

## SPORTING BULLETIN

### 2005 AUSTRALIAN PERFORMANCE CAR CHAMPIONSHIP SPORTING REGULATIONS

**REFERENCE:**

*2005 CAMS Manual of Motor Sport.*

**RATIONALE:**

*To promulgate the 2005 Australian Performance Car Championship Sporting Regulations.*

**AUTHORITY:**

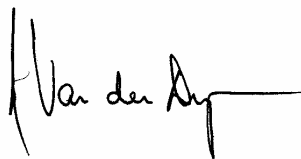
*Approved by the Australian Motor Race Commission via email vote on 9 March 2005.*

**ACTION:**

*This bulletin is to promulgate the 2005 Australian Performance Car Championship Sporting Regulations as administered by GT Performance Racing Pty Ltd.*



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**Definitions**

<b>Active suspension</b>	Any system which allows control of the flexibility of any part of the suspension or of the trim height when the car is moving.
<b>AWD</b>	All Wheel Drive
<b>Bodywork</b>	All entirely sprung parts of the car in contact with the external air stream, except the parts definitely associated with the mechanical functioning of the engine, transmission and running gear. Any air intake shall be considered to be part of the bodywork.
<b>Cockpit</b>	The volume of the main structure which is reserved for the occupants. Its limits are defined by the roof, the floor, the doors, the lateral parts, the glazed parts and the front and rear bulkheads.
<b>Complete Wheel</b>	means wheel rim with tyre fitted
<b>CTC</b>	Category Technical Commissioner, appointed by CAMS
<b>Cylinder Block</b>	means the crankcase and the cylinders.
<b>Cylinder Volume</b>	means the volume swept in a cylinder or cylinders by the upward or downward movement of the piston or pistons in such cylinder or cylinders. Cylinder volume will be expressed in cubic centimetres.
<b>EPS</b>	Event Parity Sheet
<b>Ferrous Material</b>	means a material containing at least 80% of pure iron by weight.
<b>GST</b>	Good & Services Tax - All fees contained in this document include GST.
<b>Location</b>	A site defined relative to the original: centre line of the car, axles centre (middle of the wheelbase on the centre line), cockpit, luggage compartment and engine compartment. Location within the engine compartment is a site defined relative to the crank case and cylinder head(s).
<b>Mechanical components</b>	All those necessary for the propulsion, suspension, steering and braking, as well as all accessories, whether moving or not, which are necessary for their normal working.
<b>OD</b>	means outside diameter.
<b>Orientation</b>	Is the relationship of the component to the longitudinal and transversal axes of the vehicle. If the component is turned 180°, this will be regarded as a change in orientation.
<b>Original</b>	As fitted by the manufacturer to the car listed on the Vehicle Eligibility List includes all devices, equipment, accessories or components of the car as they are fitted on the production model. Optional equipment and performance kits listed in the manufacturer's catalogue are not permitted unless specified on the vehicles CAMS Sporting Variant Extension Form.
<b>RWD</b>	Rear Wheel Drive
<b>Sprung suspension</b>	The means whereby all complete wheels are suspended from the body/chassis unit by a spring medium.
<b>Supercharging</b>	Increasing the weight of the charge of the fuel/air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust system) by any means whatsoever. The injection of fuel under pressure is not considered to be supercharging.
<b>Telemetry</b>	The transmission of data between a moving car and anyone connected with the entry of that car.
<b>Traction/Launch Control</b>	refers to any device which is designed to aid the driver in limiting the loss of traction to the driven wheels whilst accelerating.

# Championship Contact Details

## CATEGORY MANAGER - GT Performance Racing Pty Ltd

Chairman (Independent)  
Directors

Gregory Siddle  
Peter Boylan, Trevor Haines, Garry Holt,  
Beric Lynton, Gary Young  
Anne Reid

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## TIMING SUPPLIER

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# CHAPTER 1 - Administration

## 1.1 CATEGORY

- a. GT PERFORMANCE RACING PTY LTD, ACN 111 214 503 (“Category Manager”), appointed Category Manager by CAMS, is proud to present the **Australian Performance Car Championship**.
- b. The Category has been sanctioned by the governing body of motor sport in Australia – the Confederation of Australian Motorsport Limited (“CAMS”) as a “National Championship” in accordance with NCR15(ii)(c).

## 1.2 TITLE

The Championship shall be known and referred to in full as the: **“2005 Australian Performance Car Championship”**.

## 1.3 AUTHORITY

- a. All Events are conducted under the provisions of the International Sporting Code of the Federation Internationale de l’Automobile (F.I.A.); the National Competition Rules (NCR’s) and the Race Meeting Standing Regulations of the Confederation of Australian Motorsport (CAMS); these Championship Sporting Regulations; Supplementary and Further Regulations issued by a Promoter; all Supplements, Bulletins, Briefings, Amendments and instructions to drivers issued from time to time for Events that form part of these Regulations.
- b. These Regulations have been devised to further the objectives of the CAMS Manual, namely, to ensure that all Events are carried on in a manner which secures and enhances the safety of participants, officials, nominees and spectators and which allows the Events to be competitive and fair.
- c. All Entrants (competitors) and their Team Members including drivers must read, understand and comply with:
  - i) these Regulations;
  - ii) all Supplements, Bulletins, Briefings, Instructions and Amendments issued in writing from time to time by CAMS or the Category Manager (including, but not limited to, e-mail), and by promoters of individual events, which are part of the Championship described herein.
- d. A word or phrase used in these Regulations (unless specifically defined or the context otherwise requires) will have the same meaning as that given to it in the CAMS Manual.

## 1.4 ELIGIBLE COMPETITORS

- a. **Drivers and/or Entrants**  
Eligible Drivers and Entrants must be registered with the Category Manager and possess a current CAMS Level NC (C4) Licence or higher.
- b. **Photocopy of Licences & Log Books**  
A photocopy of all current licences and page 9 of the race cars CAMS Log Book must accompany the Registration Forms and fees.

## 1.5 CHAMPIONSHIP SCHEDULE

The Championship consists of 7 Rounds. The Championship Calendar and Race Formats are listed below. The Category Manager, in consultation with, and with the agreement of the Promoter and/or CAMS, reserves the right to abandon or alter any race schedule and/or include Non-Championship Events.

ROUND	DATE	LOCATION	STATE	RACE FORMAT	
				Saturday	Sunday
1	Mar 17-20	Clipsal 500 Adelaide	SA	1x30min	1x 30min & 1x40min
2	May 13-15	Wakefield Park	NSW	1x30min	1x 30min & 1x40min
3	May 27-29	Eastern Creek	NSW	1x30min	1x 30min & 1x40min
4	July 1-3	Hidden Valley	NT	1x30min	1x 30min & 1x40min
5	Aug 12-14	Oran Park	NSW	1x30min	1x 30min & 1x40min
6	Nov 11-13	Symmons Plains	TAS	1x30min	1x 30min & 1x40min
7	TBA			1x30min	1x 30min & 1x40min

**1.6 LICENCE TO COMPETE**

- a. The Category Manager will issue a Licence to Compete that will guarantee each holder the right to qualify and race (subject to qualifying criteria) at every Round and that will protect the interests of both parties.
- b. The Licence to Compete, as issued by the Category Manager, constitutes a legal commercial agreement between the Entrant and the Category Manager. It must be noted that the Licence to Compete is separate to any Licences referred to under CAMS NCR 47.
- c. The quantity of Licences to Compete issued may be subject to model limits, as determined by the Category Manager and the minimum grid density that is available at any circuit during the Championship.

**1.7 CHAMPIONSHIP REGISTRATION**

- a. Registration applications from entrants and drivers will be accepted from 1<sup>st</sup> December 2004.
- b. All registration applications must be received by the Category Manager 21 days prior to the first Event the competitor wishes to enter, on the forms supplied and accompanied by the applicable Fee.
- c. Fees are payable to GT PERFORMANCE RACING PTY LTD. All fees and charges, as invoiced by the Category Manager include GST. Invoices will be issued to the Entrant of the car unless otherwise advised in writing, prior to the commencement of the Season.
- d. A competitor and driver will only be considered as being registered to compete once in receipt of written acceptance by the Category Manager of their valid registration application. Deposits or receipts for monies paid do not constitute acceptance of registration. Written acceptance by the Category Manager of the registration application will result in the formation of a legally binding contract between the competitor and the Category Manager.
- e. A registration application is only a valid registration application if:
  - i) all Registration Forms have been fully completed in all respects;
  - ii) all requested material and fees accompany the Registration Forms;
  - iii) all requirements contained in the documents set out in regulation 1.3c. are met (for example, vehicle eligibility and licensing); and
  - iv) the Registration Forms and material are lodged by the closing date or on a date as nominated by the Category Manager.

The Category Manager is under no obligation to consider an application for registration which does not satisfy i) to iv) above.
- f. Written acceptance of a valid registration application will be accompanied by the registered competition number and any additional documents required under these Regulations.
- g. The Category Manager reserves the right to accept, reject or cancel, at its absolute discretion, any registration whether valid or not.
- h. Unless specified in the Licence to Compete, should a fully registered Entrant fail to compete in two or more Rounds (the Category Manager will determine if exceptional circumstances exist on individual application) then the Category Manager reserves the right to revoke the Entrant's Registration in accordance with these Regulations. Further participation will be permitted only on a Round by Round basis, and subject to the relevant fees (refer these Regulations 1.8 Round by Round Registration).
- i. The Category Manager may charge 10% interest to be calculated and added monthly on outstanding fees and fines not paid where such fees and fines are payable to the Category Manager. Outstanding monies including fees and fines may also be deducted from prize monies.

**1.8 ROUND BY ROUND REGISTRATION**

- a. An Entrant may enter the Championship on a Round by Round basis at the sole discretion of the Category Manager.
- b. Compliance with 1.7e.i) – iv), and a non-refundable fee will apply per Round which must be received by the Category Manager no later than 14 days prior to the relevant Round or by the closing date shown on the Entry Form (whichever comes first).
- c. In the event of over-subscription of a Round, the Category Manager reserves the right to refuse entry to a Round by Round competitor. Payment of deposits and/or fees will not constitute entry. In this instance any deposits/fees paid will be refunded.

- d. Round by Round competitors will be eligible for prize money (payable to the Entrant), points and/or trophies.

### **1.9 ALTERNATE DRIVERS**

- a. Once a Round has commenced, an alternate driver may be permitted only with the approval of the Category Manager and the Stewards of the Meeting. Such approval may be given prior to the commencement of Qualifying.
- b. The nominated alternate driver will be eligible for points and/or trophies, and any prize money will be paid to the Entrant.

### **1.10 EVENT REGISTRATION**

- a. The Category Manager will distribute the Regulations and Entry Forms to all Competitors. Distribution will include e-mail.
- b. By the closing date shown on the Entry Form competitors must return the fully completed Entry Forms (with fees payable) to the Promoter (or the Category Manager, if so directed).
- c. Notwithstanding the Race Meeting Standing Regulations in the CAMS Manual, communication regarding any information detailed on the Entry Form, or relative to entry or withdrawal for any Event, must be in writing, eg. e-mail or fax, directed in the first instance to the Category Manager. No other form of communication will be officially recognised.
- d. The Promoter may accept more entries (in excess of the grid density) than is specified on the track licence.
- e. Notwithstanding rules 80, 85 and 87 of the National Competition Rules of the CAMS Manual relating to the closing date of entries, if a Round is oversubscribed, priority for the acceptance of entries will always be given:
  - i) to those competitors who have registered with the Category Manager for the full Championship and/or hold a Licence to Compete;
  - ii) at the final discretion of CAMS in accordance with NCR 83

### **1.11 CHAMPIONSHIP PERSONNEL**

- a. In addition to the officials required by the CAMS Manual and any Supplementary and Further Regulations, the Category Manager, with the agreement of CAMS, may appoint Category Representatives for the Championship who shall have the authority to monitor compliance with the documents set out in regulation 1.3c. and to initiate disciplinary action with regard to matters not falling within the jurisdiction of race officials.
- b. The officials are vested with all powers which are incidental to monitoring and enforcement, including without limitation, a power of entry, a power of retention and a power to require provision of information.
- c. Without limitation, such officials will include persons to be titled:
  - i) Category Manager – GT Performance Racing Pty Ltd  
The Category Manager's powers include a power to appoint and remove GT Performance Racing Pty Ltd Event Personnel but not those Officials appointed by CAMS, and the power to implement penalties in accordance with Article 1.12c Compliance and Offences, of these present Regulations.
  - ii) Technical Working Group  
The Technical Working Group (appointed by the Category Manager) will liaise with the Category Technical Commissioner/s and Chief Scrutineer at each Event to ensure that all technical requirements under these present Regulations are complied with. The Technical Working Group will be the final arbiter in all issues relating to data interpretation from the Data Loggers.
  - iii) Category Technical Commissioner (CTC)  
The CTC is Glenn Pincott and is appointed as a Technical Commissioner with authority as per NCR 178 and additional responsibilities as specified in these regulations.

### **1.12 COMPLIANCE AND OFFENCES**

- a. Competitors and their team members must comply fully at all times with the documents set out in Regulation 1.3.



- b. In addition, competitors must at all times maintain good order and not do anything which might cause disruption or inconvenience to the conduct of the Championship, which may cause the reputation of the Championship to be compromised or is prejudicial to the interest of the Championship, the Category Manager, CAMS, or the Promoter.
- c. If competitor or competitor's team member breaches or fails to fully comply with any of the requirements contained in the documents set out in Regulation 1.3c. and Chapter 4 of the present Regulations, and which do not fall under the jurisdiction of the race officials, the Category Manager may:
  - i) where there is no prescribed disciplinary action or penalty take whatever disciplinary action it considers appropriate including, without limitation.
    - A) cancellation of Championship Registration;
    - B) refusing admission to specified areas of a circuit;
    - C) revoking sufficient and appropriate Championship prizes;
    - D) requiring the competitor to take reasonable actions to mitigate or compensate for any loss or harm, including loss of Championship reputation;
    - E) imposing a fine;
    - F) issuing a reprimand;
- d. In any Performance Car Championship related matter brought before the CAMS Judicial System, the Clerk of Course and/or a representative of the Category Manager may attend and make any submission, including submissions as to an appropriate penalty.

### **1.13 TICKETING/PASSES**

Entrants will receive a minimum of 7 passes per vehicle entered to enable selected team members access to authorised areas, subject to agreement with the Promoter.

## CHAPTER 2 - Championship Round Format

### **2.1 RACE MEETING TIMETABLE**

- a. The final program of events for each Championship Round will be determined between the Promoter, Category Manager and if appropriate, CAMS, and published in the Supplementary Regulations for each Round. Generally each Event will be 3 days with Practice on Friday, Qualifying on Saturday with one (1) Race on Saturday and two (2) races on Sunday.
- b. **Practice**
  - i) Two 30 minute non-qualifying (timed) practice sessions will be held at each round (normally Friday).
  - ii) An additional 15 minute Practice Session may be included on the program where time permits.
- c. **Qualifying**
  - i) One 30-minute Qualifying Session will be held at each round (normally Saturday). At the discretion of the Clerk of Course, in consultation with the Category Manager, this qualifying session may be split into two equal sessions to accommodate all cars regardless of weather conditions.
  - ii) In order to qualify, a driver must:
    - A) complete at least 3 laps in the race car in practice or qualifying; and
    - B) achieve 130% of the best qualifying time achieved by the fastest qualified car during the qualifying session;
  - iii) Subject to grid capacity limits, the Stewards of the Meeting may, in consultation with the Category Manager, allow non-qualified drivers to compete in a race if they are satisfied with the drivers' knowledge and ability. Such drivers must start from rear of grid.
- d. **Starting Grid Determination**
  - i) The grid will be determined in order as follows:
    - A) Race 1: based on the qualifying session;
    - B) Race 2: by the finishing order of Race 1, followed by the non-finishers in the order of the number of laps completed.
    - C) Race 3: by the finishing order of Race 2, followed by the non-finishers in the order of the number of laps completed.
    - D) Should more than one (1) non-finisher complete the same number of laps of the previous race, positions at the rear of the grid will be determined by qualifying times.
    - E) Any car failing to start Race 1 or Race 2 may start the subsequent Race from the rear of the grid. Should more than one car be affected in this way such cars will be placed at the rear of the grid in order of their qualifying times for Race 1.
  - ii) The responsibility for having the Stewards of the Meeting approve a start from the rear of the grid for whatever reason clearly remains that of the entrant, via the Clerk of Course and the Secretary of the Meeting. Once the driver has been approved to start the race from the rear of the grid, the Entrant must immediately advise and prove to the Category Manager that permission has been granted.
  - iii) If it is determined by the Clerk of Course or the Stewards that a Entrant and/or driver may or must start from the rear of the grid, the "rear of the grid" will consistently be determined as the rear of all cars.
- e. **Races**

Each round in the Championship will be made up of 3 races, 2 of approximately 30 minutes duration and 1 of approximately 40 minutes duration, expressed as a number of laps appropriate to the host circuit.
- f. **Race Starting Procedure**

Each race will be started using the Standing Start procedures as detailed in the Race Meeting Standing Regulations in the CAMS Manual.

## **2.2 SCRUTINY**

- a. In accordance with the CAMS Manual NCR 158, there will be a Safety Check prior to official practice on the first day of the meeting. The official Scrutiny Session will take place prior to official qualifying. A relevant team member must be present with the race car at the scheduled scrutiny time or risk the race car not being scrutineered in time for the subsequent session. The competitor must ensure that all relevant documentation (Administrative Checking) is complete and available at the car during this time or at whatever time is scheduled for this check. Any subsequent checks will be conducted at the discretion of, or by arrangement with, the CTC or Chief Scrutineer.
- b. The CTC has the right to remove components and send/take them to an appropriate facility, of the CTC choice, for further inspection. The competitor concerned has the right to be present during any inspection. All costs associated with the inspection are to be borne by the competitor.
- c. All costs associated with any specialised and/or off track examination will be borne by the competitor. Further, if the Category Manager purchases comparison parts for use in any judicial inquiry, the competitor (if found guilty) may be required to pay for the parts and all associated costs eg. freight and, in so doing, may then take ownership of those parts at the completion of all judicial procedures.
- d. Neither the Category Manager, CAMS or their nominees will be held responsible or liable to account or compensate for any delay caused by any form of scrutiny.
- e. On being directed by any authorised official, to present the car for additional scrutiny, the competitor must take the car directly to the nominated place and without making any alterations to the car.
- f. Once a car has been scrutinised, it must not be removed from the circuit without prior written approval from the CTC and/or the Technical Working Group, until the completion of all competition, scrutiny, and judicial matters.

## **2.3 DRIVERS BRIEFING**

- a. At every Round all drivers and Entrants, or a representative with the written authority of the Entrant, must attend the drivers' briefing at the date, time and location advised in the Further Regulations for the Meeting.
- b.
  - i) The attendance sheet must be signed by the Driver and the Entrant to confirm attendance. Failure to sign or to attend any compulsory briefing will result in a fine of \$500 unless the Stewards vary or negate this fine.
  - ii) Late attendance (after the briefing has commenced) at any compulsory briefing will result in a fine of \$250 unless the Stewards vary or negate this fine.

## **2.4 PRACTICE STARTS**

Practice starts will only be permitted at the pit lane exit or at the start of any green flag lap (warm up lap).

## **2.5 PARC FERME**

- a. All cars completing each race shall proceed to the designated impound area (or as directed by Race Officials) at the conclusion of the event, without returning to pit or paddock areas and without interference from any third party (other than an Official of the Meeting).
- b. Cars may not be removed from Parc Ferme except at the direction of the CTC or the Chief Scrutineer.

## **2.6 PRESENTATIONS**

The trophy presentation will be held at the conclusion of Race 3 for 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> Outright at each Round.

## **2.7 SAFETY CAR**

The Safety Car procedure will be as promulgated by CAMS in Race Meeting Standing Regulation 6.14.

## **2.8 PIT LANE**

- a. The following procedures must be observed in pit lane:
  - i) 60 kilometre per hour speed limit;
  - ii) no children under 16 years of age; and
  - iii) outer lanes must be kept clear at all times.
- b. Pit Crew members are required to wear shoes and socks, neck to ankle covering and at least a short sleeved shirt whilst working in Pit Lane, as required under Article 4 of Schedule D of the CAMS Manual. Synthetic materials (e.g. rayon, nylon etc.) should not be worn.
- c. During qualifying sessions and races, race cars must remain in pit lane when not on the circuit. Any car that exits pit lane to the paddock during their qualifying session will not be permitted to re-join that session.
- d. During any session, only crew associated with a car participating in that particular session are permitted in pit lane.
- e. Pit Lane shall be defined as the area including the fast lane (lane closest to the pit wall), the inner lane (lane closest to the garages/pit bays), the officials area, the signalling area and the working area, and bound by the speed limit sign at pit entry and the de-restriction sign at pit exit.
- f. Cars may only enter and exit the fast lane when they are within a maximum of 3 pit bays away from their allocated pit bay (working area).

## **2.9 JUDICIAL PROCEDURES**

- a. Judicial matters at, or arising from, events will normally be dealt with by the Stewards of the Meeting in the form of an inquiry. The purpose of this is to have Stewards' hearings and disciplinary matters conducted and decisions made as promptly as possible, with minimal disruption to entrants, drivers and officials.
- b. At the request of the Clerk of Course, or at their own initiative, the Stewards of the Meeting may inquire into an occurrence at or arising from a meeting.
- c. All relevant persons may be required to attend the inquiry. Notice to attend will normally, but not necessarily, be in writing and will include the details of the matter under investigation.
- d. At the inquiry, before commencing, the Stewards must inform the person, the subject of the inquiry, of the nature of the matter referred to them or of the alleged dispute or offence and, that as a result of the inquiry, penalties may be imposed.
- e. The inquiry will be conducted as the Stewards determine, subject only to the rules of natural justice. Normally the calling of witnesses and the majority of questioning of witnesses will be conducted by the Stewards.
- f. Entrants or drivers so advised must be made aware of all evidence against them and be given the opportunity to call evidence, ask questions and make submissions in relation to the matter.
- g. Should guilt be established, any submission to be put to the Stewards with regard to penalty will be made, so as to avoid the necessity for a separate re-convening of the hearing to consider an appropriate penalty.
- h. Decisions will normally take effect immediately they are made.
- i. Affected Entrants or Drivers will be advised of any decision as soon as practicable after it has been made.
- j. Written decisions will be provided, as soon as practicable after the completion of the inquiry.
- k. The Stewards shall have the power, after imposing a penalty, to suspend its operation on such terms as they see fit.
- l. In addition to penalties provided in the National Competition Rules, the Stewards may also apply:
  - i) A penalty by the way of the addition of time up to a maximum of one minute to the total race time of any race for a breach of the NCR, the Supplementary, Further or Sporting Regulations.

- ii) A penalty by way of a deduction of Championship points, may be imposed on a driver in any race for a breach of the NCR, the Supplementary, Further or Sporting Regulations.
- m. All persons affected by or concerned in an inquiry will be bound by the decision or determination of the Stewards of the Meeting, subject only to rights of appeal pursuant to Part XIII of the NCR.

## CHAPTER 3 - Awards and Pointscore

### 3.1 RACES TO COUNT

- a. All Championship races will count in determining the 2005 Championship.
- b. The Category Manager reserves the right, in the case of Force Majeure, to increase the points available for any race on the condition that at any one Championship round, the maximum number of points available for allocation must equal the intended number of points to be issued at that round.

### 3.2 DRIVERS' CHAMPIONSHIP POINT SCORE

- a. The following table will be used to determine the Championship point scores.

Outright Pos	Points	Outright Pos	Points	Outright Pos	Points
1 <sup>st</sup>	30	8 <sup>th</sup>	14	15 <sup>th</sup>	7
2 <sup>nd</sup>	24	9 <sup>th</sup>	13	16 <sup>th</sup>	6
3 <sup>rd</sup>	20	10 <sup>th</sup>	12	17 <sup>th</sup>	5
4 <sup>th</sup>	18	11 <sup>th</sup>	11	18 <sup>th</sup>	4
5 <sup>th</sup>	17	12 <sup>th</sup>	10	19 <sup>th</sup>	3
6 <sup>th</sup>	16	13 <sup>th</sup>	9	20 <sup>th</sup>	2
7 <sup>th</sup>	15	14 <sup>th</sup>	8	21 <sup>th</sup>	1
Pole Position for Race 1			3 points		

- b. Points will be awarded to the drivers classified as finishers in the final results of each race.
- c. All rounds will attract the full amount of points available for the Round, regardless of the number of races at each Event. The maximum number of race points available for any one car at each Round of the Championship is 90 Points.
- d. **Round Ties**  
A tie will be resolved by giving the higher place to the higher placed driver from the Qualifying Session for that Round.
- e. **Championship Ties**  
A tie will be resolved by giving the higher place to:
  - i) the holder of the greatest number of first places;
  - ii) if equal, the holder of the greatest number of second places; and
  - iii) if equal, the holder of the greatest number of third places and so on until a winner emerges.
- f. Classified finishers are as determined in the CAMS Manual.

### 3.3 TROPHIES

- a. The supply and presentation of trophies is the responsibility of the Category Manager.
- b. Race day trophies will be presented on track to the drivers whose total point score places them 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> Outright at each Round. These drivers are required to attend the podium for post-race presentations.
- c. Annual trophies will be presented for the Championship at the end of the season to the drivers finishing 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Outright.

### 3.4 PRIZE MONEY

- a. A prize pool will be provided by the Category Manager.
- b. Race day prize money will be awarded to the Entrant of the car whose total point score places them 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> Outright at each Round.
- c. At the end of the season, the Category Manager will distribute Annual Championship prize money to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> placegetters in the Championship.
- d. The prize pool will be advised prior to the commencement of the Championship and may be increased during the currency of the 2005 Championship dependent on additional sponsorship.

### 3.5 DISTRIBUTION OF PRIZES

- a. Prize money will be credited to the Entrant's account, in accordance with NCR 213 of the CAMS Manual and in the event of a revision of results, NCR 213(iii) of the CAMS Manual will apply.

- b. Entrants must provide a written request and GST invoice before any cheques for payment of prizemoney are drawn.

### **3.6 OFFICIAL RESULTS**

- a. All results are provisional until the completion of any judicial or technical procedures.
- b. Results distributed by the Category Manager and marked "final" by the promoter, are deemed official and final.
- c. Responsibility lies with the competitor to advise the Category Manager within one hour of their lodgement of a protest or of any incidents in which they have been involved.
- d. It is the responsibility of CAMS to issue official notification to the Category Manager of any protest, appeals or inquiry and results thereof concerning any competitors in the Championship in a timely manner.

## CHAPTER 4 - Commercial Requirements

### **4.1 SPONSORS' PRESENCE**

- a.
  - i) **Start line**  
Subject to compliance with all relevant requirements, a competitor's sponsor or sponsor's personnel may be present on the starting grid until the two-minute signal.
  - ii) Entrants may be required to provide one suitably attired member of their team personnel to display the official umbrella or similar, at the driver's door of the entered car, as provided by the Category Manager, on the grid prior to every race.
- b.
  - i) **Presentation Podium**  
On the Presentation Podium, only the Championship sponsor, approved personnel and invited race team members (drivers, managers and mechanics) are permitted.
  - ii) During Presentations, the driver must wear peaked cap/s if provided by the Category Manager for the duration of the ceremony.

### **4.2 PADDOCK SIGNAGE, LAYOUT AND USE**

- a. At each circuit, each team must provide next to their garage, marquee or transporter the team's flag and any flag provided by the Category Manager.
- b. At all Events each competitor must provide an A-frame board with relevant logos, to be displayed next to the race car, in the designated paddock area.
- c. At all Events each competitor must display an overhead garage sign in their Support Paddock Garage Area.
- d. Competitors must strictly comply with the instructions of the Category Manager and the promoter of each round as to garage and paddock allocation and use. This includes, but is not limited to Pit Lane/Paddock garage/carport allocation.
- e. Competitors are required to sign in at the Category Manager's Site Office immediately on their arrival at each circuit.
- f. Race cars, transporters, and paddock/garage areas must be kept clean and in good order at all times.
- g. A minimum standard of garaging as determined by the Category Manager and/or its nominees within the designated paddock is required by each competitor at each circuit and will be provided by the Category Manager at the competitor's cost where required and/or deemed appropriate.

### **4.3 DRIVER'S AVAILABILITY**

Drivers must be available to take part in:

- i) prize giving ceremonies and media conferences, always in either their race suit done up at the neck or team uniform and wearing a peaked cap (pending contractual/sponsorship arrangements, this cap may be specified by the Category Manager);
- ii) organised sponsor ride sessions;
- iii) Media conferences and interviews with the media, circuit commentators and television broadcasters, that may be organised by the Category Manager;
- iv) Pre-Event Promotions, when required;
- v) Autograph Sessions.

### **4.4 MEETING RIDE SESSIONS**

- a. Meeting ride sessions **may** be held at select rounds. These sessions will be subject to the procedures for meeting ride days as issued by CAMS. The Category Manager in consultation with the Stewards and the Secretary of the Meeting, reserve the right to vary the time and day of these Sessions.
- b. If advised in writing by the Category Manager prior to the Round, it will be compulsory to participate in the Meeting Ride Session to assist with nominated guests.
- c. If the Driver of the car requires parental consent on the Entry Form to enter the Event, then that driver will not be permitted to participate in the meeting ride session at that Round.
- d. Competitors may bring a maximum of two (2) pre-nominated passengers per race car entered for the Round, per Meeting Ride Session (in addition to nominated passengers). Passengers



- between 16-18 years of age require their parent/guardian signature to participate. Passengers under 16 years of age are not permitted. The Category Manager's sponsors will take priority. All passengers will be directed to race cars, by Officials.
- e. With the exception of the Category Manager's guests, passengers must be bona-fide guests or team sponsors; team members or technical consultants/suppliers do not qualify. If it is deemed by the Category Manager that the passengers are not bona-fide guests, then that particular driver and/or Entrant will be referred to the Stewards of the Meeting.
  - f. It is the Entrants responsibility to ensure that guests present themselves to the Category Manager's Site Office at the appropriate time, to sign the Passenger in Vehicle Indemnity Form. Guests will receive a wristband, which will be affixed prior to leaving the Office. Passengers who are not wearing a wristband will not be permitted access to the circuit in a race car. It is the Entrants responsibility to ensure that all guests attend the pre-ride briefing prior to participating in the session.
  - g. All participating race cars must comply with their relevant Technical Requirements at all times
  - h. The following items are also required for Meeting Ride Sessions:
    - i) full racing harness fitted to the passenger seat,
    - ii) window net on the passenger side door,
    - iii) sufficient fuel,
    - iv) an experienced team member to assist in securing the passenger and general pitting procedures.
  - i. All passengers must be attired with a race suit, racing gloves, enclosed shoes and a helmet compliant with Schedule D of the CAMS Manual.
  - j. No cars are permitted on the circuit without passengers, except for one observation lap prior to commencement of the ride session, which must not be at full racing speed and only at the sole discretion of the Clerk of Course.
  - k. The Clerk of Course has the ability to implement NCR 183 Breach of Rules of Section 4 Penalties, of the CAMS Manual for fraudulent activities if it is deemed that the participant has not completed the disclaimer and been fitted with an official wristband.
  - l. Notwithstanding the selection criteria or determination above, the Category Manager at its sole discretion reserves the right to accept or decline cars and or passengers.
  - m. The Category Manager and or CAMS reserves the right to prohibit any Driver from participating in the Meeting Ride session at their discretion.
  - n. Meeting Rides are to be completed at approx 80% of the driver and car ability and for this purpose Sessions may be timed. Unless expressly approved by the Category Manager and the Stewards of the Meeting, only the entered driver and car listed on the Entry Form for the Event will be permitted to participate in the Meeting Ride Session at that Circuit. Non-compliance with any of the above items will result in a fine of \$250 per offence and/or any additional penalties as determined by the Stewards of the Meeting. Continued non-compliance by any driver will result in a suspension from Meeting Ride participation for 12 months.
  - o. If the Category Manager or the Clerk of Course deems that a driver is exhibiting inappropriate driving during these sessions, the Category Manager and/or the Clerk of Course will suspend the participant from participating in meeting rides for a period as they see fit.

#### **4.5 RACE SUITS & UNIFORMS**

- a. Competitors must wear their race suits fully done up at the neck, or Team Uniform including any nominated official sponsor apparel (eg. Caps), during any press conference, media/television interview, podium presentation, etc.
- b. It is compulsory for all race teams to be outfitted in team uniform at race events. This includes but is not restricted to; caps, jackets, collared shirts, trousers, belts, socks, shoes and team overalls. Championship entered competitors are permitted to use the Category logos on Team uniforms. This permission is conditional on the logos being used on the sleeves of uniforms only.
- c. At any public relations activity it will be a requirement to present the team in full uniform, in accordance with this Regulation.
- d. All Drivers will be require to display sew on badges on their race suits if so directed and in the location specified, by the Category Manager. Badges must only be sewn on with nomex thread and all badges provided will be nomex backed. Drivers with suits homologated under the new FIA 8856-2000 standard must be aware that there are special restrictions on the

attachment of badges. They should consult the suit manufacturer prior to attaching any badges.

#### **4.6 TELEVISION/IN-CAR CAMERAS**

- a. No entrant, driver or team member shall be permitted to access the television OB van or to gain access to race footage directly from the broadcaster during an event, without the express permission of the Clerk of Course and the broadcaster's Executive Producer.
- b. A competitor must carry an in-car camera, if required to do so by the television Production Company or the Category Manager.
- c. The Production Company will use its best endeavours to utilise in-car camera footage where appropriate.
- d. Additional cameras are available for purchase per round. Competitors may request additional cameras in writing to the Category Manager.
- e. If a race car carrying an in-car camera is not able to participate, the Category Manager reserves the right to transfer the camera to another car. The in-car camera fees will not, however, be refunded unless the camera is re-sold.
- f. In recognition of the valuable broadcasting rights which the Category Manager has granted, competitors agree:
  - i) not to allow any filming or broadcasting to take place other than as set out above without the prior consent of the Category Manager, and
  - ii) that the only in-car camera signage to be visible will be as approved by the Category Manager;
  - iii) that no other in-car video or film cameras will be permitted without express written permission by the Category Manager.
- g. The installation of in-car cameras must be approved by the CTC or Chief Scrutineer.

#### **4.7 ADVERTISING/SIGNAGE**

- a. All signage on cars, clothing, boards, flags, etc must comply with the requirements detailed in Article 4.8 Car Signage Requirements, these Regulations, Schedule K (Markings on Automobiles) of Section 6 (General Requirements) of the CAMS Manual and all applicable laws relating to advertising and intellectual property.
- b. The Stewards of the Meeting reserve the right to censor and require the removal or alteration of any advertising deemed to be unsuitable.
- c. All Championship logos, trademarks, livery, sound and visual footage, writings and all other representations of any kind are the property of the Category Manager and/or its partners. Competitors and their team members, sponsors, agents and contractors must not use or permit to be used the above items without the prior written permission of the Category Manager.
- d. Competitors and their team members, sponsors, agents and contractors authorise the Category Manager to use and license the use of images of the driver, race car and team members and associated images, logos, statistics and other information in marketing and further promoting the Category, the Championship and future Championships.
- e. Competitors should give prior advice to the Category Manager's administration and its Public Relations Manager of all occasions and locations when race cars are on display and any private public relations events involving the race car and/or driver.

#### **4.8 CAR SIGNAGE REQUIREMENTS**

- a. **Windscreen strip**

All race cars must display the windscreen strips provided by within the uppermost portion of the front and rear windscreens, in conformity with Schedule K (Markings on Automobiles) of Section 6 (General Requirements) of the CAMS Manual.
- b. **Competition numbers**
  - i) Competition number allocation will be at the absolute discretion of the Category Manager, from 2 - 99.
  - ii) Number "1" is reserved for the 2004 Champion. If the Champion elects not to use that number, it will not be reallocated. If the Champion elects to use it, their existing number can be reserved for resumption with approval.
  - iii) The number "1" will be relinquished at the completion of the Championship and the new Champion can therefore commence use of this number at any Non-Championship Events that follow the final round of the Championship.

- iv) Each race car must display their competition number on the windscreen and on the rear window of the car.
- c. **Number panels**
- i) The Category Manager may provide 3 number panels (1 spare) at the start of the Championship for display on each of the front doors commencing at the leading edge.
- ii) Any trimming necessary for affixing the panels must not deface the Championship wording or logo.
- iii) Entrants are responsible for affixing to the number panels their competition number as per Schedule K of the CAMS Manual. Any deviation from this standard will require replacement at the Entrant's expense.
- d. **Driver surname**
- Each race car must have the driver's surname displayed, centred on the lower edge of the rear facing window in accordance with the dimensions specified for rear side windows in Schedule K (Markings on Automobiles) of Section 6 (General Requirements) of the CAMS Manual. The CTC, at his sole discretion, may vary this regulation if he deems that rear vision may be impaired. The driver must seek a written variance to this regulation from the CTC who will be the final arbiter
- e. **Championship number plates**
- Championship number plates measuring 400mm x 130mm as provided by the Category Manager must be attached to the factory supplied number plate mounting positions on the front and rear of race cars. The number plate must be at a 90° angle to the ground and not altered in any way save for the drilling of mounting holes. These must be within 20mm of the upper edge and symmetrically disposed about the centreline of the supplied number plate.
- f. **Non-complying/inappropriate signage**
- Entrants and/or drivers are not permitted to practice, qualify or race if the race car does not comply with the signage requirements or exhibits inappropriate signage. Notwithstanding the above, the Category Manager may impose fines for non-compliance.
- g. **Additional Signage**
- It will be compulsory for all race cars to display additional signage as directed by the Category Manager.

VEHICLE SIGNAGE					
Item	Location	Dimensions	Font	Colour	Sponsor
<b>Windscreen</b>					
Strip	Front	Upper 200mm	N/A	As provided by the Category Mgr	
Strip	Rear	Upper 85mm	N/A	As provided by the Category Mgr	
Competition Number	Front & Rear	Per CAMS Manual	**Helvetica Bold	Dayglo Yellow	N/A
Driver's Surname	Rear-Centred	Lower 80mm & 50mm	**Helvetica Bold	White	N/A
<b>Door</b>					
Number Panel	Both Sides		N/A	White	
Door Panel Top	Both Sides		N/A	As provided by the Category Mgr	
Door - Competition Number	Both Sides	Per CAMS Manual	*Calisto MT Bold	Black	
<b>Other</b>					
Number Plates	Front & Rear	400mm x 130mm	N/A	As provided by the Category Mgr	
CAMS Logo	Per CAMS Manual	Per CAMS Manual	N/A	As provided by CAMS	
Driver's Surname	Rear Side Window	Per CAMS Manual	**Helvetica Bold	White	N/A
Control Component	Each side skirt	TBA	N/A	As provided by the Category Mgr	
Special Event Sponsor	Bonnet-each side	TBA	N/A	As provided by the Category Mgr	
Preferred Supplier	TBA	TBA	N/A	As provided by the Category Mgr	

FONTS

\*Calisto MT – Bold

**1 2 3 4 5 6 7 8 9 0**

\*\*Helvetica - Bold

**a b c d e f g h i j k l m n o p q r s t u v w x y z**

**A B C D E F G H I J K L M N O P Q R S T U V W X Y Z**

**1 2 3 4 5 6 7 8 9 0**

**4.9 INSURANCE**

Competitors must maintain adequate insurance to cover all liabilities for which they are responsible (including those which they are liable to indemnify other parties against as agreed to in the Registration Declaration (Form 1)).

## **CHAPTER 5 - Technical Requirements**

### **5.1 GENERAL**

- a. In all cases, when interpreting the following regulations, all components on cars eligible to compete must be original equipment supplied by the manufacturer unless otherwise specified on the relevant CAMS Sporting Variant Extension Form.
- b. The entrant of the car must notify IN WRITING (e-mail: technical@performanceracing.net.au or fax: 07 3806 6180) of any submission, notification, etc. listed in these Regulations.
- c. Any approval given under these Regulations must be in writing to the Entrant concerned. This will serve as official notification.

### **5.2 EVENT PARITY SHEETS**

The Event Parity Sheet will outline the various performance adjustments permitted. Such adjustments will be implemented so as to take effect at the Round immediately following the review. Entrants will be advised no later than ten (10) days prior to the day of the first race of the next Championship Round via e-mail or fax, the transmission report being proof of advice. The ten day requirement may be varied by CAMS in exceptional circumstances.

### **5.3 PARITY**

- a. Parity adjustments will be published on the EPS (refer above).
- b. The Category Manager, subject to the approval of CAMS, reserves the right to modify the EPS up to and including five (5) times during the Season. Such modifications may include any number of changes included on any one particular Sheet. The addition of new vehicles to the EPS does not constitute a modification to the Sheet. EPS modification may include any number of the following: engine RPM maximum limit, minimum homologated weight, ride heights and maximum boost pressure levels for supercharged cars.
- c. Adjustments apply to all competing cars of the particular make and model.
- d. The Category Manager reserves the right to review and alter the CAMS Sporting Variant Extension Form for performance reasons. Such reviews will be conducted only after Round 3 and after Round 6.

### **5.4 COMPONENT SEALING**

- a. Any component may be sealed at the discretion of the CTC. The CTC may consult with the Technical Working Group on components that require sealing.
- b. Component seals may only be removed by the CTC or his nominee.

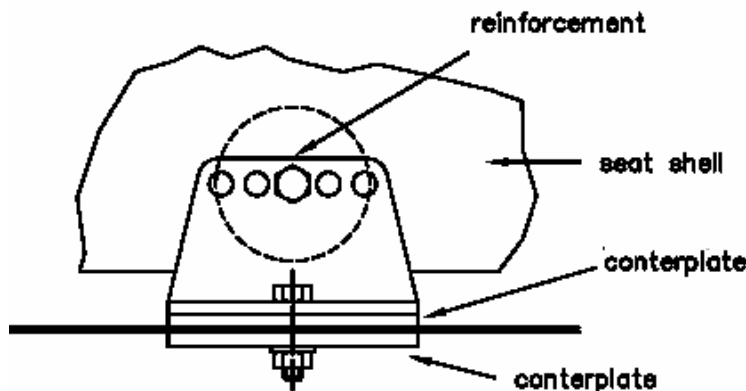
### **5.5 SAFETY EQUIPMENT**

#### **5.5.1 General**

##### **a. Seats, Attachments and Supports**

If the original seat attachments or supports are changed, the new parts must either be approved for that application by the seat manufacturer or must comply with the following specifications (see drawing):

- i) Supports must be attached to the shell/chassis via at least 4 mounting points per seat using bolts with a minimum diameter of 8mm and counterplates, according to the drawing. The minimum area of contact between support, shell/chassis and counterplate is 40cm<sup>2</sup> for each mounting point. If quick release systems are used, they must be capable of withstanding vertical and horizontal forces of 18000 N, applied non-simultaneously. If rails for adjusting the seat are used, they must be those originally supplied with the homologated car or with the seat.
- ii) The seat must be attached to the supports via 4 mounting points, 2 at the front and 2 at the rear of the seat, using bolts with a minimum diameter of 8mm and reinforcements integrated into the seat. Each mounting point must be capable of withstanding a force of 15000 N applied in any direction.
- iii) The minimum thickness of the supports and counterplates is 3mm for steel and 5mm for light alloy materials. The minimum longitudinal dimension of each support is 6cm. All the occupants' seats must be of the following standard approved by the FIA (8855/1992 or 8855/1999 standards), and not modified. In all these cases, a headrest must be present for each occupant.



**b. Roll Cage Padding**

Where the occupants' bodies could come into contact with the roll cage, non-flammable padding must be provided for protection.

Where the occupants' crash helmets could come into contact with the roll cage, the padding must comply with FIA standard 8857-2001, type A (strongly recommended), or with FIA standard 8857-2001 type B or SFI specification 45.1.

MANUFACTURER	PADDING NAME	STANDARD	HOMOLOGATION	
			NUMBER	DATE
BSCI	BSCI 155-60	8857-2001 Type A	CP.001.02.A	03.02
Safety Devices	SD-10 SD-9 SD-11	8857-2001 Type A	CP.002.02.A	05.02
SPARCO	FIA PADDING	8857-2001 Type A	CP.003.03.A	01.03
OMP	SICURA	8857-2001 Type B	CP.004.03.B	03.03

c. All other safety equipment must comply with the requirements of Section 6 (General Requirements) of the CAMS Manual.

**5.5.2 Paddock/Garage Areas**

- a. The entrant of each race car entered MUST supply a minimum quantity of extinguishment of 9kg “dry powder type” for use in each bay. The extinguisher/s must be in an easily accessible area.
- b. The maximum total amount of stored fuel, (not including the car) anywhere in the paddock/garage area is 250 litres for any one team, regardless of the number of cars entered by that team.

**5.6 REPLACEMENT CARS**

- a. Replacement cars are not permitted once the originally entered car has passed scrutiny for the Round. A driver may drive only the car/s in which they are entered.
- b. Cars may be identified by seals being attached to non-detachable parts of the main chassis structure by the CTC. The seal number will be recorded in the race car’s CAMS Log Book.

**5.7 RADIOS/FREQUENCIES**

- a. It will be compulsory for all race cars to be fitted with two-way radio communication between the driver & team manager.
- b. If the radio frequencies notified by the competitor conflict with the frequencies used by the organisers and promoters, the competitor may be asked to make adjustments to overcome the conflict.
- c. The Category Manager reserves the right to release the radio frequencies of all teams to approved personnel, the television broadcaster and circuit commentary.

**5.8 COMMUNICATION**

The only forms of communication, other than those approved by the Category Manager, which are allowed to pass between a moving race car and a person are:

- i) Legible messages on a pit board;



All criteria as listed on both documents must be complied with in its entirety, prior to the car's acceptance for participation in the relevant Championship. The vehicle so defined in the CAMS Homologation Document will be thus treated in all aspects as an original production car unless otherwise specified.

- b. The Category Manager in consultation with CAMS reserves the right to review and make adjustments to the CAMS Sporting Variant Extension Form throughout the Season. These adjustments will be made only on the basis of reliability, expense and safety, and with the written approval of CAMS.
- c. The Category Manager in consultation with CAMS reserves the right to review and make performance adjustments to the CAMS Sporting Variant Extension Form. Such reviews may occur following the completion of Round's 3 and 6 only.

### **5.13 ELIGIBLE CARS**

- a. Only cars listed on the Eligible Vehicle List published by the Category Manager following approval by CAMS, and in compliance with any relevant CAMS Homologation Documents, are eligible to enter the Championship. These lists may only be reviewed and modified on January 1 and July 1 by the Category Manager, in consultation with CAMS. Reviews conducted on July 1 will take effect following the final Round of the Championship.
- b. Upon request of the CTC the competitor must provide, within a reasonable time, at least one such non-modified (i.e. not modified as per the CAMS Homologation Document) car for comparison and/or scrutiny purposes.
- c. Subject to receiving prior written approval from CAMS both right and left hand drive versions may be permitted by the Category Manager. Modifications to convert left hand to right hand drive cars for the purpose of road registration that may require non-genuine parts will be eligible at the discretion of the Category Manager and with the written approval of CAMS.
- d. The Category Manager reserves the right to limit the number of cars of any one make or model. This may be restricted by the imposition of a Licence to Compete agreement.
- e. All cars listed may be subject to modifications as detailed on the relevant CAMS Sporting Variant Extension Form.
- f. Any aspect relating to the construction, modification and/or preparation of the vehicle that is not specifically authorised in the present regulations and the associated CAMS Homologation Document or Sporting Variant Extension Form is prohibited.

### **5.14 DATA LOGGING MONITOR**

- a. Cars must be fitted with an approved data logging monitor ("data logger"). The data logger must record engine speed in RPM (Revolutions Per Minute), road speed, throttle position, brake light signal, lateral and longitudinal G Forces, and any other information as the Category Manager deems necessary.
- b. Supercharged cars must record engine boost pressure levels and are required to install a pressure take off barb manufactured by TUBE-FIT (Part #21603-0402, available from any Repco Store) in accordance with the location specified in the relevant CAMS Sporting Variant Extension Form. The pressure line joining the pressure take off barb to the data logger must not contain any join and must only be used to supply a pressure signal to the data logger. A restrictor must be installed in the pressure line within 25 mm of the end of the pressure take off barb.
- c. The data logger, sensors and associated components, must be purchased by the Entrant to a standard as determined by the Category Manager, and will remain the property of the Entrant.
- d. The data logger must be installed on the passenger's side floor of the car, near the passenger's door and at a location, which is as close as possible to parallel with the racetrack surface. The CTC will be the final arbiter as to the location of the data logger in each car.
- e. It is the sole responsibility of the Entrant to ensure the data loggers associated sensors are mounted and wired in accordance with the diagram supplied by the manufacturer or as instructed by the CTC or his nominee. Any failure which causes a loss of data, inaccurate data or any data which has been tampered with, will be deemed as a breach of these regulations and will be subject to such penalties as determined by the Stewards of the Meeting.



- f. The data logger may be interrogated, downloaded or reset by the CTC, the Category Manager Data Analyst, Technical Working Group or their nominee at any time during a race meeting, including during competition, by telemetry.
- g. At the completion of any session, the Entrant may request to view data recorded by their car to ensure compliance. Alternatively, software is available to enable Entrants to access their own data.
- h. The Category Manager reserves the right to remove, replace, alter or modify any portion of data logger or associated software and/or firmware.
- i. The data logger and accessories are manufactured to a specification approved by the Category Manager exclusively by:  
Motor Sport Electronics ("MSE")  
19/70 Topham Rd  
Narellan NSW 2567  
Telephone: 02 4648 0030 Fax: 02 4648 0031
- j. Cars which have been operated in such a manner as to supply power to the driven wheels whilst exceeding the engine RPM maximum limit and/or maximum boost pressure level will be subject to such penalties as determined by the Stewards of the Meeting.
- k. The minimum penalty for a car in breach of any of the above in any session, will be exclusion from that session.

### **5.15 RIDE HEIGHTS**

- a. Ride Height will be determined as the distance in a vertical plane, from the centre of the wheel hub, to the underside of the outer lip of the wheel arch.
- b. At all times during practice, qualifying and racing, cars must comply with their Minimum Ride Heights as detailed in the EPS.
- c. The minimum penalty for a car failing a Ride Height check during or after any session, (provided the failure is not due to accidental damage) will be exclusion from that session.

### **5.16 NON-GENUINE PARTS**

- a. Freedom of source of supply is granted for replacement parts in respect to fan belts, radiator hoses, spark plugs, spark plug leads, filters, globes and window glass.
- b. The parts must be standard replacement parts, must respect the configuration and functional dimensions of the parts they replace and be of similar material. The CTC will be the final arbiter in relation to the use of these items.
- c. Nuts, bolts and washers must be of the same material and otherwise be identical to the original item they replace.
- d. The use of non-genuine parts must not result in unauthorised modification to other components.

### **5.17 HYDRAULIC LINES**

The replacement of all flexible pressurised hydraulic lines (i.e. brake lines, high pressure power steering lines) is permitted, provided the replacement line is of an aeronautical standard.

### **5.18 ACCELERATOR CABLE**

The fitment of a replacement or additional accelerator cable/s is permitted. Cars fitted with an electronically controlled throttle valve/s are permitted to replace the electronic assembly with a mechanical assembly. The replacement assembly must respect the exact shape and dimensions as the original assembly in all areas that come in contact with the engine intake air.

### **5.19 BODYWORK AND EXTERIOR DIMENSIONS**

- a. It is permitted to reshape the wheel arch beading against the inside of the mudguard, provided that the plastic inner liner is retained with no modifications unless otherwise stated on the relevant CAMS Sporting Variant Extension Form.
- b. The windscreen must be of laminated glass unless otherwise supplied as original equipment by the car manufacturer.

**5.20 WEIGHT**

Any reference to weight in these regulations, the EPS, or any correspondence regarding this Championship means the weight of the car including the Driver.

**a. Minimum Homologated Weight**

At all times when success ballast is not applicable, cars must comply with their Minimum Homologated Weight as specified on the EPS.

**b. Competition Weight**

Competition Weight will be determined at each Event, in the following manner:

- i) Cars will be weighed immediately after Qualifying.
- ii) The CTC may allow a particular car to circumvent item i) of b. above. In this instance the Competition Weight will automatically be determined as the Minimum Homologated Weight.

**c. Success Ballast**

- i) Success Ballast will be implemented on a race by race basis. All cars will start Race One at each Event with no Success Ballast. The implementation of Success Ballast will begin prior to Race Two and before all subsequent races at each Event. Success Ballast will be determined as below:

**1<sup>st</sup> Place**            4% of Minimum Homologated weight

**2<sup>nd</sup> Place**            3% of Minimum Homologated weight

**3<sup>rd</sup> Place**            2% of Minimum Homologated weight

- ii) Success Ballast is not cumulative and will be re-calculated after each race.
- iii) Competitors are responsible for the supply and installation of the relevant Success Ballast.
- iv) Success Ballast will be calculated on provisional race results. No allowances will be made for any penalty resulting from an inquiry or judicial proceeding.
- v) Fitment of all Ballast must be in accordance with Section 6 (General Requirements for Cars and Drivers) of the CAMS Manual. The Ballast may be sealed at the discretion of the CTC.

**d. Adjusted Competition Weight**

- i) Adjusted Competition Weight is the combined total of the Competition Weight plus the relevant Success Ballast.
- ii) All cars to which success ballast has been applied must comply with their Adjusted Competition Weight as determined above, in all races.

- e. The minimum penalty for a car failing a Weight check during or after any session, (provided the failure is not due to accidental damage) will be exclusion from that session.

**5.21 ENGINE****a. Engine Modifications**

All engines and component parts must be original equipment supplied by the manufacturer unless specified otherwise in the relevant CAMS Sporting Variant Extension Form.

**b. Position**

Its location, position and orientation must remain original, but the dampening material of the engine mounts is free.

**c. Engine Shrouds**

All plastic shrouding located in the engine bay, the sole purpose of which is aesthetic, may be removed.

**d. Cylinder Block and Cylinder Head**

- i) With the written approval of the Technical Working Group in consultation with the CTC, it is permitted to re-bore the cylinder block. All tolerances granted by the car manufacturer are superseded by this regulation.
- ii) With the written approval of the Technical Working Group in consultation with the CTC, the re-sleeving of cylinder bores may be permitted. Certain restrictions may be applied with regard to the type of material used.
- iii) It is permitted to "surface grind" the head gasket contact face of both the cylinder block and cylinder head, provided that the combined total thickness of material

removed does not exceed 0.5mm, and the engines compression ratio remains within manufacturer's limits. All tolerances granted by the car manufacturer in respect to removal of material from the above mentioned surfaces is superseded by this regulation.

e. **Crankshaft and Bearings**

- i) The maximum amount of material permitted to be removed from any crankshaft journal diameter is 0.25mm.
- ii) The make and material of engine bearing shells are free, providing that no modifications are made to the cylinder block and/or the cylinder head to facilitate their fitment.

f. **Lubrication**

- i)
  - A) The exterior dimensions of the engine oil pan are free, provided that any additional material is the same as the original.
  - B) The interior of the oil pan is free, however no freedoms are granted with regard to the oil pump pick up.
- ii) No additional modifications are permitted to facilitate the fitment of a modified oil pan.
- iii) The fitment of an engine oil cooler is permitted, provided it is as specified in the relevant CAMS Sporting Variant Extension Form.

g. **Engine Pulleys**

Belt driven pulley's on ancillary equipment, e.g. water pump, alternator, etc. are free provided they respect the original drive belt type and width. The crank shaft pulley/s must remain unmodified.

h. **Engine Sealing**

All car engines must be sealed prior to the completion of the cars first Championship Round. It is the responsibility of the Entrant to ensure that the drilling of any bolts or components to accommodate the fitment of these seals at the locations detailed in the relevant CAMS Sporting Variant Extension Form is performed prior to the cars first Event.

i. **Replacement Engines**

It is not permitted to replace an engine without the Entrant first notifying and obtaining the written approval of the CTC or his nominee (who may retain the replaced engine for closer scrutiny).

j. **Supercharged Engines**

- i) Supercharged cars must not be equipped with any device which allows the boost pressure, or the electronic management system controlling the boost pressure, to be adjusted while the car is in motion.
- ii) With the written approval of the CTC, minor modifications to the operation of the supercharger boost control system are permitted, to enable a supercharged car to conform with the maximum supercharger boost pressure levels permitted, as published on the relevant EPS.

k. **Electronic Engine Control Unit**

- i)
  - A) For cars issued with a CAMS Log Book prior to 1<sup>st</sup> January 2003  
After market Electronic Engine Control Units are permitted. Freedom is granted in relation to the wiring, up to 100mm from the original Electronic Engine Control Unit electrical connectors. It is not permitted to replace, modify or add any input and/or output devices utilised by the Electronic Engine Control Unit.
  - B) For cars issued with a CAMS Log Book on or after the 1<sup>st</sup> January 2003  
After market Electronic Engine Control Units are permitted, provided that no modifications are made to the original Electronic Engine Control Unit electrical connectors. It is not permitted to replace, modify or add any input and/or output devices or associated wiring utilised by the Electronic Engine Control Unit. At any given time the original Electronic Engine Control Unit must be capable of being fitted and performing its original functions.
- ii) No additional input or output other than those specified in the relevant CAMS Sporting Variant Extension Form is permitted.

- iii) Cars must not be equipped with Electronic Engine Control Units which allows adjustment while the car is in motion.
- iv) The use of Traction Control/Launch Control is prohibited, unless the system is originally fitted. In this case, the Traction Control/Launch Control system may be operated by the original Electronic Engine Control Unit only.
- v) At all times during the season access to the car's Electronic Engine Control Unit will be granted to the CTC or his nominee. The Entrant's Notebook Computer will be used for any inspections, if the Entrant cannot provide their Notebook Computer an alternative will be found by the Technical Working Group.

*Note: The term 'Traction Control / Launch Control' refers to any device which is designed to aid the driver in limiting the loss of traction to the driven wheels whilst accelerating.*

#### l. **Cooling System**

- i) Radiators are free provided they comply with the following:
  - A) When viewed from the front of the vehicle, the width and height of the complete radiator must be no less than that of the radiator fitted as original equipment by the car manufacturer.
  - B) The position of the replacement radiator must respect that of the radiator fitted as original equipment by the car manufacturer.
  - C) No modifications are permitted to facilitate the fitment of a replacement radiator other than the complete removal or modification of the plastic fan shroud. No material may be added.
- ii) The thermostat, its operation and method of control are free.
- iii) The method of operation of the original engine cooling fan/s is free.
- iv) The manner in which the radiator pressure is maintained is free.
- v) It is permitted to fit a protective screen mounted in front of the radiator; the CTC will be the final arbiter in relation to its design and location.

#### m. **Exhaust**

- i) In all cases, the requirements of Regulation 13 and 17 of Schedule B of Section 6 (General Requirements) of the CAMS Manual must be respected.
- ii) A) Normally Aspirated cars.  
The exhaust system is free downstream of the exit of the exhaust manifold. This location will be specified in the relevant CAMS Sporting Variant Extension Form.
- B) Supercharged cars.  
The standard exhaust system must be retained in its entirety up to the entry point of the first muffler or catalytic converter. The design of the exhaust system from this point is free, save that the cross sectional area of the replacement system must not be greater than that which exists at the entry of the exhaust gases to the one it replaces, +/- 5%.

### 5.22 **FUEL PIPING, PUMPS AND TANKS**

#### a. **Fuel Tanks**

- i) The fitment of additional and/or replacement fuel tank/s is permitted, provided the additional and/or replacement fuel tank/s are to FT3 or FT3-1999 specification. No additional modifications are permitted to facilitate the fitment of the additional and/or replacement tank/s other than the drilling of holes, of the minimum necessary dimensions, for mounting purposes and for the passage of fuel lines only, unless otherwise detailed in the relevant CAMS Sporting Variant Extension Form.
- ii) Fuel capacities must not exceed the following limits;
 

Up to 4000cc	up to 100 Litres
4001cc to 5000cc	up to 110 Litres
5001cc and above	up to 120 Litres

*Note: Fuel capacity means the total amount of fuel to be carried on board the car at any given time. This is not only tank capacity but includes all fuel contained in all pumps, lines and anti-surge tanks etc.*
- iii) Engine capacities for all forced induction and rotary engines are calculated on the following basis;

Forced induction petrol engines - engine capacity multiplied by 1.7

Forced induction diesel engines - engine capacity multiplied by 1.5

Rotary engines – engine capacity multiplied by 1.8

*Note: The term 'Rotary' refers to any engine type covered by the NSU Wankel patents.*

**b. Fuel Pump/s**

- i) Where an original tank is fitted with an interior electric fuel pump, it is permitted, when using a replacement FT3 or FT3-1999 specification fuel tank, to utilise a replacement external fuel pump. At all times the fuel pressure must remain as specified by the car manufacturer. The fuel pump must be adequately mounted and protected from damage.
- ii) Where an original fuel tank has been replaced with an FT3 or FT3-1999 specification fuel tank, it is permitted to fit one anti-surge container and one additional electric fuel pump (the sole purpose of which is to supply fuel to the anti-surge container). All components, including the additional fuel pump and anti-surge container, must be mounted inside the replacement fuel tank.

**c. Dry-Break Fittings**

Dry-break couplings are permitted, provided the dry-break and vent bottle fittings are mounted as close as practical to the fuel tank/s. All associated plumbing must be no greater than the outside diameter of the exit of the dry-break and vent bottle bulb. The route of the filler and vent bottle pipes must be as short as practical.

**d. Fuel Temperature**

Any device, system, procedure, construction or design the purpose and/or effect of which decreases the temperature of the fuel is forbidden.

**5.23 ELECTRICAL EQUIPMENT**

**a. Battery**

The battery and it's associated cabling is free, provided the location is as fitted by the car manufacturer.

**b. Rain Light**

- i) Entrants must fit a rear facing red warning lamp as described in the CAMS Manual, Specifications of Automobiles, 1<sup>st</sup> Category – RACING CARS. This light is to be switched on when wet/grooved tyres are fitted to the race car or as otherwise directed by Race Control. The CTC will be the final arbiter in regard to the suitability of the light.
- ii) The Category Manager in consultation with CAMS reserve the right to introduce a control Rain Light.

**c. Lighting**

All externally visible lighting and signalling devices supplied as original equipment by the car manufacturer must remain operable as intended by the manufacturer.

**d. Car Data**

- i) The use of data storage devices including multi display dashes with the ability to store car data is permitted; the only inputs allowed are as follows:
  - A) G Forces
  - B) 2x Wheel Speed
  - C) Trigger device for lap timing
  - D) Brake Light Signal
  - E) Engine RPM
  - F) 2x Exhaust gas oxygen sensor
  - G) Temperature inputs used solely for the purpose of measuring fluid temperatures of engine and drive line components, exhaust temperatures and intake air temperature
  - H) Pressure inputs used solely for the purpose of measuring fluid pressures of engine and drive line components
  - I) Throttle position/s
  - J) Manifold Pressure
  - K) Fuel used signal

- L) Steering Angle Sensor.
- ii) To aid in the policing of the above rule, sensors other than those permitted in i) are not to be fitted. Additionally the software for the data storage device must not show any pin allocations set up to read sensors other than those mentioned in i) above.
- iii) At all times during the season access to the car's Data storage devices will be granted to the CTC or his nominee. The Entrant's Notebook Computer will be used for any inspections. If the Entrant cannot provide their Notebook Computer an alternative will be found by the Technical Working Group.
- iv) The use of any form of real time telemetry or the transmission of any data to or from the car while in motion, by any means, unless approved by the Category Manager, is forbidden.

## 5.24 TRANSMISSION

### a. Position

Its location, position and orientation must remain original, but replacing the original mountings to the chassis is allowed.

### b. Ratios

Gears and ratios must be original equipment supplied by the manufacturer unless otherwise specified in the relevant CAMS Sporting Variant Extension Form.

### c. Flywheel

- i) Single mass flywheels must be original equipment supplied by the manufacturer unless otherwise specified in the relevant CAMS Sporting Variant Extension Form.
- ii) Dual mass flywheels may be replaced provided they comply with the following:
  - A) The outside diameter of the flywheel must be retained.
  - B) The weight of the flywheel must respect that of the original equipment flywheel supplied by the manufacturer.

### d. Clutch

Clutch driven plate/s are free, no modifications are permitted to any component to facilitate the fitment of the replacement clutch driven plate/s.

### e. Final Drive Differentials

The action and control of all Final Drive differential units, including those within 4 wheel drive transfer cases, are free. The use of electronically controlled Final Drive differential units is not permitted unless originally fitted.

### f. Transmission Coolers

The fitment of coolers to all Transmission and Final Drive units is permitted, provided that it complies with the relevant CAMS Sporting Variant Extension Form.

## 5.25 SUSPENSION AND STEERING

### a. Coil Springs

The number and type (i.e. liner or progressive) of springs is free, provided that they are mounted in series and made from a ferrous material.

### b. Torsion Bars

- i) Torsion bars are free; provided that no additional modifications are made to facilitate their fitment and that they are made from a ferrous material.
- ii) Torsion bars are not permitted to be replaced by any other type of primary springing medium, i.e. coil springs.

*Note: The term 'Torsion bar' refers to the primary springing medium and is not to be interpreted as the anti-roll or sway bars.*

### c. Spring Platforms

Any spring platform, which is not permanently attached to the chassis/body work, is free. All permanently attached spring platforms are permitted to have adaptors added to facilitate adjustments, provided no material is removed.

### d. Shock Absorbers

- i) Shock absorbers are free provided that the number, design, principal function and the attachment points, are not modified.

- ii) Where an original shock absorber forms an integral part in the attachment of the wheel hub assembly to the chassis/body work, (i.e. MacPherson Strut), the shock absorber assembly, in its entirety, may be replaced. No additional modifications are permitted to facilitate the fitment of the replacement shock absorber assembly. The resulting replacement shock absorber assembly should be fully interchangeable with the standard unit as fitted by the car manufacturer.
- iii) Any device, system, procedure, construction or design the purpose and/or effect of which alters the operation and/or function of the upper insulating mount of a MacPherson strut system is forbidden.
- iv) The fitment of external hydraulic canisters to the dampers is permitted, provided that no additional modifications are made to facilitate the fitment, (except for the drilling of holes for mounting purposes).

e. **Attachment Points**

- i) In the case of independent suspensions, in order to achieve the necessary camber angle, it is permitted to relocate, to a maximum distance of 25mm each side (in a horizontal plane only), the mounting point/s of the lower control arm. In this case the track of the modified axle is free.
- ii) In the case of MacPherson Struts, it is permitted to relocate, to a maximum distance of 25mm each side (only in the lateral plane of the original attachment points) the upper insulating mount.
- iii) The adding of components to the steering tie-rods, in order to continue to provide adjustment of the toe-in angle, is permitted. Tie-rods may also be shortened if necessary.
- iv) Reinforcing of all suspension attachment points is permitted, provided the material used is the same, it follows the original shape and is in contact with the original attachment point.
- v) If deemed necessary by the Category Manager and with the approval of CAMS, the camber angle may be subject to the implementation of a maximum degree angle regulation during the course of the season.

## 5.26 BRAKES

All brake systems must remain original equipment as fitted by the car manufacturer unless otherwise permitted below or as specified in the relevant CAMS Sporting Variant Extension Form.

a. **ABS**

ABS may be rendered inoperative using one of the following methods:

- i) The removal of electrical power to the electronic operating system. If this method is utilised it is permitted to mount a driver operated switch to perform this function.
- ii) The main ABS actuating system may be replaced by the fitment of a junction block. No modification to the brake lines is permitted.
- iii) On vehicles with Electronic Brakeforce Distribution (EBD), it is permitted to either replace the original master cylinder with a mechanically identical unit incorporating a mechanical proportioning valve, or add a mechanical proportioning valve to the rear brake line; such valve must not be adjustable within the cockpit.

b. **Power Assisted Braking**

Vacuum assisted braking systems may be rendered inoperative. The only modification permitted to the Servo unit is the replacement of the internal valve system, diaphragms and pushrods with a solid rod linking the unmodified brake pedal to the master cylinder.

c. **Brake Pads**

Brake Pads are free.

d. **Brake Rotors**

Brake Rotors and Mounting Hats are free provided they comply with the following:

- i) If the diameter of the brake rotors, fitted as original equipment by the car manufacturer is less than the maximum diameter listed in the tables below, then brake rotors with a diameter less than or equal to those listed in the tables below may be utilised.

- ii) If the diameter of the brake rotors, fitted as original equipment by the car manufacturer is greater than the maximum diameter listed in the tables below, then brake rotors with a diameter less than or equal to that of the original equipment brake rotor fitted by the car manufacturer may be utilised.
- iii) All brake rotors must be made exclusively from a ferrous material.
- iv) If separate mounting hats are utilised, the brake rotor must be solidly fixed to the mounting hat, no movement between the two is permitted.

e. **Brake Calipers**

i) **Front**

Where the brake caliper fitted by the car manufacturer as original equipment contains less than four (4) pistons per caliper, it is permitted to fit a replacement brake caliper provided it complies with the following.

- a) The maximum number of calipers per wheel is one (1).
- b) The replacement caliper must be mounted using the original mounting points provided by the car manufacturer, an adapter bracket may be utilised.
- c) The maximum number of pistons per caliper is four (4).
- d) Pistons must be round in section.

ii) **Rear**

Where the brake caliper fitted by the car manufacturer as original equipment contains less than two (2) pistons per caliper, it is permitted to fit a replacement brake caliper provided it complies with the following.

- a) The maximum number of calipers per wheel is one (1).
- b) The replacement caliper must be mounted using the original mounting points provided by the car manufacturer, an adapter bracket may be utilised.
- c) The maximum number of pistons per caliper is two (2).
- d) Pistons must be round in section.

f. **Backing Plates**

It is not permitted to modify brake rotor backing plates to facilitate any of the above permitted modifications, however the backing plate may be removed.

Brake Rotor Table ( 2wd Vehicles )								
Racing Weight (kg)	Up to 1349		1350 - 1449		1450 - 1599		1600 and Over	
	Front	Rear	Front	Rear	Front	Rear	Front	Rear
Maximum Diameter (mm)	320	305	330	305	345	320	356	332
Minimum Width (mm)	28	25	28	25	32	28	32	28

Brake Rotor Table ( 4wd Vehicles )						
Racing Weight (kg)	Up to 1449		1450 - 1599		1600 and Over	
	Front	Rear	Front	Rear	Front	Rear
Maximum Diameter (mm)	320	305	330	305	345	320
Minimum Width (mm)	28	25	28	25	32	28

## 5.27 WHEELS AND TYRES

a. **Dimensions**

- i) Wheel rims are free provided the diameter, maximum width and offset (with a tolerance of 5mm) remain original as fitted by the car manufacturer, or as otherwise specified in the relevant CAMS Sporting Variant Extension Form.
- ii) Any device, system, procedure, construction or design the purpose and/or effect of which alters the air flow through the wheels, is forbidden.
- iii) In the event that a control tyre is introduced, the Category Manager in consultation with CAMS reserves the right to adjust the wheel specifications for individual models.



**b. Jacking**

The reinforcing of jacking points is permitted by the addition of metal plate/s. The reinforcing must not exceed a surface area of more than 150mm x 150mm and must follow the contours of the original structure.

**c. Wheel Attachment**

- i) Any device, system, procedure, construction or design the purpose and/or effect of which allows the wheel nuts or bolts to be retained within the wheel during the process of the wheel being fitted to or removed from the car is forbidden.
- ii) Wheel attachment studs may be replaced provided they comply with the following.
  - A) The number of studs must respect the number fitted as original equipment by the car manufacturer.
  - B) The diameter of the replacement studs is equal to or greater than the studs fitted as original equipment by the car manufacturer.
  - C) No modifications are permitted to facilitate the fitment of the replacement studs.
- iii) Wheel fixation to the hub by bolts may be changed by fixations by studs and wheel nuts, provided that the number of attachment points remains as fitted standard by the car manufacturer.
- iv) The design of wheel nuts is free provided that the outer end is not enclosed.

**d. Tyres**

- i) The Category Manager in consultation with CAMS reserves the right to introduce a control tyre.
- ii) The design and size of tyres are free, provided that all tyres are of the same type. (See Note below.) In the case of cars that are recognised with different size wheel rims on the front and rear axles, both tyres on the same axle must be of the same type.
- iii) If the CTC determines that suitable markings referring to the compound of a tyre are not supplied by the tyre manufacturer, the CTC reserves the right to use a Durometer to determine any difference between the compounds of tyres.
- iv) Any tyre, which in the opinion of the CTC, does not easily allow them to police the rules regarding dry slick tyres, will not be permitted.
- v) Tyre heating/retention devices and chemical treatments are strictly prohibited.  
*Note: The term 'Type' refers to the brand, construction and compound of a given tyre.*

**e. Slick Racing Tyres**

- i) Subject to v) below, each car is permitted up to 6 (new or used) slick racing tyres at each Round, for qualifying and racing. The CTC or his nominee must mark these tyres at each Round. It is the Entrants responsibility to ensure that this occurs.
- ii) Tyres for all Practice Sessions are free provided they respect 5.27 d ii) above.
- iii) In Summary, slick racing tyres may be used as follows:
  - A) **Meeting Ride Sessions**  
Tyres are free
  - B) **Practice Sessions**  
Tyres are free
  - C) **Qualifying**  
Only any number of the 6 tyres marked for the specific Round
  - D) **Racing**  
Only any number of the 6 tyres marked for the specific Round
- iv) If the tyres are not marked for any reason or the markings become illegible, it is the Entrant's responsibility to notify the CTC immediately.
- v) With the written permission of the CTC, Entrants are permitted to use additional replacement tyres, if the CTC is satisfied that:
  - A) Due to an unintentional and/or exceptional occurrence, the tyre in question can no longer be used;
  - B) The replacement tyre is of the same type and of similar wear (prior to the unintentional and/or exceptional occurrence) of the existing tyre;
  - C) The driver has completed the first lap of a race at the present Event.

**f. Wet/Grooved Tyres**

- i) The number of wet/grooved tyres permitted for each Round is free. A wet/grooved tyre is defined as a tyre that has a maximum contact patch area not exceeding 75% of the contact patch area of an equivalent ungrooved tyre. The grooves must have minimum dimensions of 4mm depth and width.
- ii) All wet/grooved tyres must be approved and marked by the CTC or his nominee. The CTC will be the final arbiter in regard to the determination and suitability of a wet tyre. It is the responsibility of the Entrant to have the CTC or his nominee mark all wet grooved tyres prior to use.
- iii) When marked grooved tyres are used in wet conditions, the race car's external head lights, tail lights and rainlight must be illuminated.
- iv) Competitors may use wet/grooved marked tyres at their discretion during qualifying/racing.

## **5.28 COCKPIT**

### **a. Equipment in the cockpit**

- i) The original dashboard including instrumentation and central console and all associated components must be retained.
- ii) The following may be removed from the cockpit:
  - A) Roof padding and lining
  - B) Carpets and insulating material
  - C) Rear Seats
  - D) All trim
  - E) Air conditioning
  - F) Window winding mechanisms, central locking systems and any other systems fitted to the original car solely for the comfort of the driver or passengers
  - G) Restraint Systems and Supplementary Restraint Systems
  - H) Boot lining, spare wheel and wheel changing equipment.
- iii) The removal of above items is permitted, provided that no additional modifications are made to facilitate their removal. Any removed components (i.e. Sound Systems) must be replaced by a suitable panel. The CTC will be the final arbiter in relation to the suitability of the replacement panels.

### **b. Equipment permitted in the cockpit**

- i) The only components which can be added in the cockpit are:
  - A) Safety equipment and structures
  - B) Tool kit
  - C) Additional instruments
  - D) Electronic equipment
  - E) Driver cooling system
  - F) Ballast
  - G) Driver ventilation equipment
  - H) Door trims may be replaced with different material.
- ii) None of the above items may hinder cockpit exit or driver's visibility.
- iii) The above components must be covered where necessary by a rigid protective material to minimise injury and their mountings must be able to withstand 25 g deceleration.

## **5.29 SAFETY STRUCTURES**

- a. All roll over protection structures must comply with the requirements of Schedule J (Roll Over Protection) of Section 6 (General Requirements) of the CAMS Manual and the following Regulations.
- b. The structure may be welded to the bodyshell only at the following areas:
  - i) the ends of any hoop or brace;
  - ii) any point/s along the main hoop, front longitudinal or lateral hoops, including a lateral tension member connecting each longitudinal leg;
  - iii) the ends of any point/s along any longitudinal members which act as side "anti-intrusion" bars.

- c. To achieve the efficient mounting on the bodyshell of the front legs (of a lateral front hoop or a longitudinal front leg) it will be permitted to modify the dashboard or any associated component by distorting it or cutting away the minimum amount of material necessary, provided that it is professionally re-trimmed.
- d. To achieve the efficient mounting of a dash bar designed to reinforce the front leg, it is permitted to distort or cut away the minimum amount of material necessary from the heater box and/or associated components. The action and operation of the components must remain as intended by the car manufacturer.
- e. The roll over protection structure must be completely contained longitudinally between the front firewall bulkhead and the top mounting points of the rear suspension. It will not be permitted for any member of a roll over protection structure to pierce any front firewall or bulkhead. The structure may penetrate a rear bulkhead.

### **5.30 FUEL**

- a. All competitors must exclusively use fuel from the Nominated Supplier. This will be available at each event and fuel purchased at the event must be used at that event only.  
The Nominated Supplier is:  
Fuel Control  
Contact: John Thompson                      Ph: 0418 318 033                      email: [signcontrol@bigpond.com](mailto:signcontrol@bigpond.com)  
Fuel Grade                      98 Octane Premium Unleaded
- b. Re-fuelling and de-fuelling is not permitted during qualifying sessions, sprint races or before the completion of post qualifying or post race scrutiny unless authorised by the CTC.
- c. The CTC may examine fuel at any time. To minimise delay, it is mandatory that Entrants fit a fuel sampling coupling (Snap Tite PNQD588-06D). The Entrant shall be held solely responsible should participation by their car, in any session, be delayed due to the inability to draw fuel samples easily.