

Policy for regularity – eligible cars

The policy is presented in two parts. The first is the policy and the second part is the supporting argument.

Part One - REGULARITY POLICY

Allowable cars

- Production cars: normally must be 30 or more years old and no run-ons. Cars later than the equivalent race categories covered by the HSRCA Event Calendar, or for agreed meetings - the meeting program, should be excluded.
- Sports-racing cars – normally restricted to Group O Sports and Clubmans
- Replicas – normally restricted to replicas of the allowable sports, sports racing and racing categories
- Cars may be modified but not excessively

Nevertheless, with approval of the HSRCA Committee, occasional invitations may be made for later model cars of special interest or retro design provided the performance of such cars is within the performance of the normal regularity group. The acceptance of MG Rovers for the December Eastern Creek meeting 2011 is an example.

Priority should be given to

- Cars of special historic interest
- Older cars
- Replicas
- Cars with modifications faithful to the period

And to drivers who are

- Members who are regular participants
- New entrants
- Less experienced entrants
- Visitors

Allowable modifications

Cars may be modified beyond levels allowable for race class provided they are not excessive and maintain the drivetrains and external appearance of the period. Slick tyres and wings are not allowed. . Heavily modified cars may be excluded where such modifications create excessive speed differentials, especially cars built after the mid-1970s.

Grids

When conditions are poor or speed differentials high a reduction in track density should be considered, grids should be limited to 12 cars per kilometre of track, less than the 15 per kilometre allowed by CAMS.

Driver expertise

The less skilled have as much right to participate as any others and driver codes are designed to respect this principle. Drivers are encouraged to seek advice from colleagues and any experienced driver assigned to advise regularity participants. Drivers with limited experience could be encouraged to display a P plate.

Minimum lap times

Minimum lap times may be applied at the discretion of the Clerk of Course or delegated person. Those driving consistently faster than the minimum lap times are to be advised and asked to reduce speed. Action may be taken for failure to follow advice.

Passing guideline – Passing must be done safely and respectfully. It is up to the driver wishing to pass to meet these criteria. If sufficient room is available and the driver's style and experience are known it may be possible to pass on corner entry, and that can also be done if the driver in front signals that passing may occur. Otherwise passing should occur on corner exit or on straights. Remember that less experienced drivers have an equal right to the line they judge to be suitable to them. The following codes of behaviour are consistent with this advice.

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Driver codes of behaviour

1. The other driver is entitled to as much fun as you
2. It is up to the other driver to pass you safely and respectfully
3. Any driver has the potential to win an event, regardless of speed or experience, therefore they are entitled to their line in a corner
4. If you make a mistake, apologise promptly and sincerely
5. Watch and obey flags scrupulously, especially yellow flags

The Driver Standards Officer or delegate should observe regularity events and counsel drivers who fail to comply with these codes and recommend further action as appropriate.

Implementation

The race committee will be primarily responsible for implementing these guidelines prior to meetings in consultation with the Regularity Registrar/s. During a race meeting the responsibility passes to the Clerk of Course or nominee, who should also consult with the Registrar/s.

Role of registrars

Essentially the registrar/s exists to represent the interests of their group for the benefit of the Club. Since that involves an advocacy role, the registrar/s should neither police the guidelines nor arbitrate on eligibility of car or driver. However, they are entitled to offer advice and be consulted on these matters.

Requirements for regularity licence

Drivers require a regularity licence that will be issued by the race secretary on the advice of nominated persons (such as experienced observers and the registrar/s). Drivers will normally be required to have one or more of the following:

- Prior track experience with speed events or competition
- Completion of a recognised driver training course
- Completion of a driver training day and observation by at least two persons in the category mentioned above that advise the race secretary

In any case drivers will be observed at their first meeting to confirm that their licence can be retained. They may also receive an additional briefing after the regularity briefing

Procedure for entries

To provide consistency of decision-making the following procedure for entries applies:

Entry submitted to Event Secretary (currently Wes Dayton). Any entries that do not comply with the policy be sent to the Regularity Registrar for comment and/or recommendation. The comment or recommendation is forwarded to the Race Committee, which is obliged to make a decision consistent with the Regularity Policy.

If an entrant lacks a regularity licence or prior track experience including multi-car events, the procedure will be:

- The entrant can be accepted provisionally for their first meeting
- They will be observed by the Driver Standards Officer (DSO) or nominee, and
- If acceptable have the licence application approved

The Registrar/s should be notified of the decisions. If a registrar has concerns arising from on track experience or comments from other participants they should alert the DSO or nominee.