



SERIES X3 NSW Incorporated

BY-LAW No. 1

CODE OF CONDUCT FOR;

COMPETITORS

DRIVERS

MEMBERS

PIT CREWS

RACE PERSONNAL

Note: That any reference to the singular shall also mean reference inclusive to the plural for the purpose of this ruling/s. Any decision made by SERIES X3 NSW Inc. Committee, Sub-Committee or panel appointed by the Committee shall be final and no correspondence shall be entered into without the proper notification to the Association with the current Association Constitution and standing current By-Laws and guidelines.

The word Association shall include reference to it's Executive Committee, Management Committee, Committee members, Life members and General members.

1. Social Networking:

Derogatory and offensive comments made on social networks such as Facebook, Twitter, Text message and any future technologies as they become available, can bring members into disrepute. Series x3 NSW Inc. will look on this unfavourably and may impose disciplinary action as stated in By-Law 1 (4) of the Series X3 NSW Inc. Code of Conduct.

2. Driving and Behaviour Standards:

- a) If a member, driver or competitor of this Association believes that the driving and/or behaviour of another competitor and/or driver and/or member of their pit crew and/or race personnel is, in their opinion offensive, physical, threatening, unsporting and/or unprofessional, then that member, driver or competitor has an obligation to submit the details of the incident, in writing (by way of letter, fax/electronic transmission) no later than the end of the seventh (7) day following the event, to the Association Secretary for consideration and the committee may impose disciplinary action as stated in By-Law 1 (4) of the Series X3 NSW Inc. Code of Conduct.



Any incident forwarded to the Secretary should include (if available):

- Any official documentation or reports from the Event Officials.
- Eye Witness accounts in writing and signed.
- Any race video footage of incident/s from vehicles involved or any surrounding vehicles.

- b) If a member, driver, competitor and/or member of their pit crew and/or race personnel, of this Association, is brought before the Stewards, Race Secretary or any Official at a Race Meeting, with regards to their driving standards, or behaviour that includes offensive, physical, threatening, unsporting and/or unprofessional, the Series X3 NSW Inc. Committee may also decide to investigate the incident/s and impose disciplinary action as stated in By-Law 1 (4) of Series X3 NSW Inc. Code of Conduct, regardless of any penalties which may or may not be imposed by CAMS and/or the Race Meeting Officials.

3. **Car Ineligibility**

If any entrant, competitor and/or driver at any Series X3 NSW Inc. racing event governed by the Series X3 NSW Inc. rules and regulations has, in the opinion of a Event Scrutineer, Club Scrutineer or Official, run an illegal or modified component or configuration of the car outside of the rules as determined by the CAMS Manual of Motorsport and the Category Technical Regulations, then the Event Officials or any Association recognised authority has an obligation to report the offense to a nominated representative of the Series X3 NSW Inc. Committee. It shall be determined by the authorised Association Scrutineer or Committee in general whether the breach requires immediate rectification prior to the competitor resuming competition in the event, or the possibility of an immediate time penalty, or if the breach will be dealt with at a later date. Either way, the breach must be noted in the vehicle log book.

The Association may impose disciplinary action as stated in By-Law 1 (4) of the Series X3 NSW Inc. Code of Conduct, regardless of any penalties which may or may not be imposed by the Race Meeting Officials.

4. Upon receipt of a written and signed complaint to the Association Secretary, (by way of letter, fax, electronic transmission) from a member, driver, competitor or club/event officials or at the Committees own discretion, the Secretary shall bring the matter up for discussion at the next Committee meeting and if the Committee decides (on a majority vote) that a member has refused or neglected to comply with the Association Rules and/or By-Laws, the Committee may by resolution impose one (1) or more disciplinary actions as set out in Rule 8 (1) of the Series x3 NSW Inc. Rules.
5. If a member, driver or competitor receives any disciplinary action, the member, driver or competitor shall receive, in writing, as soon as practicable, a notice from the Association stating the date of the proposed meeting under Rule 8 (3) along with details of the disciplinary actions as set out under Rule 8 (4) of the Series X3 NSW Inc.



Series X3 NSW Incorporated.

BY-LAW No. 2

POINT SCORE FOR CHAMPIONSHIP (Amended from 1 January 2020)

The procedure for Series X3 NSW Inc. point score for circuit racing will be as follows:

The Championship will be conducted over a number of rounds, as determined by the Committee.

Place-getters will be awarded points in each race as per the table below.

To be eligible for the Series X3 NSW Inc. Championship, competitors must be current financial members of Series X3 NSW Inc. at the time of each race.

Place	Points	Place	Points	Place	Points	Place	Points
1	100	11	60	21	40	31	20
2	90	12	58	22	38	32	18
3	85	13	56	23	36	33	16
4	80	14	54	24	34	34	14
5	77	15	52	25	32	35	12
6	74	16	50	26	30	36	10
7	71	17	48	27	28	37	8
8	68	18	46	28	26	38	6
9	65	19	44	29	24	39	4
10	62	20	42	30	22	40	2

Note: In case of grids in excess of 40 cars all further finishers beyond P40 shall receive one (1) point only.

DNF, DSQ and DNS will all receive 0 points.

Should there be a tie at the conclusion of a round, the result will be determined by the finishing order of the final point score race of that meeting. Should a competitor fail to finish a race, no points will be awarded to that competitor for that race.



Should there be a tie of any positions after the championship year has concluded, a clear winner of that position shall be determined by a count-back of the number of round wins over the season and if required, the number of race wins over the season and if further required, the number of second places over the season.

We will run 3 championships, starting 1 January 2020 :

1. **Trophy Class** – results based on tally of place based points on sprint series races (excluding enduros) - excluding the lowest scoring round.
2. **Masters Class** – being all drivers over 45 years of age – who elect to not run in the Trophy Class
3. **NSW Excel Cup** – being for all drivers entered into the enduro rounds – with results based on total of all rounds.

Drivers can change which championship Class they have nominated to run under after 3 rounds, by emailing the committee – seriesx3nsw@gmail.com

Trophies will be awarded at each meeting for series points for each class.

Then based on points acquired, the tally for the series will decide the championship winners at the end of the year.



BY- LAW No. 3 **PENALTY SYSTEM**

To implement a fair and consistent penalty system so that all members of Series X3 NSW is to ensure a non-biased outcome when being dealt with through either driving standards or technical breaches.

“Technical Breach” – A Breach of the rules outlined in the CAMS

Technical Bulletin from the 2018 CAMS Manual of Motor Sport, Specifications of Automobiles 3rd Category – Touring Cars Group 3E – Circuit Excel.

Reference : <http://docs.cams.com.au/Manual/Race/RA24-Group-3ECircuitExcel-2018.pdf>

Also with any specific reference to any sub-regulations or by-laws implemented by Series X3 NSW in addition to those above.

‘Driving Standards Breach’ – A breach of driving standards to which has been ruled by the clerk of the course at any particular racing event that Series X3 NSW are taking part in.

If a definitive decision cannot be reached by the clerk of the course, then the decision will lie with Series X3 NSW to decide on an outcome. Should this be the case, a total of five (5) committee members consisting of at least three (3) executive members, and two (2) general members will vote on the decision. At all times of voting, five (5) members must vote, exemption to the fore mentioned would only be if three (3) executive members are unable to vote due to a conflict of interest and therefore their votes will be replaced by general committee members.

A driving standards booklet has been made available instructing members on the standards of driving that is expected of them whilst racing with Series X3 NSW.



Where a **technical breach** has been identified, it must firstly be made evident where the technical breach has originated from. Quite simply, if the origin of the technical breach is a result of contact due to a driving standards incident, then the driving standards breach must be looked at and investigated prior.

Example 1 : Vehicle 1 makes contact with vehicle 2 and causes the damage to vehicle 2 resulting in vehicle 2 breaching technical specifications such as, increased camber to right rear wheel. Vehicle 1 is deemed at fault by clerk of the course after the incident. Vehicle 2 when inspected by Series X3 NSW Technical Officer will not be penalised for the technical breach being the increased camber of the right rear wheel.

Example 2 : Vehicle 1 leaves the track and makes heavy contact with sand / gravel trap and front bumper bar is dislodged from its mountings causing it to be dragging on the ground deeming vehicle 1 to be in breach of the technical specification relating to the minimum height of the vehicle. As no driving standards penalty is evident and no other vehicle involved in the incident, vehicle 1 receives level 1 penalty.

Example 3 : Vehicle 1 makes contact with Vehicle 2 causing damage only to vehicle 1. The resultant damage to vehicle 1 is a breach of technical specifications relating to increased camber to left front wheel. Following investigation by the clerk of the course, it is deemed vehicle 1 is responsible for the driving standards incident. Following the penalty enforced by the clerk of the course or Series X3 NSW, no further penalty will be enforced to vehicle 1 for the technical breach, thus deeming the penalty for driving standards over rides that of the technical breach for the car responsible.

Levels of Enforcement :

To ensure equality and fairness is displayed to every member, a consistent process must be implemented in the way to which enforcement is managed.

Level 1 – Rear of grid for the next successive* race.

Non-performance technical breaches (first offence).



Level 2 – Rear of grid for the next successive* race and no points accrued for the last race only.

Non-performance technical breaches** (second offence).

Performance technical breaches *** (first offence).

Level 3 – No points for the entire meeting to which the incident took place or if entire event meeting has not been completed, the last three accrued championship points will be deducted, and the member will be suspended from entering the next championship round.**

Non-performance technical breaches** (third offence).

Performance technical breaches *** (second offence).

*next successive – defined as being the next race that the member takes part in with Series X3 NSW.

If the penalty imposed is to be enforced after the last race of a particular meeting, the penalty will carry forward to the next race entered by the member. For example : A penalty enforced after Round 1, Race 3, would be carry through to Round 2, Race 1 (if the member entered Round 2).

Note; the penalty will have no effect on qualifying session before the race in which the penalty is to be enforced (if applicable).

*the last three accrued championship points – defined as the points accrued by the member in the last three individual races completed. For example : A level 3 penalty is imposed following Round 2, Race 2. Points will be deducted off the member for Round 2 (Race 1 & Race 2) and Round 1, Race 3.

**Non-performance technical breaches – defined by the technical committee as a breach of the technical rules that does not have a performance benefit on the vehicle.

***Performance technical breaches - defined by the technical committee as a breach of the technical rules that does have a performance benefit on the vehicle.



Situations Requiring Specific Attention

Should a specific levelled penalty be unable to be enforced, the member shall receive instead a thirty (30) second time penalty. An example to which this may be used is if the member that is to start rear of grid, is given a Level 1 penalty, (being rear of grid penalty), then the member shall receive a thirty (30) second time penalty added to the race time to ensure some form of penalty is enforced.

*Technical breaches will exclude sealed componentry of the vehicles.

For sealed componentry to comply, all vehicles must be sealed / tagged in accordance with the regulations adopted by Series X3 NSW from Circuit Excel Management Committee and CAMS.

Engine sealing locations are found in the Series X3 NSW Supplementary Regulations.

No seal is to be removed once fitted and if removal is required, the engine must be inspected by an authorised person nominated by Series X3 NSW, and an examination of the engine conducted.

Further information will be made available by the Series X3 NSW management committee through the supplementary regulations.

ANY vehicle not compliant with the fore mentioned engine sealing / tagging procedure will **not be eligible to compete within Series X3 NSW events.

If a vehicle is presented at a Series X3 NSW event without compliance to the above procedure, the vehicles entrant shall be advised the vehicle will not be eligible to compete.

If the vehicle is identified throughout an event to have a missing or tampered engine seal, the vehicle will be immediately disqualified from the event and all recorded results for that event removed.

Record keeping of penalties will be conducted by Series X3 NSW to ensure consistency



Checking of vehicle compliance

In the interests of the club and fairness for all competitors, the Committee, may at a race meeting, or after after the meeting at an appropriate location, conduct various measures and checks to ensure all vehicles comply with the Technical regulations as outlined in the 2018 CAMS Manual of Motor Sport, Specifications of Automobiles 3rd Category – Touring Cars Group 3E – Circuit Excel.

After the final race meeting, seals checks and vehicle compliance will be conducted at a date and location to be determined on at least the first 5 place holders for the series.

Reference : https://motorsport.org.au/docs/default-source/manual/race/ra23-group-3e-circuitexcel.pdf?sfvrsn=e2218579_9