

2022 SA Autocross Championship & Series

Sporting Regulations



Document History

Version	Details of Changes	By	Date
2022-0.1	First draft for 2022	D Ambrose	19/03/2022
2022-0.2	FINAL DRAFT	SARP	12/04/2022
2022-0.3	Approved	SARP	19/04/2022

1. THE CHAMPIONSHIP

The event shall be a 'State Championship Autocross' known as the '2022 SA Autocross Championship', hereinafter referred to as 'the Championship' and will be conducted on Private Property, over 1 round as follows:

- Round 1 at SEAC Park, Megaw Road, Compton, South Australia (promoted by South Eastern Automobile Club)

2. THE SERIES

The events shall be part of a 'State Autocross Series' known as the '2022 SA Autocross Series', hereinafter referred to as 'the Series' and will be conducted on Private Property, over 2 rounds as follows:

- Round 1 at SEAC Park, Megaw Road, Compton, South Australia (promoted by South Eastern Automobile Club)
- Round 2 at Mid Murray Motorplex, 40 Starics Rd, Cambrai South Australia (promoted by Southern Districts Car Club)

3. ENTRIES

Entries and costs will be determined by the Supplementary regulations for each round.

4. AUTHORITY

The event will be conducted under the provisions of:

- The International Sporting code of the FIA,
- The National Competition Rules of the Motorsport Australia
- The Autocross Regulations of Motorsport Australia
- These Standing Regulations, the Supplementary Regulations, any Further Regulations, and Bulletins, which may be issued.

5. DEFINITION OF AN AUTOCROSS

Autocross is a single car speed event with a lap length of no more than 4km and not less than 400m on a grass and/or unsealed surface, occasionally combined with sealed surfaces when conducted on a permanent circuit. No straight section may exceed 200m in length. Sharp corners, water hazards, crests and other tests of driving skill may be used but should not follow immediately from sections expected to be relatively fast. Suitable markers shall indicate the edge of the course.

6. RUNNING DETAILS

The courses will consist of various tracks sanctioned and licensed by Motorsport Australia. Competitors will be given a number of runs on the track for the day.

7. NUMBER IN VEHICLE & PASSENGERS

The crew will consist of Maximum of Driver and 1 Passenger only.

Passengers are allowed for the instruction of novice Juniors; in which case the passenger must hold all the following:

- a current Motorsport Australia Competition Licence
- an SA/NT Club Membership
- a full civil license

Passengers are also allowed as per the Motorsport Australia Passenger Ride Activity (MSPRA) at the discretion of the Clerk of the Course. For example, for the purposes of advertising & promotion.

All runs with passengers (including those for instruction of novice Juniors) will be untimed, and no series or championship points awarded.

8. REPLACEMENT VEHICLE

A driver whose vehicle has broken down may use a replacement vehicle at the sole discretion of the Clerk of Course, Times will be recorded but not counted towards Championship or Series Points when using the replacement vehicle.

9. HELMETS AND CLOTHING

No person may compete unless wearing a properly fitting and fastened helmet complying with the standard listed in the Schedule D – Apparel, of the Motorsport Australia Manual Technical Appendix.

No person may compete in an open vehicle unless wearing appropriate goggles or visors as listed in Schedule D – Apparel, of the Motorsport Australia Manual Technical Appendix.

Drivers and Passengers must comply with Schedule D - Apparel, of the Motorsport Australia Manual Technical Appendix and must wear clothing from ankles to neck to wrists (including shoes that cover the ankle). Clothing of flammable synthetic material, such as nylon, is not acceptable.

Frontal Head Restraints (FHR) are mandatory in each automobile which is the subject of a Motorsport Australia Log Book and carries a RACE, RALLY/ROAD, OFF ROAD or 5th CATEGORY classification.

10. RUNNING ORDER

Running order will be determined on the day.

Running Order: There will be a definite attempt to keep cars as close as possible to the running order.

Breakdowns: If a driver fails to complete a run under his/her vehicle's own power, or is the cause of a red flag situation, the time awarded will be the slowest time for any car in that class, plus 5 seconds. The next lower class may be used if there is no other car in the same class. The competitor may resume competition if & when repairs are successful, & subject to scrutineers approval, but no "catch up" runs are permitted.

Cars will not be allowed to leave the Pit Area once competition has begun, unless going to start competition. Any competition vehicle leaving before the completion of the event will not be allowed to return. EXCEPT for a 2 day event, where competition vehicles are allowed to be removed overnight (after completion of competition for that day). No 'Parc Ferme' conditions will apply.

11. SCRUTINY PROCESS

The scrutiny process is compulsory & must be strictly adhered to. (*Unless prior arrangements have been made with the Clerk of Course*). Competitors must present their scrutineering form to the scrutineer before scrutineering can commence on their vehicle. All vehicles must pass scrutiny before being permitted to compete.

12. RE-RUN

A Competitor may request, or the Clerk of Course may unilaterally grant, a re-run for reasons of failing to complete a run due to any cause outside the driver's control (eg: Red Flag situation if caused by another vehicle, or track blocked). If a re-run is granted no work is to be conducted on the car during transition back to the start line.

13. PRACTICE

No practice will be available, but all competitors will be allowed one (1) reconnaissance lap.

14. PENALTIES

The following replaces Article 11 of the Speed Event Standing Regulations in the Speed Event Appendix of the Motorsport Australia Manual.

For the following, a time will be awarded which is equal to the slowest time for that class, plus 5 seconds. If there are no other cars in that class, the next lower class will be used.

- a) shortening the course
- b) departing from the course (eg WD)
- c) jumping the start
- d) Failing to finish a run

A 5 second penalty may be applied for each instance of the following:

- a) Striking a cone or track marker

Competitors who have been found to have committed any of the following offences shall be reported to the Clerk of Course and/or Stewards and may be disqualified from the competition:

- a) Observed wilful interference with public and/or private property
- b) Dangerous driving, and/or driving under the influence of alcohol
- c) consumption of alcohol by any Competitor or crew member during the running of the event
- d) Deliberate obstruction of competitors or officials
- e) Failure to comply with eligibility requirements
- f) Wilful interference with posted course markers; (cones, tyres, bunting, etc)
- g) Speeding in the pit area - walking pace only
- h) Failing to stop at the 'STOP' location before entering the pits
- i) Failure to obey an official's instruction.

15. TOW POINTS

All competition vehicles must have a tow point both front and rear, which is clearly identified by contrasting colour as per 4.8 of the National Rally Standing Regulations – Vehicles General

16. VEHICLE ELIGIBILITY

All vehicles must be fitted with a minimum of 1 Fire Extinguisher in the passenger compartment. Extinguishers must meet the requirements of Schedule H – Fire Extinguishers in the Motorsport Australia Manual Technical Appendix.

An effective silencer shall be fitted at all times and Exhaust noise emissions shall not exceed maximum levels as determined by Motorsport Australia and also not exceed maximum levels as defined by Local Councils and Police By Laws.

Mud flaps of stout material must be fitted behind all driving wheels and in the case of front wheel drive vehicles, all four wheels. They must be no closer than 50mm to, and no further than 100mm from the ground, must mask the full width of the tyre when viewed from behind, and be within 300mm of the tyre. The vehicle must comply with these requirements when it is presented in 'ready to start' condition (exemption may be granted for off-road vehicles).

A Motorsport Australia approved seat belt or harness to a standard listed in Schedule I – Safety Harnesses & Window Nets, of the Motorsport Australia Manual Technical Appendix.

Vehicles without window glass must have window nets or arm restraints.

Vehicles must be scrutineered at the start of each event. It is the competitor's job to let the Scrutineer know what class has been entered and the scrutineer must approve the car for that class.

The number of entries per vehicle shall be limited to three (3).

The use of studded or spike tyres is prohibited.

Lights: A rear facing light (red or yellow) is required for day/night events.

All cars must display their allocated competition number.

17. ROLLOVER PROTECTION

For the Championship, rollover protection (ROPS) must comply with Motorsport Australia Manual Technical Appendix – Schedule J for State Championship level events.

ROPS is recommended but not required for the Series.

18. VEHICLE CLASSES

Class A – 2 wheel drive production cars up to 2000cc

Class B – 2 wheel drive production cars 2001cc and over

Note: **The spirit of Class A and Class B is for standard and street-driven cars.**

The following conditions apply to vehicles in Class A and Class B:

- Cars must be in roadworthy condition and be standard to the manufacturer's specifications, including:
 - The body and all trim of the vehicle must be complete and in place, including all glass & seats
 - All body panels must be manufactured from the original type of material
 - Changes to the fuel induction system and driveline are not permitted (with the specific exception of the air filter only)
 - Engine type & capacity must be original for the make & model of vehicle EXCEPT that engines may be over-bored by a maximum of 1.0mm. If this machining operation increases the capacity above the class limit, it must be declared on the entry form and the vehicle will compete in that higher class.
- The following freedoms apply:
 - a) Air filtering system is free
 - b) Exhaust system is free but must exit at the rear of the car & include an effective muffler.
 - c) The brake friction material is free, but the braking system must be standard
 - d) Wheels & tyres are free, with the exception that Hand Cut, Rally Tyres, or tyres marked "RALLY USE ONLY" or "MUD & SNOW" are NOT PERMITTED.
 - e) Substitution of driver's seat by an improved seat or racing seat is allowed (subject to the seat & mountings complying to appropriate safety standards)
 - f) When rollover protection is installed in the vehicle, the interior trim may be lightly modified to allow fitment of the rollover protection. eg the rear seat may be removed or alternately a hole cut into it to allow a roll cage tube to pass through it. If the rear seat is removed, cars with internal fuel tanks must have a firewall installed to seal the boot from the cabin).

Class C – 2 wheel drive Modified production cars up to 1600cc

Class D - 2 wheel drive Modified production cars 1601cc to 2000cc

Class E - 2 wheel drive Modified production cars 2001cc and over

Class W - AWD or 4WD production-based vehicles

Class S - Vehicles that do not comply with any of the above classes, eg – 2wd or 4wd buggies, hyper-sprints, extreme mods etc. Class S must have approved Roll over protection by Scrutineer or Motorsport Australia ROPS.

Class L – Ladies class. Additional to Vehicle class.

Class J – Juniors aged 14 and over at the time of the event, but less than 18 years on the 1st of January 2022 (any type of vehicle permitted). Additional to Vehicle class.

Note : The criteria for cars in Classes C, D, E & W are :

- Recognizably based on Production Cars, modified in accordance with these regulations
- Engine position to remain in the original production car design. Any change to the engine compartment that involves cutting the firewall is considered a change in engine position.
- Engine manufacturer / number of cylinders (or rotors) must match the original car manufacturer.
- Other driveline modifications are permitted.
- All panels & windows must be in place, but the material is free. Window / doors must be operable in accordance with the original manufacturer's intent.
- Large plastic bumper bars where they incorporate panels for the car must be retained as these are classified as panels.
- Wheels & tyres are free.

For All Classes: for any engine with forced air induction, multiply displacement by 1.7, or 1.8 for rotary engines.

19. COMMUNICATIONS

Safety vehicles will be placed around the course out of the competitor's way. If any incident should occur the start and flying finish will be contacted by radio. A RED flag and/or RED flashing light will mean an immediate stop of competition.

20. TIMING

Timing will be done by handheld stopwatches and / or electronic timing and timed to the nearest 1/100th of a second. The timing hut is restricted to authorized personnel only.

21. DETERMINATION OF THE CHAMPIONSHIP WINNER

All entrants' accumulated times (including penalties) are sorted to determine the winner & placings of the Championship. The winner shall be whoever completes all runs in the least total time after any penalties have been applied.

In the event of a tied total time (including penalties) between 2 or more competitors in the overall Championship or Championship Class placings, competitors tied for a placing will be separated by the fastest run of each competitor (including penalties).

Championship trophies shall be awarded to 1st, 2nd and 3rd outright placegetters, plus the winner of each Class, provided that a minimum of 3 entrants have competed in that Class.

22. DETERMINATION OF SERIES ROUND AND SERIES WINNER

For each round, all entrants' accumulated times (including penalties) are sorted to determine the winner & placings of that round. The winner of each round shall be whoever completes all runs in that round in the least time after any penalties have been applied.

In the event of a tied total time (including penalties) between 2 or more competitors in the round outright or Class placings, competitors tied for a placing will be separated by the fastest run of each competitor (including penalties).

All rounds shall count towards the Series result. Competitors must have started in all rounds in the Series to be eligible for a Series Trophy.

Points for each round shall be awarded as per the table in the next section.

After the completion of all rounds, the points from each round will be added together to determine the Series winner and other placings.

If 2 or more drivers score equal points for any award, the provisions of Article 4 of the Motorsport Australia Manual (General Appendix) General Conditions for All Titles will apply.

Series trophies shall be awarded to 1st, 2nd and 3rd outright placegetters, plus the winner of each Class, provided that a minimum of 3 entrants have competed in that Class during the Series.

23. SERIES POINTS SCORING SYSTEM

After the completion of each Round, Series points will be awarded as per the following table.

Round Position	Points	Round Position	Points
1	100	26	30
2	90	27	28
3	85	28	26
4	81	29	24
5	77	30	22
6	74	31	20
7	71	32	19
8	68	33	18
9	65	34	17
10	62	35	16
11	60	36	15
12	58	37	14
13	56	38	13
14	54	39	12
15	52	40	11
16	50	41	10
17	48	42	9
18	46	43	8
19	44	44	7
20	42	45	6
21	40	46	5
22	38	47	4
23	36	48	3
24	34	49	2
25	32	50-60	1

24. TROPHIES

Presentation of all Series trophies will take place at a venue to be nominated by the SARP.

25. ABANDONMENT

If necessary, abandonment, postponement or cancellation will be in accordance with Motorsport Australia NCR's.

26. ANTI DOPING POLICY

During any event, consumption of alcoholic beverages in the paddock, pits or any other portion of the competition venue under the control of the officials is expressly forbidden until all practice or competition activity is concluded for each day. Any driver or crew member who is found to be affected by alcohol on the day of the event or practice therefore shall not be permitted to participate. Refer Current Motorsport Australia Manual. In addition, the persons concerned will be subject to the Articles of the Standard Operating Procedure for Alcohol Testing and Motorsport Australia Anti-Doping Policy. Competitors, crews or officials may be randomly tested for alcohol by a Motorsport Australia Accredited Testing Official (CATO) or other drugs at any time during the event(s). The Motorsport Australia Anti-Doping Policy, as appears in the Motorsport Australia Manual of Motor Sport and as amended from time to time, is recognised as an integral component of the NCR and is duly authorised as such. In any areas where the National Competition Rules and the Motorsport Australia Anti-Doping Policy conflict, the Motorsport Australia Anti-Doping Policy will take precedence.