPORT AUSTRALIA Manual of Motorsport 2024 (or any other cars complying fully with the SuperSports 2C {open} Regulations) and any subsequent bulletins issued by MOTORSPORT AUSTRALIA.
- ii. Group 2A (open) cars which, meet the criteria listed in Attachment A.
- iii. Centre mounted single seater enclosed body cars as described in category description 6SR of the 2024 MOTORSPORT AUSTRALIA Manual of Motor Sport (or any other cars complying with the 6SR category description) and any subsequent bulletins issued by MOTORSPORT AUSTRALIA.

- iv. Cars issued with a MOTORSPORT AUSTRALIA 2PCN logbook containing a 4-cylinder engine with and meeting the criteria specified in Attachment A.
- v. Invitational cars will be permitted by the Supersports Racecar Club of Australia committee of 2024 subject to suitability and performance relative to the cars listed in paragraphs J2 (i) to J2 (iv) and Attachment A. Eligibility to scores points in the NSW Supersports championship as an Invitational car will be determined by the Supersports Racecar Club of Australia committee when being permitted to compete.
- vi. In the interests of promoting fair competition the Supersports Racecar Club of Australia committee has published an eligible list of cars for competition in 2024 including performance metrics (maximum power and minimum weight), that all competitors must adhere to at all times. In addition, the committee reserve the right to impose additional Balance of Performance (BoP) measures on an eligible vehicle in order to equalise the performance of that vehicle with other eligible vehicles of the same class. These measures may be imposed by the Supersports Racecar Club of Australia at any time during the season in consultation with the owner of the eligible vehicle. However, the Supersport Committee will have sole discretion on the BoP measure applied to that vehicle.
- vii. Traction control and Drag Reduction Devices. The use of electronically programmable launch control or traction control and Drag Reduction Devices are not permitted.
- viii. Tyres - only four race tyres are permitted to be used for any one round of the championship. Tyres may be marked by the eligibility officer or his delegate prior to qualifying. These tyres must be used throughout the event unless a replacement is approved for safety reasons. Wets are free from this restriction.
- ix. The Supersports Racecar Club of Australia committee and Category Manager reserve the right to have a qualified technical representative from another category to utilize their ECU or engine capacity checking equipment to randomly select cars and check the ECU data or engine capacity of any car competing on the day and in conjunction with the requirements of para (xi) below.
- x. Any eligibility inspections shall be conducted by the chief scrutineer in accordance with any provisions of the MOTORSPORT AUSTRALIA Manual. A Supersports technical adviser may assist. The chief eligibility officer for the Championship shall be: (TBA) or delegates appointed by him to assist in his task.
- xi. Professional racing drivers or those engaged in paid race driving instruction are discouraged from driving in this category. Should they compete, they will be ineligible for points.

- xii. Access to any data logged including mandatory boost monitors for turbo powered cars must be provided to the Category Manager, Driving Standards Adviser, Chief Eligibility Officer, or their nominee, at any time upon request. If the data cannot be viewed than the driver will be liable for a penalty in line with the Motorsport Australia NCR and CRSRs.

- xiii. All rules as listed in Appendix J and Attachment A must be adhered to my competitors, failure to do so can incur penalties as prescribed in the Motorsport Australia NCR and CRSRs.

- xiv. Forced Induction Cars - Required Data Logger
 - a. For all official New South Wales Supersports competition, all cars with forced induction engines must be fitted with an MSE BM2012 pressure monitoring data logger, as manufactured by;
MSEData
22 Deep Pool Way
MT ANNAN NSW 2567
Phone: (02) 4648 0030. Mobile: 0402 102 553
Email: sales@msedata.com.au
Website: www.msedata.com.au
 - b. Installation, manifold pressure, boost levels, and guidelines for data analysis of the required data logger is listed in Attachment A. Adherence to Attachment A is mandatory.
 - c. Failure to follow the regulations as listed in Appendix J or Attachment can incur penalties as prescribed by the Motorsport Australia NCR and CRSRs.

J.3 Class Definition

There will be two classes for the championship as follows. Capacity rev limits (Classes 1-3) are as specified in the 2C SuperSports Regulations and the 6SR Category Description, and as per para J2 (ii) above.

- (i) Class One**
2C cars as per the 2024 MOTORSPORT AUSTRALIA Manual of Motorsport Technical Regulations

- (ii) Class Two**
6SR cars as per the 2024 MOTORSPORT AUSTRALIA Manual of Motorsport Technical Regulations, Class 2A Supersports style cars complying with J2 (ii) above, and cars with 2PCN MOTORSPORT AUSTRALIA logbooks complying with J2 (v) above

J.4 Registration

- (i) In order to score points all drivers must register with the SuperSports Car Club of Australia, who will act as the organizing body for this championship.
- (ii) The annual fee to the SuperSports Race Car Club of Australia shall be \$150, which will include the registration fee. There will be no joining fee.
- (iii) Drivers who are not members of the SuperSports Car Club of Australia must be a member of a MOTORSPORT AUSTRALIA-affiliated car club but will not score points in the Championship.
- (iv) An advertising contribution fee may be payable by all competitors to cover media costs.

J.5 Category Organisers

- (i) The Category Manager of the Championship will be Ray Filetti 0404 078 636, who will nominate further personnel to assist where necessary. The eligibility officer will be Ray Filetti 0404 078 636.
- (ii) The Driver Standards Advisor of the championship will be Peter Douman 0418 265 657

J.6 State Championship Annual Awards and Points Score

- (i) EACH ROUND

There will be six NSW Supersports championship trophies awarded in each round of the championship based on the pointscore listed in J.6 (iii). First, second and third in classes one and two will receive a round trophy based on the most points attained across the rounds completed races.

The event promotor may also issue trophies for a race weekend. These trophy winners will be the first past the post in the Trophy Race for classes one and two.. In the event of a tie in points in a class, then the highest finisher in the final race will be declared the winner (no change to points scored in the day). If neither driver finished the final race then the same count back occurs on the second last race of the day, and so on.

- (ii) STATE CHAMPIONSHIP ANNUAL AWARDS

There will be five rounds in the Championship, it is currently planned that all will be one day race meetings

| | | |
|-------------|-------------|-----------------------|
| Round One | SMSP | April 13 |
| Round Two | SMSP | May 25 |
| Round Three | SMSP | June 22 (Day / Night) |
| Round Four | SMSP | Sept 28 |
| Round Five | One Raceway | TBC |

(iii) POINTSCORE

The points awarded in each class shall be as follows: -

Fastest qualifier in each class 1pt

Then as per table below which is dependent on number of drivers commencing qualifying in each class.

| Finishing position In Class | Points – four cars or more in class | Points- three cars in class | Points – two cars or less in class |
|------------------------------------|--|------------------------------------|---|
| 1st | 15 | 12 | 10 |
| 2nd | 14 | 11 | 9 |
| 3rd | 13 | 10 | |
| 4th | 12 | | |
| 5th | 11 | | |
| 6th | 10 | | |
| 7th | 9 | | |
| 8th | 8 | | |
| 9th | 7 | | |
| 10th | 6 | | |
| 11th | 5 | | |
| 12th | 4 | | |
| 13th or lower | 3 | | |

“Driver” is defined as a driver who grids up for a qualifying session for the meeting.

A competitor may only score points in any one vehicle at any one event. That vehicle must have qualified for that event so that a competitor may be able to score points. A competitor may change vehicles after qualifying, race 1 or race 2, but no points will be earned.

Points gained in each round will be carried forward until the end of the season.

Points will be doubled for the finishing positions in class for any driver in a mini enduro race that is incorporated into the championship.

There will be an annual trophy for each of the three class winners, plus an overall trophy for the category champion, being the overall highest points earned based on total point scored for the season, regardless of class.

(In the event of a tie, the champion is the highest point's earner in the final round, based on outright finishing positions. If there is still a tie the champion will be the one who finished ahead in the last race of the last round. If there is still a tie, then the champion is the highest points earner in the second to last round and if still a tie then the one who finished ahead in the second last round and so on.) Refer Article 7 of Motorsport Australia Championship and Series Policy.

J.7 Race formats

- (i) There will be one qualifying session and three sprint races. The format for the three races is as follows
 - Race 1: Rolling start with grid order based on qualifying
 - Race 2: Rolling start – Progressive Grid from race 1
 - Race 3: Rolling start – Progressive Grid from race 2
- (ii) Races will be rolling start as listed above; however, at the discretion of the Category Manager and with the agreement of all drivers, changes are permissible on occasions. Due notice will be given by inclusion in the Supplementary regulations or Further Supplementary Regulations.
- (iii) The final championship race of the year will be known at the Richard Crawshay Memorial Trophy race. The winner of this trophy will be the first-place getter in the race.

J.8 Competition Numbers

- (i) The number 1 shall be reserved for the sole use of the outright winner of the previous year's championship. For 2024 this will be Justin Tigani
- (ii) Competitors/drivers may request and reserve a competition number from the organiser, which will be allocated for their use at each round of the championship.
- (iii) A driver registered for the NSW Championship shall have precedence over a non-registered driver having the same race number. If there is still a clash the driver who competed in the Supersports Car Championship in the previous season will have preference or, if that doesn't apply, then first application received will be successful.

J.9 Sponsors

- (i) Vehicles shall carry any decals in a clearly visible location as nominated by The Organisers for the championship, championship sponsors and class designation
- (ii) Failure to comply with J.9.(i) shall render the driver ineligible for points at any rounds where the decals are not carried and/or clearly visible.
- (iii) Series sponsor for 2024 will be Regulator Automation

NEW SOUTH WALES SUPERSPORTS APPENDIX J ATTACHMENT A

1.0 Eligible Supersports Cars

Table 1 details the makes and models of Supersports racing cars that are eligible to compete in official New South Wales Supersports events.

The cars in Table 1 generally comply with requirements for Group 2A, Group 2C, Group 2PCN, and Group 6SR, cars as defined by Motorsport Australia.

For a car not mentioned in Table 1 to be included in Table 1, application must be made to the Supersports Race Car Club of Australia to compete in either Class 1, 2 or invitational.

The Supersports Race Car Club of Australia reserves the right to accept or reject any application for the inclusion of a car into Table 1, and is subject to change by the Supersports Race Car Club of Australia at any time.

Radical SR3 1540cc engine must be 700kgs including driver post competitive session (qualifying or race)

Radical SR3 1340cc engine must be 680kg including driver post competitive session (qualifying or race)

Radical competitors failing to adhere to these weights will be referred to the stewards, any penalties will be in alignment with Motorsport Australia NCR and CRSRs.

2.0 Requirements for Turbocharged and Supercharged (Forced Induction) Cars

2.1 Required Data Logger

For all official New South Wales Supersports competition, all cars with forced induction engines must be fitted with an MSEDData BM2012 pressure monitoring data logger (Boost Monitor), as manufactured by;

MSEDData
22 Deep Pool Way
MT ANNAN NSW 2567
Mobile: 0402 102 553
Email: sales@msedata.com.au
Website: www.msedata.com.au

MSEDData BM2012 data loggers must be manufactured on/after 1 January 2012 for use in any official New South Wales Supersports events.

2.2 Manifold Pressure and Data Analysis

For cars with forced induction engines, the maximum nominal inlet absolute manifold pressures for each make/model of car is as indicated in Table 1 as measured by the MSEDData BM2012 and expressed in BAR.

The maximum inlet absolute manifold pressures indicated in Table 1 are considered nominal due to all the variables involved with recording data in non-controlled conditions, such as at a race event.

Accordingly, the method of analysing data to arrive at a final determination is provided below.

Data obtained from a competitor's MSEDData logger will be openly available.

2.3 Inlet Manifold Pressure Data Analysis

- Data will be analysed over a three second period of full throttle, such as occurs down a straightaway.
- The three second period will be taken starting from a throttle application as determined by the official interpreting the data.

- Data will be averaged over this three second period as determined by the MSEData BM2012 logger software.
- A tolerance of +0.03BAR will be applied to the averaged manifold pressure value. For example, if the 3 second averaged inlet manifold pressure as determined by the MSEData logger is 2.02 BAR, and the maximum nominal allowable inlet manifold pressure for that car is 1.95 BAR, then the allowance of +0.03BAR tolerance to the averaged inlet manifold pressure will result in 1.99BAR, and therefore, the 2.02BAR averaged value is more than the allowable limit.

2.4 Installation of the MSE Data Logger

The MSEData logger must be installed in accordance with the manufacturer's requirements and must be easily visible and safely accessible by the Chief Scrutineer of the event.

The MSEData logger must remain fully operational to record the inlet manifold pressure of the car for the duration of all official practice sessions, qualifying sessions, and races.

The hose from the MSEData logger to the inlet manifold is to be either visible or be able to be felt along its complete length.

No means of adjusting the maximum inlet manifold pressure, either automatically, or manually by the driver, or remotely, is permitted.

2.5 Guidelines for Analysis of the Inlet Manifold Pressure Data.

2.5.1 Maximum Boost Less than 5% Above the Allowable Limit

If it was found that the recorded maximum inlet manifold pressure was less than 5% above the maximum nominal inlet manifold pressure allowable for that car, the Chief Scrutineer may issue an official warning, in writing, to the competitor. Further transgressions will occur penalties as prescribed by the Motorsport Australia NCR and CRSRs.

2.5.2 Maximum Boost More than 5% Above the Allowable Limit

If it was found that the recorded maximum inlet manifold pressure was more than 5% above the maximum nominal inlet manifold pressure allowable for that car, then it will be determined by the stewards the penalty that competitor receives, in accordance with Motorsport Australia NCR and CRSRs. Multiple transgressions of the maximum inlet manifold pressure by more than 5% above the maximum nominal inlet manifold pressure allowable for that car, as determined by the stewards the penalty that competitor receives, in will also be accordance with Motorsport Australia NCR and CRSRs.

If more than one competitor has been disqualified from the one session, then those competitors will be positioned at the rear of the field in accordance with their qualifying times for that event, i.e., the car with the faster qualifying time will be positioned ahead of the car with the next faster qualifying time, etc.

No points will be awarded to a competitor who has subsequently been disqualified.

2.5.3 MSE Data Logger Not Present or Not Operational

If it was found that the MSE data logger was either.

- not present,
- not recording any data,
- provided data that was corrupted,
- provided data that was incomplete,
- provided data that was not interpretable,

then it will be recommended that the competitor in question be disqualified from that session.

If more than one car has been disqualified from a qualifying session or a race, then it will be recommended that for the next race, those cars will be positioned at the rear of the field in accordance with their qualifying times for that event, i.e., the car with the faster qualifying time will be positioned ahead of the car with the next faster qualifying time, etc.

Competitors have access to the MSEData to check that the monitor is working correctly prior to an event or session. Software is provided free at purchase of the Boost Monitor.

No points will be awarded to a competitor who has subsequently been disqualified.

2.5.4 Penalties

Penalties other than those recommended in 2.5.1 and 2.5.2 and 2.5.3 may be imposed by the Stewards, who could apply stringent penalties subject to due process.

2.6 Scrutineering

The Chief Scrutineer of the event has the right to obtain data from the MSE data logger at any time during an official event.

The Chief Scrutineer is responsible for the determination of compliance of each car with the nominal maximum inlet manifold pressures listed in Table 1, or with any additional directives from Motorsport Australia

The Chief Scrutineer may direct that a competitor's MSE data logger be replaced with one provided by the Supersports Race Car Club of Australia at any time.

The competitor is required to comply with the Chief Scrutineer's directives at any time during an official event.

The Chief Scrutineer is Judge of Fact.

TABLE 1 – ELIGIBLE CARS

| Car Eligibility | | | | | | | | | Scrutineerable Items | | |
|-----------------|--------------|-----------------------------------|-----------------------|--------------------|--------------------|--------------------|---------------|-------|--|-------------------|-----------------------------------|
| Car Make | Model | Engine (Nominal Brand or variant) | Nominal Capacity (cc) | Maximum Power (HP) | Maximum Power (kW) | Minimum Car Weight | Rated (Kw/Kg) | Class | Maximum Absolute manifold pressure measure (BAR) | Maximum RPM Limit | Car and Driver Racing Weight (Kg) |
| ADR | MCE | Suzuki Hyabausa | 1540 | 220 | 164 | 620 | 0.26 | 1 | NA | 11000 | |
| Chiron | LMP3 | Honda K20 | 2000 | 275 | 205 | 580 | 0.35 | 2 | NA | 11000 | |
| Juno | CN08 | Honda K20 | 2000 | 275 | 205 | 570 | 0.36 | 2 | NA | NA | |
| Juno | CN15 | Ford | 2000 | 300 | 224 | 580 | 0.39 | 2 | NA | NA | |
| Lincspeed | Sports Racer | Suzuki GSXR | 1000 | 205 | 153 | 450 | 0.34 | 2 | NA | NA | |
| Minetti | ZZ1 | Hyabusa | 1340 | 220 | 164 | 470 | 0.35 | 1 | NA | 11000 | |
| Minetti | SS-V1 | Hyabusa | 1340 | 220 | 164 | 500 | 0.33 | 1 | NA | 11000 | |
| Norma | M20FC | Honda K20 | 2000 | 275 | 205 | 570 | 0.36 | 2 | NA | NA | |
| Norma | M20FC | Synergy | 3000 | 400 | 298 | 625 | 0.48 | 2 | NA | 11000 | |
| Nova Proto | NP01 CN | Honda K20 | 2000 | 275 | 205 | 570 | 0.36 | 2 | NA | NA | |
| Nova Proto | NP01 CNT | Honda K20 | 2000T | 390 | 291 | 625 | 0.47 | 2 | 1.7* | NA | |
| Nova Proto | NP03 | Suzuki GSXR | 1000 | 220 | 164 | 380 | 0.43 | 2 | NA | 11000 | |
| Pilbeam | MP98 Virage | Honda K20 | 2000 | 275 | 205 | 570 | 0.36 | 2 | NA | NA | |
| PRB | S6 | Suzuki | 1340 | 220 | 164 | 620 | 0.26 | 1 | NA | 11000 | |
| Radical | Clubsport | Kawasaki | 1100 | 160 | 119 | 500 | 0.24 | 1 | NA | NA | |
| Radical | SR3 | Powertec | 1340 | 180 | 134 | 620 | 0.22 | 1 | NA | 11000 | 680 |
| Radical | SR3 | Powertec | 1540 | 220 | 164 | 620 | 0.26 | 1 | NA | 11000 | 700 |
| Radical | SR8 | Powertec | 2700 | 431 | 322 | 725 | 0.44 | 2 | NA | 11000 | |
| Radical | SR8 | Powertec | 3300 | 450 | 336 | 725 | 0.46 | 2 | NA | 11000 | |
| Radical | SR10 | Ford Ecoboost | 2300 T | 425 | 317 | 725 | 0.44 | 2 | 2.0* | NA | |
| Revolution | A-One 500SC | Ford V6 | 3700 SC | 500 | 373 | 870 | 0.43 | 2 | * | NA | |
| Speads | RS08 | Suzuki Hyabusa | 1340 | 205 | 153 | 450 | 0.34 | 2 | NA | NA | |
| Stohr | WF1 | Suzuki GSXR | 1000 | 205 | 153 | 380 | 0.40 | 2 | NA | NA | |
| Stohr | WF1 | BMW | 1000 | 208 | 155 | 380 | 0.41 | 2 | NA | NA | |
| West | WR1000 | Kawasaki ZX10 | 1000 | 205 | 153 | 380 | 0.40 | 2 | NA | NA | |
| West | WX10 | Kawasaki ZX14 | 1350 | 220 | 164 | 380 | 0.43 | 2 | NA | 11000 | |
| West | LMP4 | BMW | 1000 | 220 | 164 | 380 | 0.43 | 2 | NA | NA | |
| Williams | Sports Racer | Suzuki Hyabusa | 1340 | 205 | 153 | 450 | 0.34 | 2 | NA | NA | |
| Wolf | Thunder | Aprilia | 1000 | 201 | 150 | 400 | 0.37 | 2 | NA | NA | |
| Wolf | Thunder | Aprilia | 1100 | 219 | 163 | 400 | 0.41 | 2 | NA | NA | |
| Wolf | Tornado GB08 | Honda K20 | 2000 | 280 | 209 | 550 | 0.38 | 2 | 2.4 | NA | |
| Wolf | Tornado S | Peugeot Sport | 1600 T | 400 | 298 | 625 | 0.48 | 2 | 2.6* | NA | |
| Wolf | Mistral | Peugeot Sport | 1600 T | 400 | 298 | 545 | 0.55 | 2 | 2.4* | NA | |

GENERAL NOTES REGARDING TABLE 1

- * Asterisk items are recommendations and will be subject to further data being gathered in 2024 rounds 1 and 2 before enforcement and referral to stewards
- Rated power and rated car weight are as provided by the manufacturer, or as validated by NSW Supersports.
- Race weight, RPM, and turbo boost, data will be downloaded in parc ferme by New South Wales Supersports officials after any official session, as directed by the official scrutineers of the event.
- RPM limits only apply to Group 6SR cars as per these regulations and the Motorsport Australia manual.
- Manifold pressure limits only apply to turbocharged or supercharged cars.
- All values in Table 1 can be amended at any time by New South Wales Supersports as information becomes available.