

REGULARITY POLICY

This policy covers both *Historic* and *Early Modern Regularity*. Regularity is one of two types of speed (ie non-race) events conducted by the HSRCA. Supersprint is the other and most elements of this policy apply to that class. The key difference is that Supersprint is focussed on fastest lap times. Regularity on consistent times.

Regularity is an excellent preparation for race class because it emphasises the ability to lap consistently, to do so in close company with other cars and cope with greater speed differentials than may be experienced in race class. The participants are friendly, some are highly skilled and experienced, and many are willing to help with car preparation and driving.

The HSRCA has an enviable safety record in speed events and wishes to keep it that way. This century the incident rate (a touch of anything, other car or object has been below one per annum (indeed, for 5 years no touch). A strong culture of mutual support, respect and desire for enjoyment is an important component of our approach to risk.

The current Category Managers for speed events are David Ellis and Richard Cardew.

Allowable cars

Historic Regularity

1. Cars normally must be 30 or more years old, comparable to the period covered by the Motorsport Australia 5th Category. If log booked, they may be logged as 5th or 7th (speed event) Category.
2. Production, racing and sports-racing cars including replicas are accepted; opportunities for open-wheel racing cars may be limited.



Historic Regularity - Craig Duthie Porsche 911, Jim Goulden Ford Anglia, Geoff Burgess Alfa Romeo 1750 and Stuart Sedgmen Hustler Clubman at Sydney Motorsport Park Summer 2022. Photo Seth Reinhardt

Early Modern Regularity (2023)

1. Production cars, which normally must have been built by 2010. At the discretion of the Club, cars built later may be accepted if technically identical to pre-2010 build or be of special interest. The Club retains the discretion for acceptance.
2. Improved production cars and sports racing cars and replicas of sports racing cars that in competition or other speed events normally lap more slowly than the mandated minimum lap time.



Early Modern Regularity - A suitable car – Garth Selig, 1999 Lotus Elise at Sydney Motorsport Park 2022, photo Seth Reinhardt

Allowable modifications

Cars may be modified provided the modifications are not excessive and maintain the drivetrains and external appearance of the period. Slick tyres and substantial aerodynamic aids are not allowed. Heavily modified cars may be excluded where such modifications create excessive speed differentials. See Motorsport Australia *Wheels and Tyres - Schedule E Technical Appendix*

https://www.motorsport.org.au/docs/default-source/manual/general-requirements/2023/2023-schedule-e.pdf?sfvrsn=fc1d09e9_4

Grids

When conditions are poor or speed differentials high, a reduction in track density may apply. In any case, grids will be limited to 12 cars per kilometre of track, less than the 15 per kilometre allowed by Motorsport Australia. By comparison grid density for Supersprint is 6-7 cars per track kilometre.

Driver expertise

The less skilled have as much right to participate as any other driver. 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 are encouraged to display a P plate.

Minimum lap times

Minimum lap times apply. Those exceeding the minimum will be transferred to a suitable Supersprint class if available, otherwise the driver will be black flagged if the speed persists and that will deny them track time.

The minimum lap times at Sydney Motorsport Gardner Circuit are for Historic Regularity 1:55 and for Early Modern Regularity 1:50. These minima may be revised at the discretion of the Club and/or the Clerk of Course. See Motorsport Australia standing regulations -

https://www.motorsport.org.au/docs/default-source/manual/speed/2023/2023-speed-event-appendix---regularitytrial-standing-regulations.pdf?sfvrsn=623470b0_6

Passing (overtaking) guideline – Overtaking must be done safely and respectfully. It is up to the driver wishing to pass to meet these criteria. If ample room is available or the style and experience of the driver in front is 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. Avoid upsetting or surprising the driver in front.

Remember that less experienced drivers have an equal right to the line they judge to be suitable to them. Nevertheless, slower drivers should respect the right of faster drivers to maintain their time and be considerate. The following codes of behaviour are consistent with this advice.

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 that disadvantages another driver or calls into question your driving behaviour or otherwise disturbs them, apologise promptly and sincerely, and

5. Watch and obey flags scrupulously, especially yellow flags.

Race control and the Driver Standards Adviser or delegate will observe regularity events and counsel drivers who fail to comply with these codes and recommend further action as appropriate.

Implementation

The race secretary, event manager and category managers will collaborate in the implementation of these regulations. During a race meeting the primary responsibility passes to the Clerk of Course or nominee.

To facilitate implementation the HSRCA will resuscitate the HSRCA Regularity licence. For those with a licence entry will be straightforward.

Normally a driver briefing for speed events will be held after the main driver briefing and further advice given to new entrants.

Licence requirements

A Motorsport Australia Level 2LS licence is sufficient. You will need to be a member of a Motorsport Australia affiliated Club, e.g. the HSRCA, and make a medical declaration.

The HSRCA also operates a *Regularity Licence* to facilitate entry and ensure newcomers are safely inducted. The licence will be issued by the Club Administrator of the HSRCA acting in collaboration with the Category Manager. 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,
- Be sponsored by a holder of a Motorsport Australia race or speed licence who is familiar with the capability of the applicant, or
- Observed by a Category Manager/ or appropriate race meeting official.

The requirement is precautionary and not onerous. A list of licensees will be held on the HSRCA website.

Category manager

Essentially the Category manager/s exists to represent the interests of their group for the benefit of the Club. Since that involves an advocacy role, there are limits to the extent to which registrar/s can police the guidelines or arbitrate on eligibility of car or driver. However, they are entitled to offer advice and be consulted.

Procedure for entries

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

Entry submitted to Event Secretary. Any entries that do not comply with the policy will be sent to the Regularity Category manager for comment.

If an entrant lacks a regularity licence or prior track experience, the procedure will be:

- The entrant can be accepted provisionally for their first meeting and a licence issued,
- They will be observed by the Driver Standards Adviser (DSA) and/or nominee during private practice or qualifying, and
- On completion of the meeting, if no issue arises, they will retain their licence.

Apparel

The apparel requirements are set out in the Motorsport Australia regulations. They stipulate a minimum of non-synthetic clothing covering neck to knee. We prefer entrants to go further and be dressed at least in a single layer race suit or overalls. See Motorsport Australia regulations *Apparel – Schedule D Technical Appendix*

https://www.motorsport.org.au/docs/default-source/manual/general-requirements/2023/2023-schedule-d.pdf?sfvrsn=76508a46_6

Fire Extinguishers - Schedule H Technical Appendix

https://www.motorsport.org.au/docs/default-source/manual/general-requirements/2023/2023-schedule-h.pdf?sfvrsn=6320cafd_4