



# 2021 MOTORSPORT AUSTRALIA WESTERN AUSTRALIAN HISTORIC RACING AND SPORTS CAR SERIES REGULATIONS

## **CHAPTER 1 - ADMINISTRATION**

### **1.1 TITLE**

- (i) The Series shall be known and referred to as the “2021 HISTORIC RACING AND SPORTS CAR SERIES”, referred to as the “Series” in this document
- (ii) The Series will have the following category Series:

### **Racing Group**

2021 HISTORIC RACING AND SPORTS CAR SERIES (GROUPS defined in Article 1.4)

### **1.2 AUTHORITY**

- (i) The Series 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. (MOTORSPORT AUSTRALIA), these Sporting Regulations as approved by MOTORSPORT AUSTRALIA, the WA State Council, the Standing and Supplementary Regulations published by the promoter of each event and any further regulations which may be issued.
- (ii) The Series is recognised as a State Series in accordance with the Motorsport Australia Series and Series Policy. MOTORSPORT AUSTRALIA reserve the right at any time to amend these regulations, which, in normal circumstances, will be advised to competitors and promoters in good time.
- (iii) No other Series, competitions or races may be run in conjunction with the Series unless the Motorsport Australia Motor Race Panel has been consulted and approval given by the MOTORSPORT AUSTRALIA WA State Council.
- (iv). Categories may schedule two rounds of their State Series outside the dedicated program providing they have achieved the consent of the state council, and provided any such rounds are conducted under a MOTORSPORT AUSTRALIA permit.

### **1.3 IDENTIFICATION**

- (i) By competing in the Series, persons and corporations agree to refer to it only by its full title “WA HISTORIC Motor Race Series”. 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 groups as outlined in the HISTORIC section of the MOTORSPORT AUSTRALIA Manual for 5<sup>th</sup> category cars. All cars must be the subject of a current historic log book issued by MOTORSPORT AUSTRALIA.

(ii) Car competing in the Historic Racing and Sports Car Series must be compliant with the applicable technical regulations and technical bulletins issued by Motorsport Australia, and issued with a log book for Category 5 Cars of Groups: M,O,P,Q,R,F (Suitability of Formula Ford to compete against other Groups to be determined by the Stewards and TRA referred to Motorsport Australia).

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

(iv). only those vehicles that have satisfactorily enrolled and completed an audit for targeted scrutiny will be permitted to compete.

(iv) Competitors with vehicles eligible to compete in the Series, but may be ineligible to contest all rounds of the Series due to track licence restrictions, will have the opportunity to apply in writing to the State Race Panel for Compensatory points. The compensatory points awarded shall be the average of the four highest points the person received for other races held during the year.

## 1.5 ELIGIBLE DRIVERS

(i) All drivers must hold at the minimum a current MOTORSPORT AUSTRALIA PCC Provisional Circuit License for racing. They must nominate which MOTORSPORT AUSTRALIA affiliated club for which he is competing at each event. A Circuit Licence being the minimum requirement for:

- Any vehicle requiring HPL
- FIA Formula 2 in Group Q & R
- Formula 3000 in Group R
- Formula Holden in Group R
- Sports over 2 litre in Group Q & R

\*NOTE: Should invited vehicles be included (subject to a Stewards TRA and presentation to Motorsport Australia, a High Performance Licence (HPL) is required to compete in the following 5th Category vehicles:

- FIA Formula 1 in Group O, P, Q & R
- IndyCar in Group O, P, Q & R
- Group F5000
- Sports over 3 litre in Group Q & R
- FIA Group C1 & C2 Prototype

(ii) 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 officials of the meeting.

## 1.6 SERIES SCHEDULE

(i) The rounds of the 2021 Series will be as per the attached calendar Appendix A:

***Note Appendix A may be subject to change any time during the year at the notification of MOTORSPORT AUSTRALIA.***

## 1.8 SERIES SPONSORSHIP

(i) A Series Sponsor may be appointed for one or more rounds of the Series

(ii) Competitors will be advised by separate communication of the requirements for display of sponsorship material. Failure to meet these requirements or the specific category requirements as listed in the appropriate index shall render the Driver ineligible for points only at any rounds where the requirements have not been met.

(iii) Competitors are to ensure that all sponsorship material is applied to the vehicle prior to the commencement of practice/qualifying.

(iv) An Australian State Series will only be known as and referred to as the MOTORSPORT AUSTRALIA (Sponsor) (State e.g., Western Australian) (Category Name) Series'.

## 1.8 SERIES PERSONNEL

(i) *Series Coordinator* –

The Series Coordinator is the primary contact for the Series and is nominated by the Chairperson of the Motor Race Panel.

*(ii) Category Eligibility Officers*

The Category Eligibility Officers shall be appointed for each category within the Series; they carry out their duties under the direction of the respective Clerk of the Course.

*(iii) Driving Standards Observers*

Series Driving Standards Observers (DSO) will be nominated by the Promoter of each event to observe driving standards and act as coach, and are to report incidents as appropriate to the Clerk of Course at each meeting. DSOs are to be non-category-specific. DSO's may assist the Competitor Relations Officer with discussing a Driver's driving behaviour, without prejudice to any party.

*(iv) Series Steward*

MOTORSPORT AUSTRALIA will appoint a senior Steward to act as Steward for all rounds in

2021. *(v) Series Competitor Relations Officer*

Each Promoter will appoint a senior Driver to act as CRO for all rounds in 2021.

*(vi) Category Contact*

**Each CLUB is requested to provide contact details for a representative to the Clerk of the course to be contactable during race meetings.**

## **1.9 SERIES CATEGORY CONTACT DETAILS**

(i) All enquiries about any aspect of the Series Category contacts should be directed to the Series Coordinator or the nominated Category Contacts.

## **1.10 PASSES**

(i) At each round of the Series, the promoter is requested to provide two (2) entry passes and a vehicle-pass 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**

NOTE: Penalties to be consistent with minimum penalties set out by the WA Race Standing Regs

(i) The use 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 Series and to the Competition. Any such incident shall be referred to the Clerk of the Course. Any Driver/competitor subsequently penalized by the Stewards for the aforementioned misconduct shall, in addition, to any penalties imposed by the stewards of the meeting, not be awarded Series points or trophies for the meeting that the indiscretion took place.

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

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

False Start – as per the false start penalty specified in the MOTORSPORT AUSTRALIA 2021 Manual or as up dated from time to time. Speeding in Pit lane – 30 seconds added to race time, or the equivalent time for a drive-through penalty at the circuit at which the incident occurred (whichever is longer).

Passing Safety car or overtaking under SC conditions –30 seconds added to race time.

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

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

(i) The WA Motor Race Panel wishes to promote safe competition avoiding car-to-car contact. All drivers must familiarise themselves with relevant section of the Race Meeting Standing Regulations which is located at [www.Motorsport Australiamanual.com.au](http://www.Motorsport Australiamanual.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 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 8 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 forms should be available from the respective promoters and/or the MOTORSPORT AUSTRALIA website

(ii) Promoters are requested to adhere to the following schedule:

- Event Supplementary Regulations/Entry Forms to categories/on website – preferably at least 2 weeks before event Official Closing Date.

Further Regulations/acceptances/tickets in the hands of Competitors –not less than 4 days before the event

(iii) Competitors shall return the Race Entry Form and all other associated documentation (for example, scrutineering declaration) within the designated time together with the correct payment for entry fees and all other relevant fees, to the Promoter.

(iv) Promoters shall issue further regulations and tickets direct to competitors.

(v) Promoters should initially post or email out Event documentation to any names provided. Promoters shall also post Further Regulations, Entry Lists and tickets direct to competitors in adequate time, they should be received 4 days before the event in the course of normal mail processes.

(vi) Promoters Responsibilities - by running a round or rounds of the State Series the promoter agrees to abide by these regulations.

### **2.2 SCRUTINY**

(i) Targeted scrutiny will be mandatory for all Series 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 may result in charges under the appropriate NCR's.

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

The Entry Registrar/Scrutineer must initial log book sighting on the entry/scrutiny form.

NOTE: Historic vehicles will be subject to random inspection by an appointed Historic Eligibility Officer or Historic Technical Delegate.

### **2.3 GRID POSITIONS**

(i) Grid positions will be determined as follows:

First Race: based on times from the official qualifying session(s).

Further races: as outlined in the race meeting 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.Motorsport Australia.com.au](http://www.MotorsportAustralia.com.au)), and the Supplementary and Further Regulations as applicable to each round of the Series.

### **2.4 DRIVERS BRIEFING**

(i) Compulsory driver's briefings will be held at each round of the Series at a time and location to be nominated in Regulations for the Meeting. Any driver failing to attend and sign-on at the briefing may incur a penalty in accordance with the outline the relevant regulations for the meeting.

(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.

(iii) Should any subsequent compulsory briefings be called, non-attendance of these briefings may also incur penalties equivalent to that described above.

## **2.5 PRIVATE PRACTICE**

(i) Practice prior to the Motor Race Series meeting is not part of the Series. Promoters are also requested to provide practice sessions or a familiarisation session for competitors especially first time competitors.

(ii) 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 of the 2021 MOTORSPORT AUSTRALIA 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: -

Notwithstanding that if a vehicle/vehicles can be reassigned to a different category it may migrate to an event for that category and still be eligible to earn points scores in its Group in the alternate event.

Then

a) Vehicles that are not eligible for Series 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,

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.

## **2.8 QUALIFYING AND PRACTICE**

(i) Unless otherwise approved by MOTORSPORT AUSTRALIA, qualifying will consist of one session scheduled for each category. The promoters are requested to limit the qualifying session to a maximum of 15 minutes.

## **2.8 RACES**

(i) Timed races (ie. a number of minutes instead of a number of laps) may be utilised at any race meeting in 2021, in which case all categories will be given the same time allocation.

(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.

## **2.9 STARTING PROCEDURE**

(i) All starts will be as specified in the regulations for the event.

## **2.10 PARC FERME**

(i) Parc ferme requirements are too shown in the relevant supplementary regulations.

## **2.11 SAFETY CAR**

Promoters are requested to utilise a Safety Car for Motor Race Series meetings. The Safety Car will be used in accordance with the Race Meeting Standing Regulations. Refer to Clause 6.14 of the 2021 MOTORSPORT AUSTRALIA Race Meeting Standing Regulations (available at [www.Motorsport Australiamanual.com.au](http://www.Motorsport Australiamanual.com.au)).

## **2.12 LAST LAP BOARD**

(i) The Last Lap board is to be shown for all races in the Series. NOTE: an inadvertent omission to show the Last Lap Board will under no circumstances constitute any race being declared 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 of time of the race in consultation with the stewards of the meeting. Any such variations shall be in accordance with the NCR's of MOTORSPORT AUSTRALIA.

(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 2021 at any circuit that has been allocated 2021 WA Series rounds.

## **2.14 STATE HISTORIC RACING CAR SERIES POINT SCORING**

(i) Events: As outlined in Appendix A

(ii) Points scored on the basis of elapsed time for each event (regardless of whether the event was scratch or handicap but excluding reverse grid events). Points will be allocated on the basis of position relative to class and capacity breaks on the basis of 25 for first, 20 for second, 18 for third, and then decreasing by one point for every position to twentieth place.

(iii) Group/class champions will be awarded where there are one or more cars in a category and capacity champions where 3 or more cars have competed in the category during the season.

(iv) In the event of a tie, Article 7 of the Motorsport Australia Series and Series Policy will apply.

# APPENDIX A