



2011/2012

**SUPPLEMENTARY
REGULATIONS**

30 JUNE 2011



2011/2012 SERIES SUPPLEMENTARY REGULATIONS

These Supplementary Regulations will be imposed by the Chief Steward, Race Director and the National Super Sedan Series (NSSS) Management Committee at any time before, during or after a race meeting and are not subject to appeal.

The NSSS is a joint venture between the SSA and NASR where both organisations have committed resources to ensure that the Series has financial stability and has the opportunity to raise the profile of super sedan racing in Australia.

SERIES OFFICIALS

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NSSS MANAGEMENT COMMITTEE

- SSA Executive Officer
- Race Director
- Assistant Race Director
- Chief Steward
- Chief Technical Officer

SCHEDULE OF DATES

Round 1	Gympie	Thurs 29 Dec 2011
Round 2	Toowoomba	Sat 31 Dec 2011
Round 3	Parramatta	Wed 4 Jan 2012
Round 4	Mildura	Fri 6 Jan 2012
Round 5	Murray Bridge	Sat 7 Jan 2012
Round 6	Carrick	Fri 20 Jan 2012
Round 7	Latrobe	Sat 21 Jan 2012
Round 8	Carrick	Wed 25 Jan 2012
Round 9	Kalgoorlie	Wed 7 Mar 2012
Round 10	Albany	Fri 9 Mar 2012
Grand Final	Perth Motorplex	Sat 10 Mar 2012

The above schedule has been compiled in good faith and is correct at the time of publication.

A pre-series meeting for all Teams will be held at Mothar Mountain Speedway, Gympie. The time and location will be advised at a later date.



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SERIES NOMINATIONS

CONTRACTED TEAMS

SSA registered Super Sedans are eligible to compete in the 2011/2012 Carline Mufflers National Super Sedan Series.

Teams that are offered NSSS Team Agreements (with or without Appearance Money) will be required to pay an \$1800 series nomination fee by 30 Sept 2011. This fee includes a \$1200 bond (consisting of \$150/round for eight rounds) which will be refunded after round 8 if the Team competes at all rounds. Teams missing a round without good reason and/or failing to advise the NSSS Race Director will lose a percentage of their bond.

Teams signing a Team Agreement will be included in the Carline Mufflers NSSS promotional material such as posters and Series Magazine.

Drivers of contracted Teams will be eligible for NSSS series point fund money and awards if they compete at all rounds unless prevented from doing so by exceptional or compassionate circumstances.

Contracted Team Drivers will be eligible for a provisional start in accordance with these regulations.

The series nomination fee includes the transponder administration costs.

Contracted Drivers are required to complete;

- NSSS Team Agreement
- NSSS Code of Conduct,
- NSSS Driver Profile, and
- Provide a photograph of car and head shot of Driver

The Driver Profile includes the nomination of the car Crew Chief, who will then be eligible for consideration for the NSSS Crew Chief of the Year award.

APPEARANCE MONEY

15 Teams selected from those that submitted an expression of interest will receive Appearance Money. This selection will be based on performance over the previous two years of the NSSS whilst ensuring a balanced representation from each State.

Because of the likelihood that not all teams will be able to commit to the rounds in WA, the points accumulated after the first eight rounds in 2011/2102 series will be used for selection of teams for Appearance Money in 2012/2013.



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TASMANIA TRAVEL ASSISTANCE

NSSS contracted teams will be eligible for a subsidy for the travel to Tasmania, provided they have competed at the first five rounds of the NSSS.

To be eligible for the full travel subsidy of \$2,000 teams will be required to race at all three NSSS rounds, and the Grand Prix (Latrobe) and Grand National (Hobart) meetings.

Teams must compete at all three NSSS rounds to be paid the subsidy. However, if a team decides to miss the Grand Prix and/or Grand National their subsidy will be reduced by \$400 for each event missed.

Tasmanian contracted teams will be eligible for half of subsidy (\$1000) for the return trip home. However, if that team is going on to WA to complete the NSSS they will be eligible for the full travel subsidy.

WESTERN AUSTRALIA APPEARANCE MONEY

Additional Appearance Money will be available for teams travelling to WA. The pool of Appearance Money to be available is still to be finalised.

All teams are invited to race in WA. However, if an excessive number of teams elect to travel to WA (more than 15 excluding teams from WA) then teams may be offered this Appearance Money based on their results from the NSSS rounds up to and including Tasmania. This money will be calculated on the distance travelled from the team home location to WA.

Teams will be required to confirm with NSSS Race Director their intentions regarding WA by Wed 1 Feb 2012. Prior to teams being asked to commit they will be advised of the WA Appearance Money available.

CHASE FOR NSSS CHAMPIONSHIP IN WA

NSSS championship points will be reset after Tasmania. The championship points will be reset with a 25 point gap between each position as shown in the points table below.

Position	Champ Points	Positions	Champ Points
1	4000	9	3800
2	3975	10	3775
3	3950	11	3750
4	3925	12	3725
5	3900	13	3700
6	3875	14	3675
7	3850	15	3650
8	3825	16	3625

Drivers that have won any of the first eight rounds will have 25 bonus points added to their reset championship points total for each round win.



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INDIVIDUAL ROUND NOMINATIONS

NON-CONTRACTED DRIVERS

Drivers who wish to participate in selected rounds of the Series will be required to complete the NSSS Nomination Form and pay a \$150.00 nomination fee for each round in which they compete, irrespective of how many rounds they compete in. The fee includes transponder administration fee and supply of transponder, if required.

The NSSS Race Director reserves the right to determine the eligibility of any competitor and accept or reject any nomination.

CONDUCT OF RACE MEETING

CARS, DRIVERS AND CREW

1. Racing will be conducted in accordance with the Australian Speedway Racing Rules and Regulation, in conjunction with these Supplementary Regulations.
2. Drivers and crew must hold a current SSA/NASR Speedway Licence and Drivers must have a SSA Infringement Card.
3. Cars must comply with the current SSA Super Sedan Class Specification Manual.

DRIVERS MEETING

4. Compulsory Drivers Briefings will be held at all rounds of the series starting at 5.00pm.
5. Drivers must attend the Drivers Briefing dressed in their driving suits.
6. Drivers must sign the Duty of Care, have completed a nomination form and paid the nomination fee prior to the Drivers Briefing, to be included in the draw for Heat race starting positions.

BONUS POINTS

7. At all Rounds, Drivers will receive 50 Bonus points if they and their car are at the circuit by 4.30pm they have paid their nomination fee prior to the Drivers Briefing and are in attendance at the Drivers Briefing in their driving suit.

RACE FORMAT

STARTING POSITIONS

8. The Driver's starting position for all Heat races will be determined by the NSSS starting draw computer program using a marble draw number. The program has been designed to provide Drivers with reasonable equality in starting positions



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for the Heat races.

9. Drivers will race in the same Heat group throughout the night, which will provide teams with the maximum time between races to prepare their cars.
10. Any Driver who is not in the pits by 4.30pm with their car or who fails to attend the Drivers Briefing will start rear of field in their Heats.
11. There will normally be 3 rounds of 3 Heats when there are up to 36 cars in the grid draw. For 37 cars or more in the grid draw, 3 rounds of 4 Heats may be contested. If the number of cars is less than 20 cars the Management Committee reserves the right to vary the Heat race format.
12. Grid positions for all Heat races will be posted as early as possible after the Drivers Briefing. Similarly, grid positions for the B Main and A Main will be posted as soon as possible after the qualifying races.
13. Once grid positions have been posted, if any car fails to take its position in the field, cars will only move forward in that inside or outside row. There will be no crossing over of rows.
14. The marble draw will also be used as the tie-breaker. The lower marble draw number for any of the cars with tied points will take precedence and that car will take the forward starting position.

QUALIFYING POINTS

15. Points earned in the qualifying heats together with bonus points, will determine starting positions for the B Main and Feature Races.
16. All cars that pass the green flag for the first attempt to start a heat will be eligible for points. The finishing position and points will be determined by the number of laps completed and the recorded race running order.
17. Only one Driver is permitted to hot lap, qualify and/or race each car. A Driver may change car in accordance with the Australian Racing Rules and Regulations.

SERIES POINTS

18. Drivers competing in the 2011/2012 series will accumulate points for the Series Championship from the Heats, B Mains and Feature Races, as well as Bonus Points.
19. Series points are awarded to the Driver which will determine the series awards. If a Team Owner changes Drivers during the series, each new Driver shall start at zero points unless that Driver has raced previously in the series and then the Driver points will accumulate. The series points accumulated by a Speedway



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Sedans Australia registered car of a Team Owner will be used in selecting Teams for future series.

20. NSSS Round points will be allocated as follows:

POSITION	HEATS	B MAIN	FEATURE
1	18	0	500
2	14	0	445
3	11	0	395
4	9	0	350
5	8	125	310
6	7	120	275
7	6	115	245
8	5	110	220
9	4	105	200
10	3	100	190
11	2	95	185
12	1	90	180
13		85	175
14		80	170
15		75	165
16		70	160
17		65	155
18		60	150
19			145
20			140
21			135
22			130

21. All cars that compete at a race meeting but do not start in the B main will receive 55 points. Any car qualifying for the A Main but unable to start will receive 125 points

HOT LAPS

22. Hot laps will commence at a time advised at the Drivers Briefing and will be at least 15 minutes after the conclusion of the Drivers Briefing. Hot Laps will conclude no less than 15 minutes before the first qualifying Heat. Cars must assemble on the infield in their Heat groups as directed by the Officials. Cars not ready will forfeit their right to hot lap and cars can only hot lap in their respective Heat groups.
23. Hot laps may be cancelled, reduced or rescheduled in some circumstances. Hot laps are not compulsory.

HEATS

24. Heats will be a minimum of 8 laps and a maximum of 12 laps.



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B MAIN

25. The 18 cars that have qualified in positions fifteen (15) to thirty (32) from the qualifying points will contest the B Main race starting in the order of their pointscore with highest point scorer starting from position 1.
26. B Main races will be 15 laps. However, the Chief Steward will advise on any changes in the number of laps to be completed due to car numbers or time constraints.
27. The first four place getters from the B Main will transfer to the Feature race. All other B Main starters will receive series points in accordance with their finishing positions. If a Driver gets a start in the Feature race through the use of a Provisional Start the Driver will not receive B Main points.

FEATURE RACE

28. Feature races will be of 35 laps except for the final round of series which will be 40 laps.
29. Starting positions 1 to 14 will be determined by the qualifying points after all heat racing is completed with highest point scorer starting from position 1.
30. Positions 15, 16, 17 and 18 will qualify from the B-Main where these Drivers will start in the order in which they finished the B Main.
31. A further 4 starting positions are available as provisional starts for positions 19 and 22.

PROVISIONAL STARTS

32. The highest ranked four contracted Drivers in the series who do not qualify for the A-Main may elect to use a provisional start under the following conditions.
 - One provisional per contracted Driver per series
 - Do not collect points or prizemoney from B-Main
 - Must be deemed by the Chief Steward to have attempted to start and race in the B-Main (if the Driver has qualified for B Main)
 - Driver must notify NSSS Officials of intent to use a provisional start prior to leaving the track at the completion of the B-Main.
33. If the four provisional start positions are not taken by contracted Drivers, the 5th, 6th etc placed finishers in the B-Main will have option to start in the A-Main field, starting behind any contracted Drivers taking a provisional start. Drivers starting the feature race will not collect points or prizemoney for the B-Main.



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PRIZEMONEY

RACE MEETING PRIZEMONEY

34. The following table provides the prizemoney structure for the Feature race at each Round of the 2011/2012 NSSS. The total prizemoney pool as shown below is \$8,300.

Position	Prizemoney	Positions	Prizemoney
1	\$1500.00	12	\$200.00
2	\$1000.00	13	\$200.00
3	\$700.00	14	\$200.00
4	\$600.00	15	\$200.00
5	\$500.00	16	\$200.00
6	\$400.00	17	\$200.00
7	\$350.00	18	\$200.00
8	\$300.00	19	\$200.00
9	\$275.00	20	\$200.00
10	\$250.00	21	\$200.00
11	\$225.00	22	\$200.00

35. All cars that start the B Main and do not qualify for a start in the feature race will receive \$50. Cars that qualify for a start in the A Main but do not take the green flag will be paid \$100.
36. Drivers that qualify for the A Main and take the green flag to start the race will be paid prizemoney and allocated series points depending on their final position. Cars that do not finish the Feature races will be placed in accordance with the number of laps completed, in positions after the last of the cars that finished the race.
37. There will be no prizemoney for Heat races.
38. No prizemoney or appearance money will be paid on the night at any race meeting. Payments will be made by Electronic Funds Transfer (EFT). For those competitors who do not wish to be paid by EFT, a cheque will be dispatched by post.
39. To ensure that prizemoney is credited to the correct bank account, Drivers or car owners are required to provide details of the account into which prizemoney is to be paid on the NSSS Driver Agreement or NSSS Nomination Form. Should these details change at any time throughout the series it is imperative that the Race Director be notified to ensure there is no delay in payment.

SERIES POINT FUND MONEY

40. The following tables provide details of the point fund money structure for the Series. Competitors taking part in the 2011/2012 NSSS must contest all rounds



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to be eligible for championship point fund money and series trophies.

41. Extenuating circumstances will be considered by the Management Committee if a contracted Driver is forced to miss a round, provided that the Race Director is notified 24 hours in advance of the scheduled race meeting. If approved, the Driver will still be eligible for series point fund and appearance money.
42. Total Point Fund prize money pool for 2011/2012 NSSS is \$24,700, provided ten or eleven rounds are completed.

Position	Prizemoney	Positions	Prizemoney
1	\$7000.00	11	\$500.00
2	\$3500.00	12	\$500.00
3	\$2500.00	13	\$500.00
4	\$1500.00	14	\$500.00
5	\$1200.00	15	\$500.00
6	\$1000.00	16	\$500.00
7	\$900.00	17	\$500.00
8	\$800.00	18	\$500.00
9	\$700.00	19	\$500.00
10	\$600.00	20	\$500.00

43. If only eight or nine rounds are completed, the following point fund money schedule will be paid.

Position	Prizemoney	Positions	Prizemoney
1	\$5000.00	11	\$500.00
2	\$2000.00	12	\$500.00
3	\$1200.00	13	\$500.00
4	\$1000.00	14	\$500.00
5	\$900.00	15	\$500.00
6	\$800.00	16	\$500.00
7	\$700.00	17	\$500.00
8	\$600.00	18	\$500.00
9	\$500.00	19	\$500.00
10	\$500.00	20	\$500.00

44. If less than eight rounds are completed NSSS reserves the right to further review point fund money schedule

INCLEMENT WEATHER

45. When weather conditions or other factors force the cancellation of a race meeting prior to the start of the race meeting, no prizemoney will be paid.
46. In the event of inclement weather or other unforeseen circumstances, at the discretion of the Race Director, the Chief Steward or the track promoter;
 - B Main may be cancelled



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- A Main starting positions will then be determined by qualifying points to position 18 and then provisional starts will apply
 - Feature race distance may be reduced
47. When weather conditions or other factors force the cancellation of a race meeting after heat races have commenced but prior to the start of the Feature race,
- points from completed round of Heat races will be recorded
 - no Provisional Starts will be recorded
 - B Main points will be only awarded if the Feature Race has commenced
 - after one round of heats completed 25% prizemoney will be paid
 - after second round of heat completed 50% prizemoney will be paid
 - prior to completion of all preliminary races and start of the Feature race then 75% prizemoney will be paid
 - cars that received 50 bonus points will receive an additional 100 points
48. When weather conditions or other factors force the cancellation of a race meeting after the Feature race has commenced (ie green flag/lights are shown) but before 50% of the scheduled number of laps have been completed, 100% of prizemoney and feature race points will be distributed evenly amongst all competitors who have participated in that feature race.
49. When weather conditions or other factors force the cancellation of a race meeting before the Feature race has been completed but after 50% of the scheduled number of laps have been completed, 100% of prizemoney will be paid and Feature race points determined by the race positions at the last completed lap prior to the cancellation.

GOODS AND SERVICES TAX

51. All Drivers and/or car owners competing in any event must provide written confirmation of their GST status. Failure to provide this information will result in the withholding of 48.50% of all prizemoney until the information is forthcoming. The Management Committee must be satisfied that the information provided is correct.
52. Those competitors who are GST registered and operate their racing activities as a business enterprise must provide a Tax Invoice prior to receiving any prizemoney. Failure to provide a Tax Invoice will result in delays in the payment of prizemoney entitlements.
53. All other competitors will be required to provide a Statement of Supply.
54. The round prizemoney, the series point fund and appearance money is inclusive of GST.



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CONTROL OF MEETING

55. Any time that vehicles are on the racing circuit (incorporating the infield), including parades, hot laps and/or any laps completed before or after the commencement and completion of the scheduled number of laps (or any subsequent amendments to the scheduled number of laps) will be considered an event and the racing rules and regulations will be applied accordingly.
56. During a meeting if any driver is not able to race at the required pace, that driver will be requested to start from the rear of the field in heat races and will be excluded from the feature race.

RACE START AND RESTART

57. Race officials will notify of the correct starting position prior to starts and restarts, but it is the responsibility of Drivers to act in accordance with any instructions given. Failure to obey the directions of officials may result in additional penalties as outlined in these regulations.
58. At the start or restart of a race, any car that breaks formation or jumps the start before the green flag will be penalised and at the restart will be placed back one row.
59. Two wide restarts shall be used in race restarts unless the Chief Steward determines that track conditions are not suitable. The leading car will have the option of starting on either the inside or outside row. The lead car shall control the start and can accelerate from turn 4. The lead car must be in front when the green flag is shown. If the other front row car jumps the start before the green flag it will be penalised and at the restart will be placed back one row.
60. If a Driver starts or restarts in an incorrect position, the race will proceed and, at the completion of the event (or the next available opportunity, such as a restart), he/she will be relegated behind any Driver who was disadvantaged as a result of the infringement, regardless of where the disadvantaged Driver is placed. Should the disadvantaged Driver fail to finish the event, the infringing Driver will be penalised one or more positions at the discretion of the Chief Steward.
61. At a complete restart of a race, any car being penalised with a rear of field penalty will restart at the rear of the longest row.

PENALTIES

62. Point penalties apply to both the qualifying points for the Round and the Series points.
63. The following table summarises the penalties that apply to Offences at NSSF events.



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OFFENCE	PENALTY
Drivers not wearing driving suit at the Drivers meeting	50 points
Not on the infield ready to start wheel packing or hot laps by the time advised	10 points
Driver receiving black flag	20 points min
Driver, car owner or crew member verbally abuses or threatens an official	Disqualified from meeting, fined, and may be refused participation in subsequent events
Driver stops on the race track and gets out of car to remonstrate with an official	Disqualified from meeting
Driver disobeys an instruction from a NSSS Official	20 points
Driver, car owner or crew member tampers or interferes with NSSS equipment	\$150.00 min fine, loss of a 50 points min and may be subject to additional penalties
Driver deliberately causes race to be stopped	\$100.00 fine and/or the loss of a 20 points minimum
Drivers must participate in promotional activities when required	\$100.00 minimum fine and/or the loss of 50 points minimum.
Drivers and cars must remain in the pits for 30 minutes after completion of race meeting	May result in a fine and/or point penalty at the discretion of the Management Committee.
Driver fails to attach sponsor decals or signage to their race car	10 points and may not be eligible for prizemoney

64. All fines resulting from a breach of any of the above Supplementary Regulations are to be paid to the National Super Sedan Series.
65. The Driver will always be held accountable for the actions of their crew including car owners at all times and will be responsible for the payment of any fines and/or penalties incurred by them.
66. Any Driver who engages in any action or behaviour (whether listed specifically in these regulations or otherwise) that is deemed by the Chief Steward to be detrimental to the image of the sport, potentially harmful to the series, competitors, sponsors and/or venue operators or offensive to any person, may be disqualified from the meeting, subject to a fine, refused participation in subsequent events and may be subject to additional penalties at the discretion of the Chief Steward.

TECHNICAL SPECIFICATIONS

IN-CAR COMMUNICATIONS

67. In car communications are compulsory for all rounds of the NSSS and Drivers



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must use a radio receiver which is compatible with the SSA specification. Communication is only permitted between the Chief Steward and the Drivers. Any detected in car communication between a Driver and his crew will result in disqualification from the meeting.

TRANSPONDERS

68. Transponders will be used at all race tracks where a timing loop is installed at the race track. Transponders will be fitted at a standard position in their cars as determined by the SSA Technical Officer.
69. Contracted Drivers will be required to provide their own transponders and the administration fee has been included in the series nomination fee.
70. Non contracted Drivers who do not own their own transponder will be supplied with a transponder while the transponder administration fee has been included in their nomination fee.

CAR NUMBERS

71. Roof numbers plates will not be required where transponders are being used. However, car must have their registered number on both sides of cars and also roof (facing to outside of track). Numbers should be 300mm minimum high and the State prefix must be 150mm high.
72. Car numbers 150mm high are also required on right hand rear of car, near right hand side corner, and must be clearly visible to following cars.

CONTROL TYRE

73. The minimum compound tyre to be used on the right hand rear wheel must be either a SD44 American Racing Tyre or a 1300 Hoosier. However, harder compound tyres from either manufacturer may be used.

SIGNAGE ON CARS

74. Cars must carry all specified signage during the entire meeting. A diagram of a super sedan will be provided which indicates where series sponsor signage is to be located. The Series officials will provide sponsorship decals, which will include but not be limited to NASR and SSA decals.
75. Series organisers will provide a Carline Mufflers sticker, which must be placed across the sun visor, or the front edge of the roof if any car does not have a sun visor fitted. Also two Carline stickers will be provided which must be placed on each side of the car, preferably on front guard.
76. The Drivers name should be displayed on both sides of the roof above the doors.



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77. The make of car should be positioned along the bottom door sills.
78. It is the responsibility of each Driver to ensure damaged or removed decals are replaced when necessary. The Race Director may grant an exemption in extreme circumstances (eg decals are not available), but an exemption must be sought and granted before the first of any races in which the exemption will apply.
79. Contracted cars will be required to display a Carline Mufflers flag during track packing and parades. Teams are required to have a vertical tube securely mounted to their cars at about the rear window area and also have a pole available to which a Carline Mufflers flag can be attached.
80. Apart from when track packing or participating in parades Carline Muffler flags must be mounted onto car transporters or trailers they while parked in the pit areas during a race meeting.

TECHNICAL REGULATIONS

81. Any car identified by an official to be in breach of any SSA technical regulation may be ordered to undertake rectification before being granted permission to compete.
82. If the breach is identified whilst the vehicle is on the dummy grid, the car will be required to return to the pit area to rectify the infringement and/or secure approval from the event scrutineer and/or other official. If the vehicle returns to the dummy grid and makes it on to the track before the race has started, they will be permitted to start from the rear of the field. If they are unable to make it back to the dummy grid and/or onto the circuit before the race starts, they will not be permitted to take part.
83. The Driver must receive approval from the scrutineer and/or other official before returning to the dummy grid and moving onto the circuit. Any Drivers discovered to be in breach of a technical regulation during a race and/or at the completion of any race will be disqualified from the race meeting, and may be subject to additional penalties at the discretion of the Chief Steward.

VARIATIONS TO SUPPLEMENTARY REGULATIONS

84. The NSSS Management Committee reserves the right to change these Supplementary Regulations and should provide at least seven (7) days notice prior to the next series race meeting. However, given the short time between some rounds it may not always be possible to meet this target.