



**Motorsport Australia
Tasmanian Supersprint Championship**

2021

Sporting and Technical Regulations

Approved by Motorsport Australia Tasmanian State Council Executive on 15 February 2021

2021 Tasmanian Supersprint Championship

Sporting and Technical Regulations

These regulations have been prepared by the Tasmanian Race Advisory Panel for the State Council of Motorsport Australia.

The State Council of Motorsport Australia has approved these regulations and as such they will apply to the 2021 Tasmanian Supersprint Championship.

1. AUTHORITY:

The Motorsport Australia Tasmanian Supersprint Championship will be conducted under the provisions of the FIA International Sporting Code including Appendices and under the National Competition Rules of Motorsport Australia, these Sporting Regulations, the Supplementary Regulations published by the promoter of the event and any further regulations which may be issued.

2. SCOPE:

These regulations will apply to the following categories whilst competing in the Tasmanian Supersprint Championship at Symmons Plains in 2021

Competitors are reminded that at all times they must comply with Motorsport Australia General Requirements for Cars and Drivers”

3. CHAMPIONSHIP NAME:

Supersprint will be known as the:

2021 Motorsport Australia Tasmanian Supersprint Championship

The 2021 Tasmanian Supersprint Championship Outright winner will be presented as category Champions 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 the General Conditions for all Titles (Section 2; Motorsport Australia 2021 Manual of Motor Sport and the *Motorsport Australia Championship and Series Policy*, view online at <http://www.motorsport.org.au>

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

4. VEHICLE ELIGIBILITY:

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

5. GRID POSITIONS

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Grid positions for supersprint events will be based on qualifying times for the first event.

6. POINTS AWARDED:

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

1 st	25	6 th	15
2 nd	22	7 th	14
3 rd	20	8 th	13
4 th	18	9 th	12
5 th	16	all other finishers	10

7. PENALTIES APPLIED:

Should a competitor be disqualified or suspended from the results of any competition in the Championship by any Motorsport Australia judicial process, then any points awarded to that competitor for that competition will be forfeited and other competitor's points will be adjusted accordingly.

8. 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 Championship, then in the first instance the matter should be referred to the Stewards of the Event for resolution and ultimate endorsement by the State Council of Motorsport Australia. That endorsement will be binding on all parties. Any other disputes should be referred to the Motorsport Australia judicial processes.

9. TIMING TRANSMITTERS:

All vehicles competing in the Tasmanian Supersprint Championship must use an operational 'Westhold' transponder compatible with timing systems used by event promoters.

10. CODE OF CONDUCT:

All competitors are expected to abide by the Code of Driving Standard for Competition at clause 23 of these regulations and the *Code of Driving Conduct* at Clause 7 of the Circuit Race Standing Regulations in the Motorsport Australia Manual.

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11. SUPERSPRINT CONDITIONS:

For a number of years a State Supersprint Championship has been held in Tasmania, to assist competitors, the following technical requirements (the same as required in the Tasmanian Hillclimb Championship) are referenced in the Motorsport Australia Manual of Motorsport.

Frontal Head Restraints: Refer Schedule D

Wheels and Tyres: Refer Schedule E

Harness: Refer Schedule I

Safety Cage Structure: Refer Schedule J

Competition Numbers and Motorsport Australia Decals: Refer Schedule K

Logbooks: Refer Schedule L

i) Identification

By entering the Championship or organising events as part of the Championship, persons, corporations and Clubs agree to refer to it only by its full title, "The Motorsport Australia Tasmanian Supersprint Championship 2021". Any promotion or advertising matter must include the full title. It is the responsibility of the organising Clubs, entrants and their sponsors to ensure that this requirement is met. All parties are reminded of the conditions of the NCR.

ii) Championship

For 2021 the Championship will be conducted at the Symmons Plains rounds of the Tasmanian Circuit Racing Championship and at the Supersprint event on 28th November.

iii) Trophies

Motorsport Australia will provide a trophy for the Championship Outright winner.

This Award will be presented at the 2021 Motorsport Australia Awards Dinner or any other function or venue that The Tasmanian State Council may direct .

Organising Clubs are to award Class trophies as soon as possible.

iv) Venues and Vehicles Eligible

Venues used must be open to all types of vehicles, ie no track licence restrictions on vehicle type.

(a) The Tasmanian Supersprint Championship will cater for automobiles of all categories included in the Motorsport Australia Manual of Motor Sport, and any categories which are locally recognised by the Motorsport Australia State Council of Tasmania for competition within that State.

(b) Each automobile participating in the Championship must comply with the log book requirements as specified in Schedule L in the Motorsport Australia Manual. Reference shall also be made to the General Conditions for all Titles, in "General Regulations of Motorsport Australia" in the Motorsport Australia Manual.

All cars must have a Motorsport Australia Log Book except cars that are Road Registered, where a log book is optional.

Log Books and /or current registration papers must be presented at documentation.

Competition numbers will be allocated by the Event Organiser.

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v) Championship

- A – Cars of Cylinder Capacity up to 1600cc.
- B – Cars of Cylinder Capacity 1601 – 2000cc.
- C – Cars of Cylinder Capacity 2001 – 4000cc.
- D – Cars of Cylinder Capacity 4001cc and over.
- E – Cars using slick tyres.
- F – Clubman and Formula Libre type vehicle of any Cylinder Capacity.

Note 1: Competitors are referred to the NCR and Motorsport Australia Technical Appendix for the calculation of Cylinder Capacity. Multipliers for Rotary, Turbo or Supercharged spark or compression ignition engines apply.

Note 2: The organiser may re-classify any vehicle if they believe it is not eligible for the class they have entered.

Note 3: Any Class that has less than 3 competitors may be amalgamated with other classes at the discretion of the organiser.

vi) Tyres

Tyres are free for all classes save for Road Registered Vehicles which must use tyres from the Production Car Tyre List in Schedule E of the Motorsport Australia Manual of Motorsport.

vii) Licences

Drivers must hold a minimum of a Motorsport Australia Speed or Speed Junior licences. Refer “General Regulations of Motorsport Australia” in the Motorsport Australia Manual of Motor Sport.

viii) Timing

All Timing is to be electronically triggered by the competing vehicle at the control line and recorded to a minimum of one-hundredth of a second.

ix) Running Order

Competitor groupings in Supersprints are free, however, at all times the cars will start in lap time order, ie the fastest car to the front, except in the event of force majeure.

x) Re-Runs

Re-runs will only be permitted under the following circumstances:

- (i) failure of timing equipment.
- (ii) the signal to start having been given when the course was not clear.
- (iii) if for any reason the rear wheels of the vehicle fail to reach the start line, or
- (iv) if the Clerk of Course declares that the track has become unsafe during a run.

Re-runs will be taken as soon as possible after determination by the promoters that a re-run is necessary, which should not be less than five minutes after that vehicle’s previous run, but in any case the requirements of Clause 12, “Running Order”, must be respected regarding separation of runs by any individual vehicle.

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xi) Parc Fermé

Promoters may designate a *parc fermé* for vehicle checking. If such an area is designated, they must ensure that it remains secure.

xii) Results

Results will be taken on completed runs at each round of the Championship.

If, during the course of the event, a lesser number of runs than previously stated is foreseen, the promoters will make an announcement to this effect prior to the commencement of the final run.

The promoters shall, within 72 hours after the Championship event, forward to each competitor and Motorsport Australia Assistant State Secretary a full set of results detailing the times of each official run for each driver. The results will identify each driver's fastest time, class placing and any new records set. All times are to be certified by the official timekeeper.

xiii) Determination of the Championship

The results of all Supersprint events at a round will be aggregated to determine the results for the Championship round. Points will be then be awarded with the Circuit Racing Championship Points table in this document. The last round of the Championship will be awarded double points.

The Supersprint Championship outright winner shall be the driver who scores the fastest single lap time. Further places will be determined by a ranking of each competitors fastest single lap time.

Similarly class place-getters will by ranking the competitors fastest single lap time.

In the event of a tie by two or more competitors in the Championship the winner shall be determined by reference to Motorsport Australia Manual of Motor Sport – General Conditions for All Titles and the *Motorsport Australia Championship and Series Policy*.

Motorsport Australia Logo

- With the exception of the 5th Category vehicles, each automobile in 2021 Motorsport Australia Supersprint Championship shall display the Motorsport Australia logo positioned on each side of the vehicle.

12. 2021 TASMANIAN SUPERSPRINT CHAMPIONSHIP ROUNDS

27 th – 28 th February	Symmons Plains	LCCT	TSSC R1
15 th – 16 th May	Symmons Plains	LCCT	TSSC R2
2 nd – 3 rd October	Symmons Plains	LCCT	TSSC R3
28 th November	Symmons Plains	LCCT	TSSC R4

13. COMPETITION NUMBERS

Requests for Competition Numbers are to be made to the Light Car Club of Tasmania.

A 3 digit number will only be approved if there is no availability of a single or double digit

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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 competition number.

Please note that all competition numbers will automatically expire if the competitor has not held a Competitive Motorsport Australia Licence in the preceding 3 years, which will render the number available to other competitors.

14. **FRONTAL HEAD RESTRAINTS:**

Entrants in the Supersprint Championship are advised that in accordance with Schedule D of the Motorsport Australia Manual of Motor Sport Frontal Head Restraints will be required for Logbooked vehicles fitted with ROPS and 5 or 6 point safety harnesses. **Please refer to Schedule D for the complete regulation.**

15. **COLLATION OF RESULTS:**

Motorsport Australia State Council will appoint a Championship Results Coordinator for each year.

Results - The Organising Club Scorer must advise the results of the event to the Championship Results Coordinator within three days of the event conclusion. No results are to be published until the Organising Club Scorer and the Championship 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 Championship Results Coordinator following a submission from any competitor who believes he has been aggrieved by the published results.

16. **DRIVING STANDARDS OBSERVERS**

The Tasmanian State Council of Motorsport Australia may appoint as necessary Driving Standards Observers to the Championship 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.

17. **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.

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

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'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 passing (and 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 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 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 competitors follow the above 10 points.