



# iRace

# *Series Rules & Regulations*



Independent Race Series  
[www.irace.net.au](http://www.irace.net.au)

version 14.01

# What is iRace?

The Independent Race Series (iRace) is an Australian motor racing series dedicated to providing fun, affordable motor racing. We promote mate-against-mate racing, and offer a diverse group of competitors and racecars the chance to race at some of Australia's favourite circuits.

## We care about safety.

We strive hard to make our racing as safe as possible. Our marshalls and officials have excellent training, and safety is their number one priority. Our regulations focus on ensuring that racecars are as safe as possible, and we conduct regular checks for compliance.



## We care about each other.

Our series is all about mate-against-mate. We encourage hard racing, but insist that drivers put themselves in the other guys shoes, and treat their fellow competitors the way they would like to be treated. We also help each other out if there is work to be done to get a car back on track.



## We care about driver development.

Often racing can become a procession. Not in our series. We employ a variety of different race formats (handicap, reverse grid, rolling starts) to ensure that drivers in our series learn as much about racecraft as possible, and practice a variety of techniques that give them a headstart over other drivers.



## We care about diversity.

We have many different kinds of cars and drivers in our series. There is a place for all of them. We have carefully designed our categories to cater for as many different cars as possible, and to offer something for the casual racer, and for the driver who has their sights set on the top.



## We care about affordability.

Racing costs money. But with the right strategy, the amount of money can be kept to a minimum. Our series has evolved to offer the lowest cost possible. We've thought outside the box, and scheduled some of our events on a Friday. All in the interests of keeping our entry fees fixed at \$395.



## We care about our supporters.

Our supporters help make our series happen. We work hard to make sure series, category and individual team sponsors get as much exposure as possible. Prosperity for our supporters means prosperity for our series. What's good for them is good for us!



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**iRace**

***Sign On***

***Trophies and Awards***

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## **Introduction**

The Independent Race Series offers a patented brand of mate-against-mate racing and is committed to providing affordable racing for racers.

The postal address for all correspondence is:

Independent Race Series  
5/73 Sheppard Street  
Hume ACT 2620

The Independent Race Series will be run under the sanctioning of the iRace General Rules and Regulations.

The organising committee shall consist of a minimum of 2 persons and will be responsible for the organisation of the race meetings.

**DRUG and ALCOHOL Testing** – Random drug and/or alcohol testing may be conducted on officials, competitors or pit crew at any time during race meetings. Only a zero alcohol level will be accepted

## Categories

### Formula Tasman

Formula Tasman features some of the fastest circuit racing in Australia. The category is for single-seater, open wheeler racing cars, from a diverse range of backgrounds. Cars from Formula 1, Indycar, ChampCar, Formula 3000, Formula Nippon, Formula Holden/4000, Formula 5000, Formula Atlantic, Formula R and more are all eligible.

Formula Tasman's diversity has something to appeal to everyone, whether you're after the high-technology of modern open-wheelers like Formula 1, Indycars and Formula 3000s, or if you prefer your racing raw, with the brute force of Formula 5000s, or if it's high-fidelity you crave, there is the precision of the Formula Atlantics.

Formula Tasman harks back to the hey-day of Australian open wheeler racing, when the big boys of Formula One would do battle with the local Formula Two and Formula 5000 heroes.

### Formula Mono

Whilst Formula Tasman showcases the mightiest of single-seater racing cars, Formula Mono is the place for the frenetic energy and wheel to wheel battles of the entry level formulas.

It features Formula Fords, Formula Vees, Formula Juniors and other NON wings and slicks racing cars.

This type of racing exploded in the 1960s when the famous British Jim Russell Racing Driver School and Motor Racing Stables had their students go to war on the track. The pinnacle is the Formula Ford Festival at Brands Hatch (which started in 1971) where several hundred ambitious drivers battle for the title.

These formulas have been a rite of passage for everyone going to Formula 1 and launched the careers of legendary drivers such as Emerson Fittipaldi, James Hunt, Niki Lauda, Ayrton Senna, Michael Schumacher, Jenson Button and our own Mark Webber.

For many fans this is their favourite event, where cars have been known to go five abreast!

### LeMans Sports

Inspired by the Prototype Sports Cars seen at Le Mans, the LM Sports cars are high speed, high technology, high action Sports Cars.

With a variety of manufacturers represented, including WEST (USA), Radical (UK), Saker (NZ & Aus), Minetti (Aus) and more, LM Sports boasts outstanding diversity, and some cutting edge technology. The cars feature a broad range of engine configurations, from 1000cc, high-revving motorcycle-derived 4-cylinders, to turbocharged boxer engines, and whilst nobody has been crazy enough to do it yet, we're looking forward to the day when a V8-powered car lines up on the grid! The composite bodies aren't there for show either - some serious downforce is produced by the cars, resulting in amazing grip, and VERY fast lap times.

### **Production Racing Cars**

Production Racing Cars follow the true tradition of Australian motorsport - cars that can be bought from the dealer, made safe for racing with minor modifications and then raced hard - just like they used to do at Bathurst.

With a broad range of manufacturers represented, Production Racing Cars truly is a fantastic showcase for the carmakers - providing the opportunity to demonstrate who makes the best car. It's a great category for drivers too - with the minimal modification allowed, it comes down to the driver being able to find a balance between getting the most out of a car, and having enough mechanical sympathy to get the car to the end of the race.

### **Touring Car Challenge**

The Touring Car Challenge showcases the past 20 years of Australian Touring Car history. Featuring ex-V8 Supercars, Super Tourers, V8 Giants and the more recent Gran Turismo, as well as a contingent of Oz Trucks to put the odd cat amongst the pigeons.

The cars that have captured Australia's imagination, and launched the careers of many Australian champions feature strongly in the Touring Car Challenge. The diversity of the cars is what makes the Touring Car Challenge great - the big power of the ex-V8 Supercars means they have an advantage on the fast circuits, but the more nimble handling and superior braking of the other cars, like the Super Tourers and Giant Killers, means they get their own back on the tighter circuits. Overall, who gets the upper hand is anyone's guess, which only serves to make the Touring Car Challenge all the more exciting.

### **Muscle Division**

Muscle Division caters for all types of production-based racing cars. From the venerable HQ Holdens, to V8-powered Ford and Holden Utes, to ex-Commodore Cup cars, Improved Production, Sports Sedans (non-spaceframe) and Japanese Turbos, as well as Classic Touring Cars and HDT Cup (described below).

#### ***HDT Cup***

*The HDT Cup is a category that celebrates a "Golden Era" in Australian Motor Sport.*

*The "Holden Dealer Team" started in 1969 with the HT Monaro, subsequently moving on to the XU1 Torana, going on to race Toranas for 9 years. HDT switched over to Commodores after their introduction and campaigned Commodores for a further 8 years.*

*The HDT Cup was introduced to iRace in 2009 after a request from HDT to become involved with the series. In 2009 "Classic" [pre 1987] and "Modern" [post 1987] classes for Commodores made up the HDT Cup. A Torana class is also included.*

*The cars are split into classes based on engine capacity:*

- *Class "A" is for naturally aspirated with slick tyres, and*
- *Class "B" is for naturally aspirated with street legal tyres.*

*With the Commodores, and the inclusion of Toranas [GTR XU1, A9X, L34, and SLR5000] the Golden Era and a famous part of Australian Motor Racing history will live on in the HDT Cup.*

Muscle Division is one of the most diverse categories around, and the beauty of the racing format is that everyone has a chance of winning. With handicap races, it all comes down to consistency and getting the most out of your machine on the day.



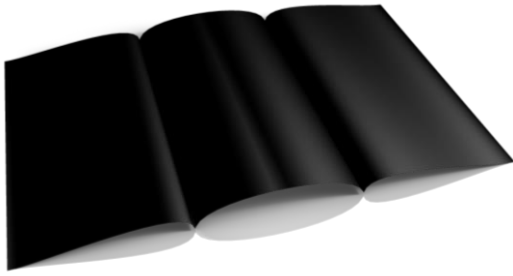
**RocketSports**

RocketSports is a category for a variety of "Sports Cars".

From the "Future Racer" motorcycle engined speed machines, to full on production-based racing sports cars with marques the like of Porsche, Lotus, and more, and everything in between, such as the innovative "Holden Roadsters" and the nimble MX5's.

The Class has a strong driver and manufacturer development focus and encourages those that want Sportscar racing without the hefty price tag. The cars are strong and reliable and help make "RocketSports" a true breeding ground for the stars of tomorrow.

## Flag Signals



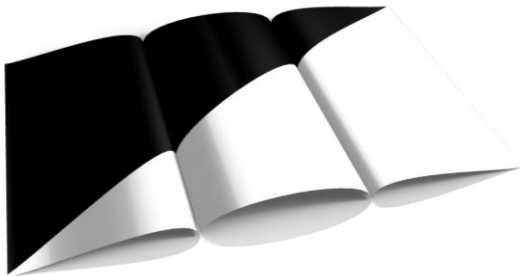
### Black Flag

*Driver Action*

Enter the pitlane on the next lap

*Reason for use*

Shown when there has been an infringement or other problem



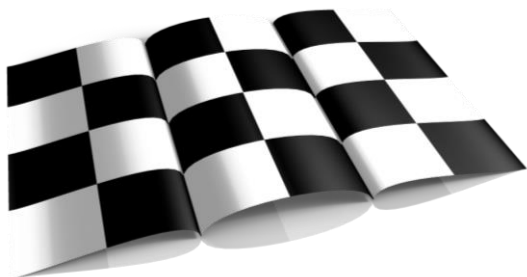
### Black and White Diagonal Flag

*Driver Action*

Correct driving behaviour or standards

*Reason for use*

Warning flag shown when driver is behaving in an unsportsmanlike manner



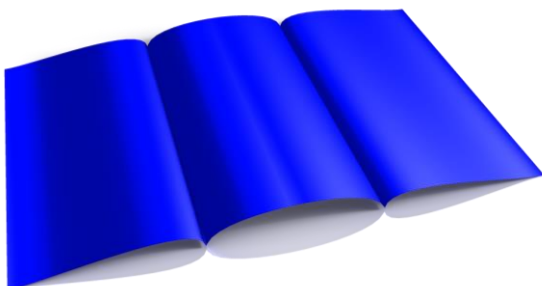
### Chequered Flag

*Driver Action*

Cease racing and return to pits or paddock

*Reason for use*

Marks the completion of the race or session



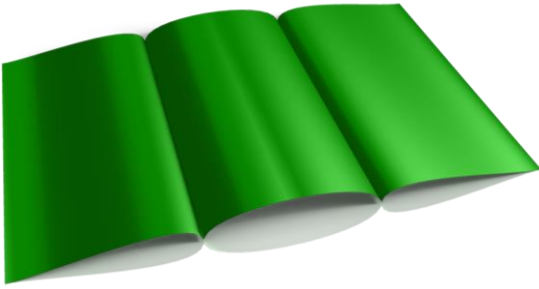
### Blue Flag

*Driver Action*

Check mirrors and prepare to be overtaken

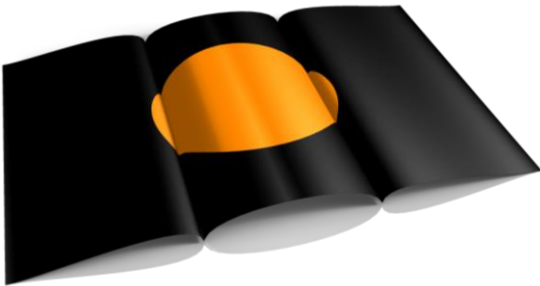
*Reason for use*

Usually waved when a faster car is approaching or attempting to overtake a lapped car

**Green Flag**

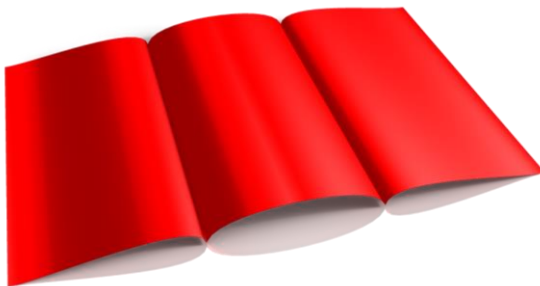
*Driver Action*  
Resume racing

*Reason for use*  
All clear ahead

**Black with Orange Disc Flag (Meatball)**

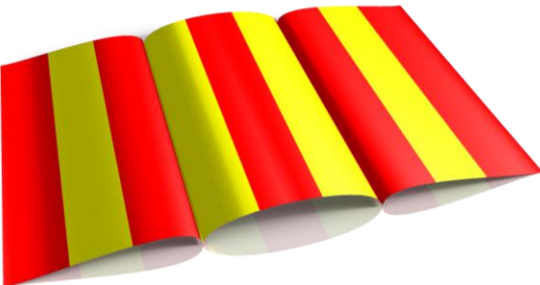
*Driver Action*  
Stop at pit on the next lap

*Reason for use*  
Vehicle has a mechanical problem which may cause a safety hazard

**Red Flag**

*Driver Action*  
Stop racing, return to the grid or pitlane (as directed), be prepared to stop at any point, NO OVERTAKING

*Reason for use*  
The race or session must be stopped for safety reasons, usually an on-track incident

**Red and Yellow Striped Flag**

*Driver Action*  
Use caution the racing surface is degraded or slippery

*Reason for use*  
The circuit is breaking up, or oil/coolant or debris on surface

**White Flag***Driver Action*

Use caution, slow moving vehicle on the circuit

*Reason for use*

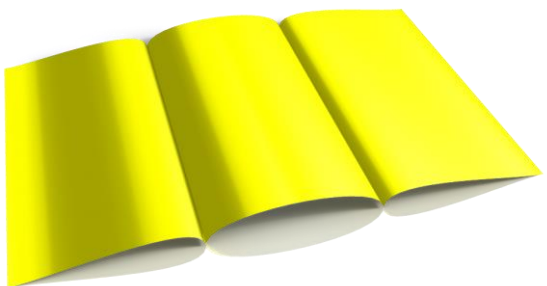
Slow moving racecar or service vehicle on the circuit

**Yellow Flag***Driver Action*

Slow, use caution, be prepared to stop or take avoiding action, NO OVERTAKING

*Reason for use*

An incident or obstruction on the circuit. Waved if partial blockage of the track, double-waved if significant blockage



## Driver Safety Gear

### Helmet

Must comply with minimum Australian Standards AS1698 or equivalent international standard for the year of competition.

### Driving Suit

Must comply with minimum Australian Standards FIA 1986 for the year of competition.

### Footwear

Must comply with minimum Australian Standards FIA 8856-2000 for the year of competition.

### Gloves

Must comply with minimum Australian Standards FIA 8856-2000 for the year of competition.

### Socks and Underwear

To comply with minimum Australian Standards FIA 8856-2000 for the year of competition.

### Goggles or Visors

Goggles must be fitted with a lens of clear or tinted shatter proof type and must comply with a minimum Australian Standard AS 1609-1981 or equivalent international standard.

**NOTE:** All drivers must present their safety gear for inspection at scrutineering or on request at any other time.

## Car Safety Equipment

### Roll Over Protection

Minimum roll over protection for production based cars is main hoop and support braces with a minimum pipe size o/d of 44.5mm with a minimum wall thickness of 2.5mm or 50mm with a 2mm wall thickness.

Tube used must be of circular section cold drawn steel (C.D.S) or (C.D.W) or (C.E.W).

All new roll over protection must be inspected by the chief technical inspector.

Any new non production based car must submit plans prior to construction and finished structure for inspection by the chief technical inspector.

### Fire Extinguishers

Minimum fire extinguisher standard must be at least 900g with Australian Standards AS1841 and must be in date.

Fire extinguishers must be fitted to a secure bracket and must be located in an accessible position.

### Drive Shaft Strap

All cars fitted with a tubular longitudinal drive shaft must be fitted with a bracing strap to prevent drive shaft from dropping in the event of a front universal joint or yoke failure.

### Driver Seats

All drivers' seats must be of tubular or composite construction and be non reclining.

Seats must be covered with suitable material and be free of tears or rips.

Seat mounting must meet scrutineering standards and inspection.

### Safety Harness

All cars must be fitted with an approved safety harness and must comply with a minimum Australian Standards AS2596 or equivalent international standard. The safety harness must be in excellent condition and working order.

All safety harnesses must be free of tears, fraying and UV deterioration.

All safety harness mounting must meet scrutineering standards and inspection.

### Scatter Shields

A scatter shield must be fitted to any car where dislodgement of flywheel or clutch presents a danger to driver seating position.

### Secondary Bonnet Locking

Secondary bonnet locking by means of pins or straps must be fitted to all cars where original equipment is deemed inadequate.

**Battery Isolation**

Battery isolation switches must be fitted to all cars other than basic production cars.

Battery isolation switches must be identified by a blue triangle with a red lightning bolt.

**Fuel Tanks**

Any car fitted with a non standard fuel tank should be fitted with a foam filled tank or approved bladder fuel cell.

All fuel tanks and their mounting must meet scrutineering standards and inspection.

**Oil Catch Tanks**

All cars fitted with an external engine breathing system must be fitted with an oil catch tank of not less than 1 litre capacity.

All oil catch tanks must be fitted in a secure manner.

**Window Nets**

Window nets must be fitted to enclosed cars where an operational wind up window is not fitted.

**Car Refueling**

All cars must be refueled with the vehicle parked completely in its pit garage or carport or in a designated refueling area of the pits.

No refueling must take place on the race track or in the pit lane.

## Administration

### Entry Forms

Entry forms will be available as an on line or printable entry form from the iRace website ([admin.irace.net.au](http://admin.irace.net.au)).

All entrants and drivers must sign the entry form prior to the start of practice.

Any driver under the age of 18 must have parental or guardian consent signed on the entry form.

Entries will open at least 4 weeks prior to each round.

### Meeting Regulations and Schedule

Supplementary regulations and a meeting schedule will be posted on the website ([www.irace.net.au](http://www.irace.net.au)) and sent to all competitors prior to each round.

### Penalties

Penalties may be enforced for the following:-

- Failure to attend drivers briefing
- Speeding in pit lane and pit or paddock area
- On track driving infringements
- Off track driver, pit crew or guest misbehaviour
- Failure to obey directions of officials

Penalties may be applied as either a monetary fine of up to \$500, post-applied time penalty, loss of points or exclusion from the event, or as deemed appropriate, exclusion from future or all of Independent Race Series Events.

### Drivers Briefings

All drivers will be required to attend a drivers briefing prior to the commencement of racing.

Drivers may be required to sign a sign on sheet at the drivers briefing.

The time of the drivers briefing will be notified by way of the meeting schedule.

### Officials Briefings

Officials will be required to attend an officials briefing prior to the start of the event.

### Officials

Officials will be trained personnel in the areas of:-

- Race Control
- Fire and Rescue
- Flag Marshalls
- Scrutineers
- Pit Lane
- Recovery

These officials will be covered by Independent Race Series Pty Ltd voluntary workers insurance policy.



**Scrutineering**

All competitors will be required to present their car and driving apparel for scrutineering at the advised time as per the meeting schedule.

All cars must be scrutineered prior to their qualifying session.

**Protests**

Any protest must be delivered in writing to the Stewards of the Event within 30 minutes of the incident.

**Appeals**

Any appeal must be delivered in writing to the Stewards of the Event within 30 minutes of the finding.

**Competitors**

All drivers will be required to hold any current circuit racing competition licence.

Independent Race Series has its own 'iRace' Licence which requires an initial medical for drivers and is renewable on a 12 month basis (i.e. Feb to Feb, June to June).

The iRace Licence application form is available on the website: [admin.irace.net.au](http://admin.irace.net.au) or [click here](#).

The associated Licence Medical form is also available on the website or [click here](#).

Drivers are required to undertake an observed practice and briefing session prior to the first issue of an 'iRace' Licence.

**Forms**

The following forms are used at Independent Race Series Events:-

- i. [Attachment 1 - Scrutiny Paperwork Check Sheet](#)
- ii. [Attachment 2 - Officials Sign On Sheet](#)
- iii. [Attachment 3 - Pit Crew Disclaimer Sheet](#)
- iv. [Attachment 4 - Minor Official Sign On Sheet](#)
- v. [Attachment 5 - Media Disclaimer Sign On Sheet](#)
- vi. [Attachment 6 - Entry Form](#)
- vii. [Attachment 7 - Drivers Briefing Sign on Sheet](#)
- viii. [Attachment 8 – Accident Report](#)
- ix. [Attachment 9 – Bulletin](#)
- x. [Attachment 10 – Penalty Notice](#)
- xi. [Attachment 11 – Permission to Start](#)

A copy of all of the above sheets is attached.

**Log Books**

All competing cars must be issued with an iRace log book. The log book contains owner and vehicle details and a  $\frac{3}{4}$  front and  $\frac{3}{4}$  rear photo of the vehicle.

The logbook application form is available on the iRace website: [admin.irace.net.au](http://admin.irace.net.au) or [click here](#).

**Sign On**

Prior to the commencement of any track activity drivers must attend driver sign on to ensure all paperwork is complete.

**Trophies and Awards**

Trophies or awards may be presented to the points winner for a category or sub-category where the number of competitors is 3 or more.

Trophies or awards may be presented to the top three placegetters for a category or sub-category where the number of competitors is 6 or more.

Points calculation for the determination of the points winner and/or top three placegetters is in accordance with the relevant category Sporting and Technical Rules.