

## SPORTING & TECHNICAL BULLETIN

### SPORTING & TECHNICAL REGULATIONS FOR THE 2003 PROCAR CHAMP SERIES

**REFERENCE:**

*2003 CAMS Manual of Motor Sport*

**RATIONALE:**

*To promulgate the 2003 PROCAR Champ Series Sporting & Technical Regulations.*

**AUTHORITY:**

*Approved by the Board of CAMS on the 28th February 2003.*

**ACTION:**

*These are the definitive Sporting Regulations for the PROCAR Champ Series as Managed by the PROCAR Australia and sanctioned by CAMS.*



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**CHAPTER 1****General Requirements**

Insert PROCAR Logo

**1.1 ADMINISTRATION****1.1.1 The Categories**

- a. PROCAR Australia Pty Ltd ("PROCAR"), ABN 76 067 338 210, appointed Category Manager by CAMS, is proud to present the following Categories:
- i) Australian Nations Cup Championship
  - ii) Australian GT Performance Championship
  - iii) Australian Production Car Championship
  - iv) Australian V8 BRutes Series
- b. Australian Nations Cup Championship, Australian GT Performance Championship and Australian Production Car Championship have been sanctioned by the governing body of motor sport in Australia – the Confederation of Australian Motorsport Limited ("CAMS") as "National Championships" in accordance with NCR15(ii)(c). Australian V8 BRutes Series has been sanctioned by the governing body of motor sport in Australia – Confederation of Australian Motorsport Limited ("CAMS") as "National Series" in accordance with NCR15(ii)(c).
- c. For Round Format details refer:
- i) Australian Nations Cup Championship page 35
  - ii) Australian GT Performance Championship page 53
  - iii) Australian Production Car Championship page 67
  - iv) Australian V8 BRutes Series page 82

**1.1.2 Applicable Regulations**

- a. All Category Events are held under the International Sporting Code of the FIA ("the Code"); the 2003 CAMS Manual of Motor Sport ("CAMS Manual"); the Race Meeting Standing Regulations; these Sporting Regulations (as distributed by PROCAR); Supplementary and Further Regulations issued by a Promoter; all Supplements, Bulletins, Briefings and Amendments issued from time to time for Events that form part of these Regulations.
- b. These Sporting Regulations, including the Registration Forms ("Regulations"), are Supplementary Regulations for the purposes of the CAMS Manual.
- c. 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.
- d. All Entrants and Drivers ("competitors") and their Team Members 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 PROCAR (including, but not limited to, e-mail), and by promoters of individual events, which are part of the Series described herein.
- e. 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.
- f. In those or any cases throughout, where the present Sporting Regulations conflict with the Race Meeting Standing Regulations as printed in the CAMS Manual, the present Sporting Regulations and their amendments take precedence.

**1.1.3 Eligible Competitors**

- a. **Drivers and/or Entrants**  
Eligible Drivers and Entrants must be registered with PROCAR and possess a CAMS Level 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.

**1.1.4 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)).

**1.1.5 Registration Period**

- a. Registration applications will be accepted from **2nd January 2003**.
- b. All registration applications must be received by PROCAR **21 days** prior to **the first Event the competitor wishes to enter**, on the forms supplied **and** accompanied by the applicable Registration Fee.

**1.1.6 Registration Fees**

- a. Registration fees are payable to PROCAR Australia Pty Ltd. All fees and charges, as invoiced by PROCAR will include GST.
- b. Registration fees are not refundable under any circumstances (including refusal of registration and inability to participate for whatever reason).
- c. Teams entering more than one car **in the same Championship/Series**, under the same Entrant Licence, for the full Season, are entitled to a 10% discount on full Registration Fees for the second and all subsequent cars.
- d. PROCAR reserves the right to issue, at an appropriate levy, a PROCAR Licence to Compete, to the following:
 

i)	Australian Nations Cup Championship	Article 2.1.2
ii)	Australian GT Performance Championship	Article 3.1.2
iii)	Australian Production Car Championship	Not Applicable
iv)	Australian V8 BRutes Series	Article 5.1.2

The Licence to Compete, as issued by PROCAR, constitutes a legal commercial agreement between the Entrant and PROCAR. It must be noted that the PROCAR Licence to Compete is separate to any licences referred to under CAMS NCR 47.

- e. The quantity of PROCAR Licence's to Compete issued may be subject to model limits, as determined by PROCAR and the minimum grid density that is available at any circuit over the Series/Championship.
- f. Registration Fees for each Category are:
 

i)	Australian Nations Cup Championship	\$9,500
ii)	Australian GT Performance Championship	\$8,800
iii)	Australian Production Car Championship	<b>\$4,400</b>
iv)	Australian V8 BRutes Series	\$8,800

**1.1.7 Valid Registration**

- a. A competitor will only be registered to compete on written acceptance by PROCAR of a valid registration application. Deposits or receipts for monies paid to PROCAR do not constitute acceptance of registration.
- b. 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 1.1.2d. 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 PROCAR.

PROCAR is under no obligation to consider an application for registration which does not satisfy i) to iv) above.
- c. Written acceptance of a valid registration application will be accompanied by the registered competition number and any additional documents required under the Category Specific Regulations.
- d. PROCAR reserves the right to accept, reject or cancel, at its absolute discretion, any registration application, whether valid or not.
- e. Written acceptance by PROCAR of the registration application will result in the formation of a legally binding contract between the competitor and PROCAR.

- f. Should a fully registered Entrant fail to compete in two or more Rounds (PROCAR will determine if exceptional circumstances exist on individual application) then PROCAR 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 1.1.8 Round by Round Registration).
- g. PROCAR may charge 10% interest to be calculated and added monthly on outstanding fees and fines not immediately paid. Outstanding monies including fees and fines may also be deducted from prize monies.

### **1.1.8 Round by Round Registration**

- a. A driver may enter the Championship/Series on a Round by Round basis at the sole discretion of PROCAR.
- b. Compliance with 1.1.7b.i) – iv), and a non-refundable fee of \$1,500 (or \$750 for Australian Production Car Championship only) per Round must be received by PROCAR 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, PROCAR reserves the right to refuse entry to a Round by Round competitor. Payment of deposits and/or fees will not constitute entry.
- d. Passes for the Round entered will be issued by the Promoter of the Round entered (on advice from PROCAR) at the Circuit.
- e. Round by Round competitors will be eligible for prize money (payable to the Entrant), points and/or trophies.

### **1.1.9 Alternate Drivers**

- a. Entrants are not permitted to enter more than one driver per car for each Round, unless specified otherwise in the Event Supplementary Regulations.
- b. However, if a registered driver decides not to compete in a particular Round, the Entrant may nominate an alternate driver for that Round prior to the beginning of the respective Round, in writing to PROCAR, accompanied by the applicable Registration Forms.
- c. PROCAR reserves the right to charge a non-refundable administration fee of \$330 (per alternate driver/per Round) which must be paid to PROCAR prior to qualifying at the Round.
- d. The nominated alternate driver will be eligible for prize money (payable to the Entrant), points and/or trophies.
- e. Once a Round has commenced, an alternate driver may be permitted only with the approval of PROCAR and the Stewards of the Meeting. Such approval may be given no less than one hour prior to the commencement of Qualifying.

### **1.1.10 Event Registration**

- a. Promoters are responsible for delivering their Supplementary and Further Regulations and Entry Forms to PROCAR within a reasonable period before each Round.
- b. PROCAR will distribute the Regulations and Entry Forms to all Competitors. Distribution will include via e-mail and "on-line" through the PROCAR Website.
- c. At least 14 days before each Round (or by the closing date shown on the Entry Form) competitors must return the fully completed Entry Forms (with fees payable) to the Promoter (or PROCAR, if PROCAR so directs).
- d. 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, including e-mail or fax, directed in the first instance to PROCAR. No other form of communication will be officially recognised.
- e. The Promoter may accept more entries (in excess of the grid density) than is specified on the track licence.

- f. 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 PROCAR for the full Championship and/or hold a PROCAR Licence to Compete;
  - ii) at the final discretion of PROCAR, with the approval of CAMS in accordance with NCR 83
- g. In the event of an oversubscribed grid, PROCAR may also (at its sole discretion) nominate a percentage of the total grid to be allocated to a specific number of entries per Class/Group, provided that the appropriate Qualifying Criteria is met.

### **1.1.11 Series Personnel**

- a. In addition to the officials required by the CAMS Manual and any Supplementary and Further Regulations, PROCAR, with the agreement of CAMS, may appoint Category Representatives (officials) for the Championship who shall have the authority to monitor and enforce compliance with the documents set out in regulation 1.1.2d. and to initiate disciplinary action.
- 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 – PROCAR Australia**  
The Category Manager's powers include a power to appoint and remove PROCAR Event Personnel but not those Officials appointed by CAMS.
  - ii) **Race Director**  
The Race Director will be responsible for maintaining continuity of race management throughout the Season.  
The function of the Race Director will be to work in permanent consultation with the Clerk of Course, as appropriate.

To have overriding authority in the following matters:

- a) the control of Practice, Qualifying and Race; adherence to the timetable and if deemed necessary, the making of any proposal to the Stewards of the Meeting to modify the timetable in accordance with the National Competition Rules (NCR);
- b) the stopping of any driver in accordance with the NCR;
- c) the stopping of Practice, Qualifying or Race in accordance with the NCR if deemed unsafe to continue: and ensuring that the correct restart procedure is carried out;
- d) the starting procedure;
- e) the use of the safety car.

To impose stop/go penalties of such duration as deemed appropriate for the following offences:

- a) false starts;
- b) failing to obey the direction of an official;
- c) failing to comply with the provisions of Appendix H (flag signals)
- d) breaches of the Code of Driving Conduct;
- e) breaches of any specific instruction issued by the Race Director.

At the discretion of the Race Director alleged breaches of the Regulations may be referred to the Stewards of the Meeting for further action.

With the exception of vehicle eligibility issues, any charge issued by the Race Director must be initiated and the competitor concerned must be informed of the charge within 72 hours of the completion of the meeting at which the incident occurred.

In exceptional cases, the Stewards of the Meeting may impose further penalties if deemed appropriate, including but not limited to the removal of Championship/Series points.

- iii) **Series Steward**  
The Series Steward will be the chair of the relevant Steward's Panel at each event and will enquire into any report received from an official and initiate the appropriate action in response. In exceptional circumstances, the Series Steward may initiate his own inquiry.
- iv) **PROCAR Technical Manager**  
The PROCAR Technical Manager will co-ordinate the Category Technical Data Analyst and 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.

- v) **Category Technical Commissioner**  
The Category Technical Commissioner has ultimate responsibility (over the Chief Scrutineer and other scrutineers) in respect of any vehicle eligibility matter, and will be the final arbiter in this and all non safety related technical matters under the present Regulations, (except if he elects to refer technically complex issues to the CAMS Eligibility Committee for determination).
- vi) **Category Technical Data Analyst**  
The Category Technical Data Analyst is responsible for analysing all Data available from the Data Loggers fitted to cars and referring appropriate information to the Category Technical Commissioner and the **PROCAR Technical Manager**.

### **1.1.12 Compliance and Offences**

- a. Competitors and their team members must comply fully at all times with the documents set out in Regulation 1.1.2.
- 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/Series, might cause the reputation of the Championship/Series to be compromised or is prejudicial to the interest of the Championship/Series, PROCAR, CAMS, or the Promoter.
- c. If a competitor or competitor's team member breaches or fails to fully comply with any of the requirements contained in the documents set out in Regulations 1.1.2d., Article 1.4 and with the **relevant Commercial Requirements for each Category** of the present Regulations, PROCAR 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/Series prizes;
    - d) requiring the competitor to take reasonable actions to mitigate or compensate for any loss or harm, including loss of Championship/Series reputation;
    - e) imposing a fine;
    - f) issuing a reprimand;
- d. In any PROCAR related matter brought before the CAMS Judicial System, the Race Director and/or a representative of PROCAR may attend and make any submission, including submissions as to an appropriate penalty.

### **1.1.13 Series Passes**

Registered competitors will receive a minimum of 6 passes (single car teams) or a minimum of 11 passes (two car teams) issued by PROCAR at PROCAR promoted events or otherwise as determined by negotiation with the host circuit, to enable selected team members access to authorised areas.

## **1.2 GENERAL TECHNICAL REQUIREMENTS**

### **1.2.1 Safety Equipment**

In all cases, the requirements of Section 6 (General Requirements) of the CAMS Manual must be respected.

### **1.2.2 Replacement Cars**

- a. Replacement cars are not permitted once scrutiny for the Round has commenced. A competitor 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 Category Technical Commissioner. The seal number will be recorded in the race cars CAMS Log Book and PROCAR Technical Passport.

### **1.2.3 Radios/Frequencies**

- a. It will be compulsory for all race cars to be fitted with two-way radio communication between the driver & team manager. **Australian Production Car Championship competitors are exempt from this clause.**

- b. It is compulsory for all teams to monitor the PROCAR Race Control channel. The frequency will be advised prior to the commencement of the Championship/Round. Australian Production Car competitors are exempt from this clause.
- c. If the radio frequencies notified by the competitor on the Race Vehicle Information Form conflict with the frequencies used by the organisers and promoters, the competitor may be asked to make adjustments to overcome the conflict.
- d. PROCAR reserves the right to release the radio frequencies of all teams to approved personnel, the television broadcaster and circuit commentary.

#### **1.2.4 Communication**

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

- i) pit board messages;
- ii) body gestures;
- iii) lap trigger signals from trackside to the car by way of a pit wall transmitter, which must be battery powered, free standing and incapable of receiving external information;
- iv) visual and auditory components as fitted standard by the original car manufacturer.
- v) verbal communication through approved frequencies;

#### **1.2.5 Timing**

- a. Cars must (at the competitor's cost) be fitted with (in all sessions) an operating Dorian Data-1 timing device, supplied by:  
Dorian Industries Pty Ltd  
53 Glenvale Road  
Mulgrave Vic 3170
- b. All other team timing devices must be approved by the Category Technical Commissioner prior to installation and/or use. At the cessation of each session all these devices must be switched off and removed from the pit wall area.
- c. All time and grid sheets must be printed on PROCAR supplied letterhead, prior to copying and distribution.
- d. The location of the timing transmitter on the car is critical. The preferred location for the transmitter is approximately in line with the driver's knees. If this location is not practical then the Category Technical Commissioner may advise an appropriate location for the fitment of the transmitter. The Category Technical Commissioner will be the final arbiter as to the location of the transmitter.

#### **1.2.6 PROCAR Technical Passport**

- a. At the commencement of the Season all race cars will be issued with a PROCAR Technical Passport. This Passport will be used to record details and information pertaining to the car. The PROCAR Technical Passport is supplementary to, and does not replace or supersede, the CAMS issued Log Book.
- b. This Passport will remain the property and in possession of PROCAR at all times.

#### **1.2.7 Circuit Testing**

No testing of any race car and/or driver registered for the Championship (or that specific Round) is permitted on any host circuit during the 8 days preceding a race day at that circuit, other than official sessions at the meeting and/or official PROCAR sanctioned ride days.

#### **1.2.8 Replacement Components**

- a. The Category Technical Commissioner may, at his sole discretion and for a single event, permit the use of replacement, non-genuine mechanical components under the following conditions;
  - i) The component is not, in the opinion of the Category Technical Commissioner, a primary performance component, ie. one which could have a significant role in the overall performance of the car.
  - ii) The Entrant of the car notifies the Category Technical Commissioner that a particular Original Equipment (O.E.) component is not available, no later than 1700hrs on the Thursday immediately prior to the Event for which the dispensation is requested.

- iii) The Entrant is able to furnish an original signed document from the car importer/manufacture that the O.E. component is not available for purchase by the car Entrant prior to the time of qualifying for the Event.
  - iv) The Entrant presents the requested replacement component, which is to be mechanically identical to the O.E. component, to the Category Technical Commissioner for approval prior to the commencement of the Event.
  - v) With the concurrence of the CAMS Manager - Technical Services and the **PROCAR Technical Manager**, the Category Technical Commissioner may grant allowance for the use of a non-genuine replacement component on a meeting by meeting basis.
- b. In these Regulations, any reference to the term "original" shall mean that the component referred to must be the genuine component originally fitted by the car manufacturer, to that particular model car. Any such "referred to component/s" must be installed and used only in the manufacturer's intended manner.
  - c. Unless expressly permitted in these present Regulations, the use of any component or modification to any competing race car is prohibited.

### **1.2.9 Vehicle Recognition Documents**

- a. With the exception of the Australian Production Car Championship, all cars will be issued with a Vehicle Recognition Document. This document will provide a detailed description of the eligibility requirements of each car. All criteria as listed on the Vehicle Recognition Document must be complied with in its entirety, prior to the car's acceptance for participation in the relevant Championship/Series. The vehicle so defined in the Vehicle Recognition Document will be thus treated in all aspects as an original production car unless otherwise specified.
- b. Vehicle Recognition Documents will accompany the written acceptance by PROCAR of a valid Registration Application.
- c. PROCAR reserves the right to review and make adjustments to the Vehicle Recognition Documents throughout the Season. These adjustments will be made only on the basis of reliability, expense and safety, and with the written approval of CAMS Manager - Technical Services.
- d. PROCAR reserves the right to review and make performance adjustments to the Vehicle Recognition Documents. Such reviews may occur following the completion of Round's 3 and 6 only.

### **1.2.10 Vehicle Eligibility**

- a. Only cars listed on the Eligible Vehicle Lists approved by CAMS, and in compliance with any relevant Vehicle Recognition Document, are eligible to enter the various Championships or Series. These lists may only be reviewed and modified on January 1 and July 1 by PROCAR, in consultation with CAMS. Reviews conducted on July 1 will take effect from November 1.
- b. Upon request of the Category Technical Commissioner the competitor must provide, within a reasonable time, at least one such non-modified (i.e. not modified as per PROCAR Vehicle Recognition Document) car must be made available 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 PROCAR. 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 PROCAR and in consultation with the CAMS Manager Technical Services.
- d. PROCAR reserves the right to limit the number of cars of any one make or model. This may be restricted by the imposition of a "PROCAR Licence to Compete" agreement.
- e. All cars (with the exception of the Australian Production Car Championship) listed, may be subject to modifications as detailed on the relevant Vehicle Recognition Document produced by PROCAR and approved by CAMS.

### **1.2.11 Event Parity Sheets**

The Event Parity Sheet (formally the Category Specification Sheet) will outline the various performance adjustments permitted within each Category. Such adjustments will be implemented so as to take effect at the Round immediately following the review. The Entrant/s affected will be advised no later than ten (10) clear days prior to the day of the first race of the next Championship/Series Round via e-mail, the PROCAR transmission report being proof of advice. The ten day requirement may be varied by CAMS in exceptional circumstances.



### **1.2.12 Category Specific Technical Requirements**

For Category Specific Technical Requirements refer to the relevant individual Chapter.

i)	Australian Nations Cup Championship	Chapter 2
ii)	Australian GT Performance Championship	Chapter 3
iii)	Australian Production Car Championship	Chapter 4
iv)	Australian V8 BRutes Series	Chapter 5

## **1.3 CHAMPIONSHIP/SERIES ROUND FORMAT**

### **1.3.1 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. Any subsequent checks will be conducted at the discretion of, or by arrangement with, the Category Technical Commissioner or Chief Scrutineer.
- b. All costs associated with any specialised and/or off track examination will be borne by the competitor. Further, if PROCAR 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.
- c. Neither PROCAR, CAMS or their nominees will be held responsible or liable to account or compensate for any delay caused by any form of scrutiny.
- d. 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.
- e. Once a car has been scrutinised, it must not be removed from the circuit without prior written approval from the Category Technical Commissioner and PROCAR Technical Manager, until the completion of all competition, scrutiny, and judicial matters .

### **1.3.2 Drivers Briefing**

- a. All drivers and the Entrant or a representative with the written authority of the Entrant must attend the drivers' briefing session.
- b. 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.

### **1.3.3 Practice Starts**

Practice starts are prohibited at all times except at the pit lane exit and at the start of any green flag lap (warm up lap).

### **1.3.4 Safety Car**

The Safety Car procedure will be as promulgated by CAMS in the Race Meeting Standing Regulations.

### **1.3.5 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. During qualifying sessions and races, race cars must remain in pit lane when not on the circuit and are expressly forbidden to enter the Pit Lane Garages unless permitted to do so by the Category Technical Commissioner. All race cars must remain in pit lane until officially released by the Category Technical Commissioner or his nominee.
- c. Should a race car retire from pit lane during any session the crew associated with the car must remove themselves from pit lane.

- d. 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.

### **1.3.6 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 Race Director or 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.

## **1.4 COMMERCIAL REQUIREMENTS**

### **1.4.1 Championship/Series Title**

All references by competitors, team members and all associated persons to the Championship/Series must be in full, namely:

- i) "2003 (Sponsor name) Australian Nations Cup Championship".
- ii) "2003 (Sponsor name) Australian GT Performance Championship".
- iii) "2003 (Sponsor name) Australian Production Car Championship".
- iv) "2003 (Sponsor name) Australian V8 BRutes Series".

### **1.4.2 Presence at Start/Finish/Presentations**

- a. **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.

b. **Finish line/Presentations**

At the finish line and Presentation Podium, only the Championship/Series sponsor, PROCAR approved personnel and actual race team members (drivers, managers and mechanics) are permitted.

### **1.4.3 Paddock Signage**

- a. At each circuit, each team must provide and erect two (2) flag poles six metres in height (minimum), next to their garage, marquee or transporter to fly the team's flag and the flag provided by PROCAR.
- 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. Refer Identification Sheet.
- c. At all Events each competitor must provide an overhead garage sign to be displayed in their Support Paddock Garage Area. Refer Identification Sheet.

### **1.4.4 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 PROCAR);
- ii) PROCAR organised sponsor ride sessions;
- iii) Media conferences and interviews with the media, circuit commentators and television broadcasters, that may be organised by PROCAR from time to time.

### **1.4.5 Sponsor Ride Sessions**

- a. Sponsor ride sessions may be held at each round. These sessions will be subject to the procedures for sponsor ride days as issued by CAMS. PROCAR in consultation with the Stewards and the Secretary of the Meeting, reserve the right to vary the time and day of these Sessions.
- b. Attendance at Sponsor Ride Sessions is compulsory and PROCAR will invite participation, prepare rosters and advise participating teams in writing. Competitors are required to provide Sponsor Rides for PROCAR nominated guests. PROCAR will advise participating teams accordingly.
- c. Competitors may bring a maximum of two only, pre-nominated passengers per race car entered for the Round, per PROCAR Sponsor Ride Session (in addition to nominated PROCAR passengers). Passengers must be 16 years of age or over. Competitor's passengers must be bona-fide guests or team sponsors; team members or technical consultants/suppliers do not qualify. PROCAR sponsors will take priority. All passengers will be directed to race cars, by PROCAR Officials only.
- d. Guests must present themselves to the PROCAR Site Office to sign the CAMS Passenger in Vehicle Indemnity Forms which will be exchanged for an official wristband, which will be affixed prior to leaving the PROCAR Office. All guests and drivers will be directed to attend a pre-ride briefing.
- e. All participating race cars must have:-
- i) full racing harness fitted to the passenger seat,
  - ii) window net on the passenger side door,
  - iii) spare helmet,
  - iv) spare racing gloves,
  - v) sufficient fuel,
  - vi) spare large race suit (compulsory for passengers to wear)
  - vii) an experienced team member to assist in securing the passenger and general pitting procedures.
- f. No cars are permitted on the circuit without passengers, except for one observation lap prior to commencement of ride session, (which must not be at full racing speed).
- g. Passengers who are not wearing a PROCAR wristband will not be permitted access to the circuit in a race car.
- h. Notwithstanding the selection criteria or determination above, PROCAR at its sole discretion reserves the right to accept or decline cars and or passengers.
- i. Sponsor Rides are to be completed at approx 80% of the driver and car ability and for this purpose Sessions will be timed. Unless expressly approved by PROCAR 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 Sponsor 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 Sponsor Ride participation for 12 months.

#### **1.4.6 Race Suits & Uniforms**

- a. Drivers must attach all of the cloth badges depicted on the Identification Sheet to their race suits, in the manner depicted, and may be requested to affix additional badges should relevant sponsorship opportunities arise. Drivers with suits homologated to new FIA 8856-2000 standard, should contact the supplier regarding the fitment of such badges to their race suits.
- b. Competitors must wear their race suits fully done up at the neck during any press conference, media/television interview, podium presentation, etc.
- c. 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.
- d. At any public relations activity it will be a requirement to present the team in full uniform, in accordance with this Regulation.

#### **1.4.7 Television/In-Car Cameras**

- a. In-car cameras will form part of the advertising packages on the television program and screen Nationally. Priority in camera allocation will be given by PROCAR to those teams whose sponsor has purchased an advertising package on the television program.
- b. A competitor must carry an in-car camera, if required to do so by the television Production Company or PROCAR.
- 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 by completing the In-car Camera Request Form.
- e. If a race car carrying an in-car camera is not able to participate, PROCAR 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 PROCAR 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 PROCAR; and
  - ii) that the only in-car camera signage to be visible will be as issued by PROCAR.
- g. The installation of in-car cameras must be approved by the Category Technical Commissioner or Chief Scrutineer.

#### **1.4.8 Advertising Generally**

- a. All signage generally (on cars, clothing, boards, flags, etc) must comply with the requirements depicted on the Identification Sheet, 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. PROCAR and/or 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/Series logos, trademarks, livery, sound and visual footage, writings and all other representations of any kind are the property of PROCAR 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 PROCAR.
- d. Competitors and their team members, sponsors, agents and contractors authorise PROCAR 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/Series and future Championships/Series.
- e. Competitors should give prior advice to PROCAR administration and its Public Relations Consultant of all occasions and locations when race cars are on display and any private public relations events involving the race car and/or driver.

#### **1.4.9 Paddock Layout and Use**

- a. Competitors must strictly comply with the instructions of PROCAR and the promoter of each round as to garage and paddock allocation and use.

- b. Competitors are required to sign the PROCAR register immediately on their arrival at each circuit prior to unloading race cars.
- c. Only one transporter and support car (not a private car) **per car entered**, are permitted in a team's paddock area.
- d. The permitted support car must be identified as "(RACE TEAM NAME) Support Vehicle" (reusable magnetic signage is recommended, particularly where hire cars are used).
- e. Race cars, transporters, support cars and paddock/garage areas must be kept clean and in good order at all times.
- f. A minimum standard of garaging as determined by PROCAR and/or its nominees within the designated paddock is required by each competitor at each circuit and will be provided by PROCAR at the competitor's cost where required and/or deemed appropriate.

## **1.5 AWARDS & POINTSCORES**

### **1.5.1 Races To Count**

- a. All Championship/Series races will count in determining the 2003 Championship/Series.
- b. PROCAR 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/Series round, the maximum number of points available for allocation must equal the intended number of points to be issued at that round..

### **1.5.2 Official Results**

- a. All results are provisional until the completion of any judicial or technical procedures.
- b. Results distributed by PROCAR and marked "final" by the promoter, are deemed official and final.
- c. Responsibility lies with the competitor to advise PROCAR 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 PROCAR of any protest, appeals and results thereof concerning any PROCAR competitors in any 2003 Championship/Series Event in a timely manner.

### **1.5.3 Distribution of Prizes**

- a. Prize money will be credited to the Entrant's PROCAR account, in accordance with rule 213 of the National Competition Rules in the CAMS Manual and in the event of a revision of results, rule 213(iii) of the National Competition Rules in the CAMS Manual will apply.
- b. Entrants must provide a written request before any cheques for payment of prizemoney are drawn.

### **1.5.4 Drivers' Championship/Series Point Score**

- a. The following table will be used to determine the Championship/Series point scores for each Category.

<b>Position</b>	<b>Outright winner</b>	<b>Position</b>	<b>Outright winner</b>
1 <sup>st</sup>	30	9 <sup>th</sup>	7
2 <sup>nd</sup>	20	10 <sup>th</sup>	6
3 <sup>rd</sup>	16	11 <sup>th</sup>	5
4 <sup>th</sup>	13	12 <sup>th</sup>	4
5 <sup>th</sup>	11	13 <sup>th</sup>	3
6 <sup>th</sup>	10	14 <sup>th</sup>	2
7 <sup>th</sup>	9	15 <sup>th</sup>	1
8 <sup>th</sup>	8		
Pole Position		3 points	

- b. Points will be awarded to the drivers classified as finishers in the final results of each race.
- c. The same point score structure will apply for Nations Cup Group Two and Production Car Classes.

**d. Round Ties**

A tie will be resolved by giving the higher place to the higher placed driver from the final Race of the Round.

**e. Championship/Series 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.

**CHAPTER 2****Nations Cup****Category Specific Regulations****2.1 ADMINISTRATION****2.1.1 The Championship**

- a. The Championship consists of 8 Rounds in various formats, which may include long distance (endurance) events. In this instance, separate Supplementary Regulations will be issued.

Rnd	Date	Circuit	Format **
1	March 21-23	Adelaide Parklands	Z7
2	April 25-27	Symmons Plains	Z5
3	May 30 –June 1	Wakefield Park	Z5
4	June 13-15	Queensland	Z5
5	July 11-13	Oran Park	Z5
6	Aug 8-10	Sandown 500*	Z6
7	Sept 19-21	Winton	Z5
8	Oct 24-26	Surfers Paradise *	Z4

\* Subject to finalisation

\*\* Refer to Article 2.3.1 Program of events for Format definition.

- b. PROCAR, in consultation with, and with the agreement of CAMS, reserves the right to abandon or alter this race schedule and/or include Non-Championship Events.

**2.1.2 PROCAR Licence to Compete**

- a. PROCAR reserves the right to issue, at an appropriate levy, 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. The PROCAR Licence to Compete will only be issued to the legal owner of the car.
- b. The Licence to Compete, as issued by PROCAR, constitutes a legal commercial agreement between the Entrant and PROCAR. It must be noted that the PROCAR Licence to Compete is separate to any Licences referred to under CAMS NCR 47.

**2.2 TECHNICAL REQUIREMENTS****2.2.1 GENERAL****2.2.1.1 Parity**

- a. PROCAR reserves the right to conduct a review of the performance of cars in the category up to three (3) times during the Season and, subject to approval of the CAMS Manager-Technical Services, make appropriate adjustments. A performance adjustment may include alterations to any number of the following:- rev limits, air restrictor/s, maximum boost pressure levels for super/turbo charged cars and fuel tank capacity.
- b. Such adjustments will be published on an Event Parity Sheet (refer Article 1.2.11).
- c. Such adjustments will apply to all competing cars of the particular make and model.
- d. Subject to the approval of CAMS, PROCAR reserves the right to move a model of car to Group 2 if it is deemed that this car cannot cost effectively be made competitive with the majority of the cars in Group 1. This car may then have performance adjustments applied to make it competitive with the other cars in Group 2.

- e. PROCAR reserves the right to have restrictor/s fitted to the induction system of any car.
- f. The maximum super/turbo-charger boost pressure levels and maximum engine speed of each car must comply with the relevant Event Parity Sheet (copyright applies to GTP VARI-REV™ handicapping system).
- g. Cars which, in the opinion of the Category Technical Commissioner, have been operated in such a manner as to supply power to the driven wheels whilst exceeding the maximum engine speed or maximum super/turbo-charger boost pressure levels, will be subject to such penalties as determined by the Stewards of the Meeting.

### **2.2.1.2 Car Weights**

#### **a. Minimum Homologated Weight**

At all times during practice and qualifying, cars must comply with their Minimum Homologated Weight as defined on the Vehicle Recognition Document. Cars will be weighed minus the driver.

#### **b. Competition Weight**

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

- i) Cars will be weighed after Qualifying (as per a. above).
- ii) Two (2) crew members per car will then be required to drain the fuel tank/s of their car.
- iii)
  - a) The race car will be weighed again, minus the driver.
  - b) Should the car weigh more than the Minimum Homologated Weight, the greater Weight will be deemed as the Competition Weight for that particular car, at that particular Event.
  - c) Should the car weigh less than the car's Minimum Homologated Weight, the Minimum Homologated Weight will be deemed as the Competition Weight for that particular car, at that particular Event.
- iv) The Category Technical Commissioner may allow a particular car to circumvent item ii) and iii) of b. above. In this instance the Competition Weight will automatically be determined as the Minimum Homologated Weight.
- v) All cars must comply with their Competition Weight as determined above, for race one at each Event.

#### **c. Success Ballast**

- i) Success Ballast will be implemented on a race by race basis. All cars will start Race One of 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. The Success Ballast will be determined as below:
 

<b>1<sup>st</sup> Place</b>	6% of Minimum Homologated weight
<b>2<sup>nd</sup> Place</b>	4% of Minimum Homologated weight
<b>3<sup>rd</sup> Place</b>	2% of Minimum Homologated weight
- ii) Success Ballast is not cumulative and shall 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 based on provisional race results. No allowances will be made for any judicial proceedings.
- 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 Category Technical Commissioner.

#### **d. Adjusted Competition Weight**

- i) Adjusted Competition Weight is the combined total of the Competition Weight plus the relevant Success Ballast, minus the driver.
- ii) All cars must comply with their Adjusted Competition Weight as determined above, in all races following race one at each Event.



- e. The minimum penalty for a car failing the minimum racing weight check, during or after qualifying sessions (provided the failure is not due to accidental damage), will be a forfeit of the qualifying times from that session.
- f. The minimum penalty for a car failing the minimum racing weight check during any race in each round (provided the failure is not due to accidental damage), will be exclusion from the race results in which the breach has occurred.

### **2.2.1.3 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, composite body panels (including spoilers) & windows.
- 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 Category Technical Commissioner 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.

### **2.2.1.4 Roll Over Protection**

- 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, unless otherwise stated on the relevant Vehicle Recognition Document.
- 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 original interior trim (including the dashboard and its structure) by distorting it or cutting it away, provided that it is professionally re-trimmed.
- d. Only the minimum amount of upholstery necessary to effect the modification will be permitted to be removed and then only in the immediate area of the leg. This must be professionally re-upholstered at the entry point of the leg.
- e. In other areas, it is not permitted to remove complete parts of the upholstery or trim to enable the fitment of the structure. However, if it is necessary to move a component, it may be relocated only in the same general area as originally placed, and then professionally re-upholstered or re-trimmed if required, subject to approval by the Category Technical Commissioner.
- f. 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.
- g. In the case of side “anti-intrusion” protection, to achieve the efficient placement of the members it may be permitted to replace the original driver's and/or passenger's side door panel with a professionally manufactured unit in matching trim. If this modification is deemed necessary, prior approval must be sought from the Category Technical Commissioner and the matter will be entered into the cars Log Book and Technical Passport.

### **2.2.1.5 Data Logging Monitor**

- a. All competing cars must be fitted with a PROCAR approved data logging monitor (“data logger”). The data logger will primarily record engine speed (in revs per minute), road speed, throttle position, brake signal, lateral and longitudinal G Forces, and in the case of super/turbo-charged cars - boost pressure levels and any other information as PROCAR deems necessary. All cars fitted with air restrictors must record intake manifold pressure.
- b. Cars will be required to operate within the maximum engine speed and/or the maximum super/turbo-charger boost pressure levels as published on the Event Parity Sheet. **The maximum engine speed limit shall not apply whilst the cars highest gear is engaged.** (copyright applies to GTP VARI-REV™ handicapping system).

- c. Cars, which in the opinion of the Category Technical Commissioner, have been operated in such a manner as to supply power to the driven wheels whilst exceeding the maximum engine speed or maximum super/turbo-charger boost pressure level, will be subject to such penalties as determined by the Stewards of the Meeting.
- d. A suitable fixing for the data logger must be provided 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 and which can be easily reached by the designated examiners (refer f. below). The serial port must be able to be accessed easily, through the passenger's side door and the LEDS must be clearly visible to officials through the passenger's side window. The Category Technical Commissioner will be the final arbiter as to the location of the data logger in each car.
- e. A +ve 12-volt power supply and grounding wire must be supplied. The +ve supply must be connected to the car's battery master switch.
- f. The data logger may be interrogated, downloaded or reset by the Category Technical Commissioner, PROCAR Data Analyst, PROCAR Technical Manager or their nominee at any time during a race meeting, including during competition, by telemetry.
- g. Any tampering with the data logger or its associated wiring or parts is prohibited. The data logger or associated components may not be modified, altered or tampered with in any way, from the condition and configuration in which the components are delivered and installed in the car.
- h. It is the sole responsibility of the Entrant to ensure the connections provided are secure and that the integrity of the continuity of supply of power, vacuum/pressure feed from the manifold, feed from the crankshaft sensor and feed from the road speed sensor connected to a driven wheel are assured at all times and any other such sensor as PROCAR deems necessary to be fitted by the Entrant.
- i. It is the sole responsibility of the Entrant to at all times ensure the integrity of operation of the data logger.
- j. Any costs of rectifying damage, whether accidental or otherwise, to the data logger or its associated components occurring whilst in the possession of the Entrant, are the responsibility of that Entrant.
- k. Notwithstanding the above, no penalty will apply if it can be established that the data logger was defective. However should the Category Technical Commissioner and/or the PROCAR Technical Manager be of the view that the defect is due to deliberate tampering, the matter will be referred to the Stewards of the Meeting.
- l. The data logger, its wiring harness, sensors and associated components, must be purchased by the Entrant to a standard as determined by the Category Technical Commissioner or PROCAR Technical Manager and will remain the property of the Entrant.
- m. The PROCAR data logger and accessories are manufactured exclusively by:  
  
Motor Sport Electronics ("MSE")  
22 Deep Pool Way  
MOUNT ANNAN NSW 2567  
Telephone: 02 4648 0030  
Fax: 02 4648 0031  
Purchase, payment and installation in accordance with this ruling is the responsibility of the Entrant.
- n. The Entrant is required to register with PROCAR the serial number of the data logger on the Race Vehicle Specification/Registration Form.
- o. The data logger must remain in situ and operational at all times during warm up, practice, qualifying and racing, or as directed by PROCAR.
- p. The Category Technical Commissioner will be the final arbiter in relation to all determinations regarding approved data loggers and any data interpretations arising therefrom.
- q. Any failure to provide the required data from the data logger will be noted by the Category Technical Commissioner and a report will be made to the Clerk of Course and copied to the Stewards of the Meeting, who may take further action.
- r. At the completion of any practice session, the Entrant may request to view data recorded by their car to ensure compliance. Alternatively, software is available from the supplier of the data logger to enable Entrants to access the data. It is a breach of these Regulations, if any person causes or attempts to cause, any alteration to data recorded during any official practice, qualifying or race sessions.
- s. PROCAR reserves the right to remove, replace, alter or modify any portion of data logger or associated software and/or firmware.
- t. All data loggers, sensors and their associated wiring must be installed as detailed in the associated bulletin, which will accompany the data logger (or upgrade kit) when purchased. Failure to do so is in breach of these Regulations and will be referred to the Stewards of the Meeting.

### **2.2.1.6 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.

### **2.2.1.7 Jacking**

- a. 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.
- b. The fitment of an onboard air jack system to cars is permitted. No compressed gas storage containers may be carried on board, and the couplings on the car must be located in a manner such as to provide minimise any hazard to persons who may be close to the car. In this regard the Category Technical Commissioner shall be the final arbiter against whose decision there shall be no appeal.

## **2.2.2 ENGINE**

### **2.2.2.1 Specifications**

All engines used must comply strictly with the relevant Vehicle Recognition Document.

### **2.2.2.2 Engine Shrouds**

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

### **2.2.2.3 Cylinder Block and Cylinder Head**

- a. With the written approval of the PROCAR Technical Manager in consultation with the Category Technical Commissioner, it is permitted to re-bore the cylinder block. This must not result in the engine capacity exceeding class limits. All tolerances granted by the car manufacturer are superseded by this regulation.
- b. With the written approval of the PROCAR Technical Manager in consultation with the Category Technical Commissioner, the re-sleeving of cylinder bores may be permitted. Certain restrictions may be applied with regard to the type of material used.
- c. 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 limits. All tolerances granted by the car manufacturer in respect to removal of material from the above mentioned surfaces is superseded by this regulation.

### **2.2.2.4 Bearings**

- a. 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.
- b. The maximum amount of material permitted to be removed from the crankshaft journal diameter is 0.25mm.

### **2.2.2.5 Lubrication**

- a.
  - i) The exterior dimensions of the engine oil pan are free, provided that any additional material is the same as the original.
  - ii) The interior of the oil pan is free, however no freedoms are granted with regard to the oil pump pick up.
- b. No additional modifications are permitted to facilitate the fitment of a modified oil pan.
- c. The fitment of a dry sump system is not permitted unless otherwise stated on the relevant Vehicle Recognition Document.
- d. The fitment of an engine oil cooler is permitted, provided that it complies with the relevant Vehicle Recognition Document.

### **2.2.2.6 Cooling System**

- a. With the written approval of the Category Technical Commissioner, the fitment of a protective screen mounted in front of the radiator is permitted.
- b. The thermostat, its operation and method of control are free.

- c. The method of operation of the original engine cooling fan/s, is free.
- d. The manner in which the radiator pressure is maintained is free, provided that no modifications are made to the radiator.

### **2.2.2.7 Electronic Engine Control Unit**

- a. The use of after market Electronic Engine Control Unit/s is permitted, provided that the wiring for this is detailed on the relevant Vehicle Recognition Document.
- b. No additional input or output other than those specified in the relevant Vehicle Recognition Document is permitted.
- c. The use of Traction Control/Launch Control is prohibited, unless the system is fitted standard by the car manufacturer. In this case, the Traction Control/Launch Control system may be operated by the standard Electronic Engine Control Unit as fitted by the car manufacturer only.
- d. At all times during the season, access to the car's Electronic Engine Control Unit will be granted to the Category Technical Commissioner 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 PROCAR Technical Manager.

**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.**

### **2.2.2.8 Exhaust**

- a. 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.
- b.
  - i) For cars issued with a CAMS Log Book prior to 1<sup>st</sup> January 2003.

The exhaust system is free downstream of the exit of the exhaust manifold. In the case of turbo-charged cars, the exhaust system is free downstream of the exit of the turbo waste gate housing, or as defined by the Category Technical Commissioner.

- ii) For cars issued with a CAMS Log Book after the 1<sup>st</sup> January 2003.

PROCAR with the approval of CAMS – Manager Technical Services, reserves the right to implement the following rule.

The exhaust system is free downstream of the exit of the exhaust manifold. In the case of turbo-charged cars, the exhaust system is free downstream of the exit of the turbo waste gate housing, or as defined by the Category Technical Commissioner. All exhaust gases must pass through a catalytic converter, which must be mounted within 300mm of the location in which the catalytic converter was fitted by the car manufacturer. The brand, size and number of the catalytic converters is free.

### **2.2.2.9 Engine Pulleys**

The diameter of any belt driven pulley on ancillary equipment, e.g. water pump, alternator, etc. where fitted, may be changed whilst respecting the original drive belt type and width. The crank shaft pulley/s must remain unmodified.

### **2.2.2.10 Engine Sealing**

All car engines must be drilled by the Entrant prior to their first competition Round, to allow the Category Technical Commissioner to fit seals. It is the responsibility of the Entrant to determine from the Category Technical Commissioner the appropriate location for drilling.

### **2.2.2.11 Accelerator Cable**

With the written approval of the Category Technical Commissioner, 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. This replacement assembly must be as specified on the relevant Vehicle Recognition Document.

### **2.2.2.12 Engine Mounts**

The dampening material of the engine mounts is free, provided the position of the engine remains as fitted by the car manufacturer.

### **2.2.2.13 Replacement Engines**

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

### **2.2.2.14 Supercharged Cars**

With the written approval of the Category Technical Commissioner, minor modifications to the operation of the super/turbo-charger boost control system are permitted, to enable a super/turbo-charged car to conform with the maximum super/turbo-charger boost pressure levels permitted, as published on the relevant Event Parity Sheet.

## **2.2.3 TRANSMISSION**

### **2.2.3.1 Flywheel**

The flywheel is free provided it is manufactured from a ferrous material and maintains the same diameter as the flywheel fitted standard by the car manufacturer. No modifications are permitted to the starter motor location or type to facilitate the fitment of this flywheel.

### **2.2.3.2 Clutch**

The clutch system is free provided the method of actuation remains as fitted standard by the car manufacturer, unless otherwise stated on the relevant Vehicle Recognition Document.

### **2.2.3.3 Transmission Mounts**

The dampening material of the transmission mounts is free, provided the original position of the transmission is retained.

### **2.2.3.4 Ratios**

Gearbox and final drive ratios must be as detailed in the relevant Vehicle Recognition Document.

### **2.2.3.5 Final Drive**

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

### **2.2.3.6 Transmission Coolers**

The fitment of coolers to all Transmission and Final Drive units is permitted, provided that it complies with the relevant Vehicle Recognition Document.

## **2.2.4 BRAKES**

All brake systems must comply with the relevant Vehicle Recognition Document.

### **2.2.4.1 ABS and Power Assisted Braking**

All ABS and power assisted braking systems are permitted to be rendered inoperative.

## **2.2.5 SUSPENSION**

### **2.2.5.1 Coil Springs**

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

### **2.2.5.2 Torsion Bars**

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

### **2.2.5.3 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.

### **2.2.5.4 Shock Absorbers**

- a. Shock absorbers are free provided that the number, design, principal function and the attachment points, are not modified.
- b. Where an original shock absorber forms an integral part in the attachment of the wheel hub assembly to the chassis/body work (e.g. 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.
- c. No modifications are permitted to the "silent block" mount of a MacPherson strut system.
- d. 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).

### **2.2.5.5 Attachment Points**

- a. In the case of independent suspensions, in order to achieve the necessary camber angle, it is permitted to relocate (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.
- b. In the case of MacPherson struts, it is permitted to relocate (only in the lateral plane of the original attachment points) the upper insulating block.
- c. 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.
- d. 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.
- e. In cases where freedoms are granted in regard to attachment points on the relevant Vehicle Recognition Document, the above modifications (a. – c.) are not permitted.

### **2.2.5.6 Ride Heights**

Ride heights are free provided the car complies with the following ground clearance rule;

- i) When the tyres are deflated on the drivers side, no part of the car may touch the ground. This test will be carried out with the driver seated in the driver's seat and all relevant Success Ballast on board.
- ii) The minimum penalty for a car failing the Ride height check during or after a qualifying session, (provided the failure is not due to accidental damage) will be forfeiture of the qualifying times for that session.
- iii) The minimum penalty for a car failing the Ride height check after any race, (provided the failure is not due to accidental damage) will be exclusion from the race in which the breach has occurred.

## **2.2.6 BODYWORK**

### **2.2.6.1 Interior**

- a. With the written approval of the Category Technical Commissioner, it is permitted to modify driver operated controls for the sole purpose of driver comfort, provided that the original function of each control remains as the manufacturer intended.
- b. It is permitted for additional instruments and/or switches to be installed on a separate panel, provided that all original instruments and switches remain in their original location. Any wiring associated with additional instruments and/or switches must be harnessed separately to that of the car manufacturers original wiring harness.

- c. The removal of all air conditioning components is permitted, provided that the function and operation of all heaters, fans and vents are retained. Changes to the appearance of the dashboard to facilitate the removal are not permitted.
- d. The removal of all sound system components is permitted, provided that the original “head” unit and speaker fascias are replaced by a suitable panel approved by the Category Technical Commissioner.
- e. The fitment of a non-genuine steering wheel is permitted.
- f. The removal of all airbags and associated components, (the sole purpose of which is the operation of the air bag system) is permitted, provided no additional modifications are made to facilitate the removal.
- g. The drivers seat must be replaced with a seat that complies with Schedule C of Section 6 (General Requirements) of the CAMS Manual.
- h. The drivers seat belts must be replaced with a full racing harness that complies with Schedule I (Safety Harness/Window Nets) of Section 6 (General Requirements) of the CAMS Manual.
- i. The removal of the passenger seat, rear seat/s, seat belts, carpet, underlay, roof lining, interior A, B and C pillar moulds, boot lining, spare wheel, wheel changing equipment, rear parcel shelf, interior lights and passenger roof handles is permitted. Following such removal the interior of the car should be presentable to the satisfaction of the Category Technical Commissioner.
- j. The removal of sunroof operating systems is permitted, the original moveable panel must be retained.

### **2.2.6.2 Exterior**

- 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.
- b. The windscreen must be of laminated glass unless otherwise supplied as standard by the relevant car manufacturer.

## **2.2.7 FUEL SYSTEM**

### **2.2.7.1 Fuel Tanks**

- a. 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 Vehicle Recognition Document.
- b. 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, anti-surge tanks etc..***

- c. 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.***

### **2.2.7.2 Fuel**

- a. PROCAR Control Fuel will be available and must be used, unless stated otherwise in the relevant Vehicle Recognition Document. The supplier and grade of fuel will be advised prior to the opening of entries for the season.
- 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 Category Technical Commissioner.

- c. The Category Technical Commissioner 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.
- d. Cars originally Homologated to compete in the FIA N-GT or British GTO Championship may use a fuel in compliance with FIA Appendix J, Article 252.9.

### **2.2.7.3 Dry-Break Fittings**

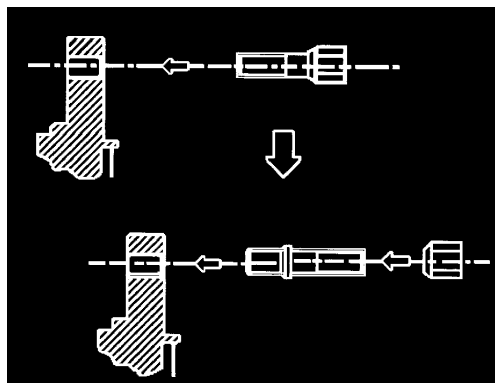
- a. Dry-break couplings are permitted, provided the dry-break and vent bottle fittings are mounted as close as practical to the fuel tank/s. All associated plumbing must be no greater than the OD of the exit of the dry-break and vent bottle bulb. The route of the filler and vent bottle pipes must be as short as practical.
- b. Fuel pump/s may be replaced. The fuel flow characteristics of the replacement pump/s are free. The fuel system pressure specifications as stated by the car manufacturer must be respected.

### **2.2.8 WHEELS**

- a. Wheel rim sizes must remain as fitted by the car manufacturer, unless otherwise stated in the relevant Vehicle Recognition Document.
- b. The use of non-genuine wheel rims is permitted, provided they comply with the approved dimensions. A maximum tolerance of 5mm is permitted to the offset of the wheel rim.
- c. Any device attached to the wheels designed or intended to alter the air flow through the wheels, is prohibited. The Category Technical Commissioner will be the final arbiter.
- d. In the event that a control tyre is introduced, PROCAR in consultation with CAMS reserves the right to adjust the standard wheel specifications for individual models.

#### **2.2.8.1 Wheel Attachments**

- a. Wheel attachment studs may be replaced by units of identical dimensions. The design of wheel nuts is free. Wheel fixation to the hub by bolts may be changed to fixation by studs and wheel nuts, provided that the number of attachment points and the diameter of the threaded parts are respected (as indicated in the following diagram).



*FIA Yearbook of Auto Sport 254-1*

- b. The use of centre lock wheel systems is permitted, provided they comply strictly with the relevant Vehicle Recognition Document.

### **2.2.9 TYRES**

- a. PROCAR in consultation with CAMS reserves the right to introduce a control tyre.
- b. 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.
- c. If the Category Technical Commissioner determines that suitable markings referring to the compound of a tyre are not supplied by the tyre manufacturer, the Category Technical Commissioner reserves the right to use a Tyre Durometer to determine any difference between the compounds of tyres.
- d. Any tyre, which in the opinion of the Category Technical Commissioner, does not easily allow them to police the rules regarding dry slick tyres, will not be permitted.
- e. 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.**



**2.2.9.1 Slick Racing Tyres**

- a. Subject to d. below, each competitor is permitted 8 slick racing tyres for qualifying and racing, which must be marked by the Category Technical Commissioner or his nominee at each Round. It is the Entrants responsibility to ensure that this occurs.
- b. After an Entrant has contested their first Round of the 2003 Championship, only previously used and marked tyres for that particular car are permitted in all sessions prior to qualifying, including sponsor ride sessions unless permission is granted by the Category Technical Commissioner.
- c. If the tyres are not marked for any reason or the markings become illegible, it is the Entrant's responsibility to notify the Category Technical Commissioner immediately.
- d. With the written permission of the Category Technical Commissioner, Entrants are permitted to use additional replacement tyres, if the Commissioner is satisfied that:
  - i) due to an unintentional and/or exceptional occurrence, the tyre in question can no longer be used;
  - ii) the replacement tyre is of the same type and of similar wear prior to i) above of the existing tyre;
  - iii) the driver has completed the first lap of a Championship race at the present Event.

**2.2.9.2 Wet/Grooved Tyres**

- a. 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.
- b. All wet/grooved tyres must be approved and marked by the Category Technical Commissioner or his nominee. The Category Technical Commissioner will be the final arbiter in regard to the determination and suitability of a wet tyre. It is the responsibility of the competitor to have the Category Technical Commissioner or his nominee mark all wet grooved tyres prior to use.
- c. When marked grooved tyres are used in wet conditions, the race car's external head lights, tail lights and rainlight must be illuminated.
- d. Competitors may use wet/grooved marked tyres at their discretion during qualifying/racing.

**2.2.10 ELECTRICAL****2.2.10.1 Battery**

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

**2.2.10.2 Rain Light**

Competitors 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). The Category Technical Commissioner will be the final arbiter in regard to the suitability of the light.

PROCAR in consultation with CAMS reserves the right to introduce a control Rain Light.

**2.2.11 CAR DATA**

- a. The use of multi display dashes with the ability to store car data is permitted, the only inputs allowed are as follows:
  - G Forces
  - 2 x Wheel Speed
  - Trigger device for lap timing
  - Brake Signal
  - Engine RPM
  - 2 x Exhaust gas oxygen sensor
  - Temperature inputs used solely for the purpose of measuring fluid temperatures of engine and drive line components, exhaust temperatures and intake air temperature
  - Pressure inputs used solely for the purpose of measuring fluid pressures of engine and drive line components.
  - Throttle position/s
  - Manifold Pressure
  - Fuel used signal
  - Steering Angle Sensor

- b. To aid in the policing of the above rule, sensors other than those permitted in (a) are not to be fitted. Additionally the software for the dash must not show any pin allocations set up to read sensors other than those mentioned in (a) above.
- c. At all times during the season access to the car's Data storage devices will be granted to the Category Technical Commissioner or their nominee. The Entrants Notebook computer will be used for any inspections. If the Entrant cannot provide their Notebook Computer an alternative will be found by the PROCAR Technical Manager.
- d. The use of any form of real time telemetry or the transmission of any data between the pits and the race car, unless approved by PROCAR, is strictly forbidden.

## **2.2.12 VEHICLE ELIGIBILITY SCHEDULE**

### **2.2.12.1 Eligible Vehicle List**

**UNDER CONSIDERATION AND YET TO BE APPROVED**

## **2.3 CHAMPIONSHIP ROUND FORMAT**

### **2.3.1 Program of Events**

- a. The following Program is provisional and for sprint rounds only. The final program of events for each Championship Round will be determined between the Promoter, Category Manager and if appropriate, CAMS.

b. **Non qualifying day (usually Friday)**

Safety Check
Non-qualifying Practice 1 (20 min)
Non-qualifying Practice 2 (20 min)

c. **Qualifying day (usually Saturday)**

Scrutiny in garages
Compulsory drivers' briefing
Non-qualifying Practice 3 (15 min Time Permitting)
Qualifying Session 1 (20 min)

d. **Race day (usually Sunday)**

**Format Legend**

Z1	1x 20min Race 1x 45min Race with compulsory Tyre Change
Z2	2x 35min Races (progressive grid)
Z3	3x 20min Races (2nd Race reverse Top 8 grid positions)
Z4	3x 20min Races (No reverse grid- progressive grid)
Z5	2x 20 min Races 1x 40 min Race (compulsory pit stop with optional driver change, refer 2.3.2c)
Z6	1x 500km Race (driver change)
Z7	2x 20 min Races 1x 40 min Race (no compulsory pit stop)
Note:	All above Race duration's <u>do not</u> include Race Start Procedure
	Podium ceremony

### **2.3.2 Race Distances**

- a. The format of each sprint round of the Championship will be as shown above, expressed as a number of laps or time appropriate to the host circuit. PROCAR in consultation with the Promoter or Host Circuit may alter this format, as it deems appropriate and may include long distance endurance events.
- b. In the event of oversubscription, PROCAR (in consultation with CAMS) with the agreement of the relevant promoter, reserves the right to alter the format of races to include additional or potential elimination races.
- c. Where there is an optional driver change either of the following is to be carried out:
- i) a complete driver change, or
  - ii) where only one driver is entered, that driver must stop the race car at his pit bay, exit the car completely, shut the race car door, then open the door and re-enter the race car – ensuring that all seat belts and window nets are re-fastened.

### **2.3.3 Practice**

- a. At least two 20-minute non-qualifying (timed) practice sessions will be held at each round (normally Friday).
- b. A minimum of **one** 15 minute Practice Session will be included on the Saturday program, where time permits.

### **2.3.4 Qualifying**

- a. One Qualifying Session of a 20 minute duration will be held at each round (normally Saturday). At the discretion of the Race Director, in consultation with PROCAR and the Stewards of the Meeting, this qualifying session may be split into two equal sessions to accommodate all cars regardless of weather conditions.
- b. In order to qualify, a driver must:
  - i) complete at least 3 laps in the race car in practice or qualifying; and
  - ii) achieve 130% of the best qualifying time achieved by the fastest qualified car during the qualifying session;
  - iii) failing (ii) above, achieve 115% of the average of the fastest three qualifying cars, in the relevant Group, during the qualifying session.
- c. Subject to grid capacity limits, the Stewards of the Meeting may, in consultation with PROCAR, 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. Three Championship points will be awarded to the driver who achieves pole position for Race 1 and will count towards the Nations Cup Group 1 Championship Point Score. Only the outright pole position will count towards the Outright Nations Cup Driver's Championship Point Score.
- e. Three Championship points will be awarded to the driver who achieves the fastest qualifying time for Race 1 in Group 2 and will count towards the Nations Cup Group 2 point score.

### **2.3.5 Grid**

- a. Where there is no reverse grid race scheduled, the grid will be determined in order as follows:
  - i) First Race: based on Qualifying Session;
  - ii) Second Race: by the finishing order of Race 1, followed by any non-finishers in the order of the number of laps completed.
  - iii) Third Race (where applicable): by the finishing order of Race 2, followed by any non-finishers in the order of the number of laps completed in Race 2.
  - iv) Any car failing to start Race 1 or 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.
- b. Where there is a reverse grid race scheduled, then the grid will be determined in order as follows:
  - i) First Race: based on Qualifying Session;
  - ii) Second Race: by the reverse finishing order of the top **eight (8)** race cars in Race 1, followed by the remainder of the field in order of Race 1 finishing positions. Grid position 1 will be allocated to **eighth** finisher of Race 1, and so on. Cars not finishing Race 1 will be allocated positions at the rear of the grid, in the order of the number of laps completed.
  - iii) Any car failing to start Race 1 may start Race 2 from the rear of the grid, after having received permission to do so from the Stewards of the Meeting. 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 1 times.
  - iv) Third Race (where applicable): by total of "Grid Position Points" accrued (based on the finishing positions from Race 1 & Race 2). The driver with the highest number of "grid position points" will be on pole position. Tie breaks determined by Qualifying 1 times.
  - v) Grid Position Points: will be awarded to each driver according to finishing positions in Race 1 and Race 2 on a descending scale, based on the quantity of cars entered (ie. 32 cars entered – points run from 32 points for 1<sup>st</sup>, 31 points for 2<sup>nd</sup>, and so on). Grid position points are separate to Championship points. Grid Position Points will not be allocated to non-finishers or non-starters. Cars with zero grid position points will be placed at the rear of the grid in order of their Qualifying 1 times.
  - vi) All races will count towards the Championship pointscore.
- c. 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 Race Director and the Secretary of the Meeting. Once the competitor has been approved to start the race from the rear of the grid, the Entrant must immediately advise and prove to PROCAR that permission has been granted.
- d. If it is determined by the Clerk of Course, Race Director or 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 rear of all cars irrespective of Class ie. the true rear of the grid.

### **2.3.6 Race Starting Procedure**

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

## **2.4 COMMERCIAL REQUIREMENTS**

### **2.4.1 Race Vehicle Identification**

- a. **Windscreen strip**  
All race cars must display the windscreen strips provided by PROCAR within the uppermost portion of the front and rear windcreens, 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 PROCAR from 2 – 99. Three Digit competition numbers will be considered only on special application. The application in the first instance is to PROCAR, who will then seek approval from CAMS.
  - ii) Number “1” is reserved for the 2002 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 PROCAR’s 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 PROCAR Non-Championship events that follow the final round of the Championship.
  - iv) Each race car must display their competition number on the windscreen of the car in accordance with Schedule K of the CAMS Manual.
- c. **Number panels**
  - i) PROCAR will provide 3 number panels (1 spare) at the start of the Championship for display on the side of the front doors between the “B” pillar and the rear of the front wheel arch.
  - ii) Any trimming necessary for affixing the panels must not deface the Championship wording or logo.
  - iii) Entrants are responsible for affixing their competition number to the number panels as per the Identification Sheet, at the Entrant’s cost.
  - iv) Entrants are responsible for affixing a CAMS sticker adjacent to the number panel on both sides of the race car.
- 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 Category Technical Commissioner, at his sole discretion, may vary this regulation if he deems that rear vision may be impaired. The Entrant must seek a written variance to this regulation from the Category Technical Commissioner and advise PROCAR of the outcome.
- e. **Championship number plates**  
Championship number plates as provided by PROCAR must be attached to the front and rear of race cars at a 90° angle to the ground and not altered in any way, unless written approval is provided by PROCAR.
- f. **Non-complying/inappropriate signage**  
Competitors are not permitted to practice, qualify or race if the race car does not comply with the signage requirements depicted on the Identification Sheet or exhibits inappropriate signage.
- g. **Race car roof signage**  
The only signage permitted on the race car’s roof will be a flag depicting the car’s country of manufacture. Specifications will be issued by PROCAR.
- h. **Additional Signage**  
It will be compulsory for all race cars to carry the host television broadcasters logo sticker on the race cars. Location will be advised prior to the commencement of the Championship.
- i. Group One and Group Two metal badges as provided by PROCAR must be attached to the front mudguard on each side of the race car. Exact location and dimensions will be advised by PROCAR prior to the start of the Championship.

## **2.5 AWARDS & POINTSCORES**

### **2.5.1 Point Scoring**

- a. Refer Chapter 1, 1.5 Awards & Pointscores for points table.

- b. Points for the Sandown 500 will be allocated at a rate of 2 times the schedule detailed in Chapter 1, Article 1.5 Awards and Pointscores.
- c. Where 2 drivers per car, compete in a Round (Race Format Z5, Z6), each driver will be allocated the total number of points, relative to their car's finishing position in each race. For example, if Driver 1 drives in Race 1 and finishes fifth, Driver 2 will also be allocated Championship points for fifth position, and visa-versa. Where both drivers drive in a race, both drivers will be allocated Championship points.

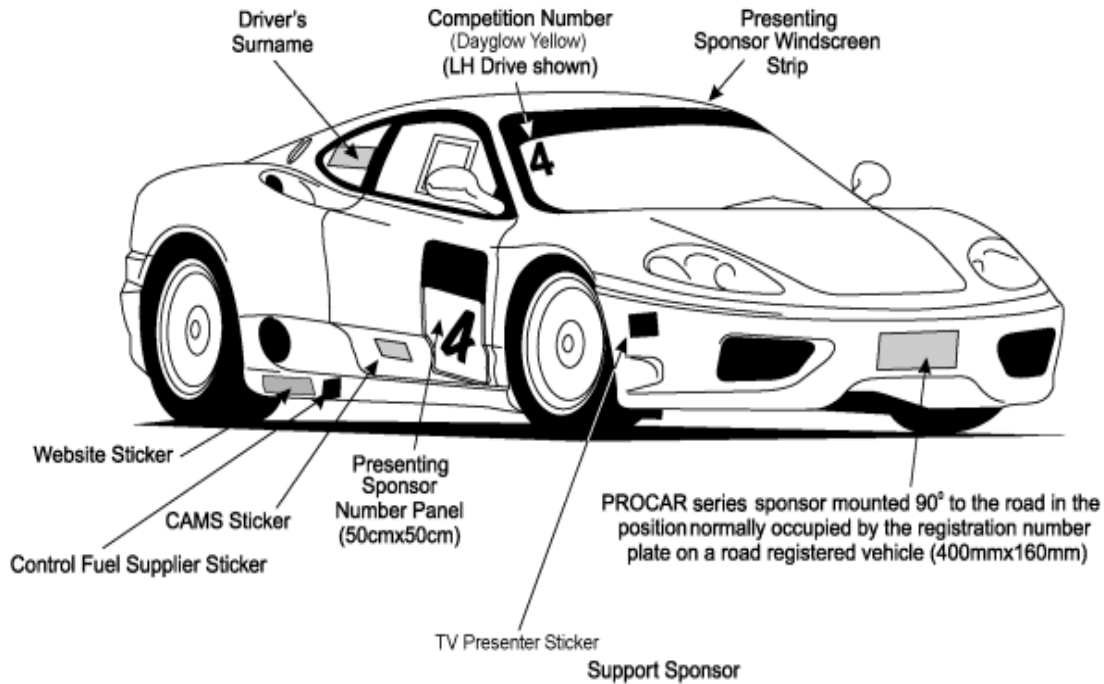
### **2.5.2 Trophies**

- a. The supply and presentation of trophies is the responsibility of PROCAR and they will be provided for presentation at the end of each round.
- 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 and 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> from Group 2 at each Round. Drivers finishing thus are required to attend the podium post-race presentations.
- c. Annual trophies will be presented for the Championship at the end of the season as follows:  
Drivers' Championship trophies: will be awarded to the drivers finishing 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Outright and 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in Group 2.
- d. A Manufacturer's trophy will be awarded to the manufacturer who has attained the highest number of points cumulative over all Rounds (inclusive of Pole Position Points) during the Championship. Points will be allocated, as per the Drivers' Championship table, to the highest two (2) classified finishing representatives from each marque, in each Race.
- e. Additional awards may include, but are not restricted to, Rookie of the Year, Best Presented Award (each Round) and Best Presented Overall (year end), all subject to sponsorship. To be eligible for Best Presented Awards, race cars must display the relevant Sponsor's stickers on the car as directed by PROCAR and in accordance with Schedule K (Markings on Automobiles) of Section 6 (General Requirements) of the CAMS Manual.

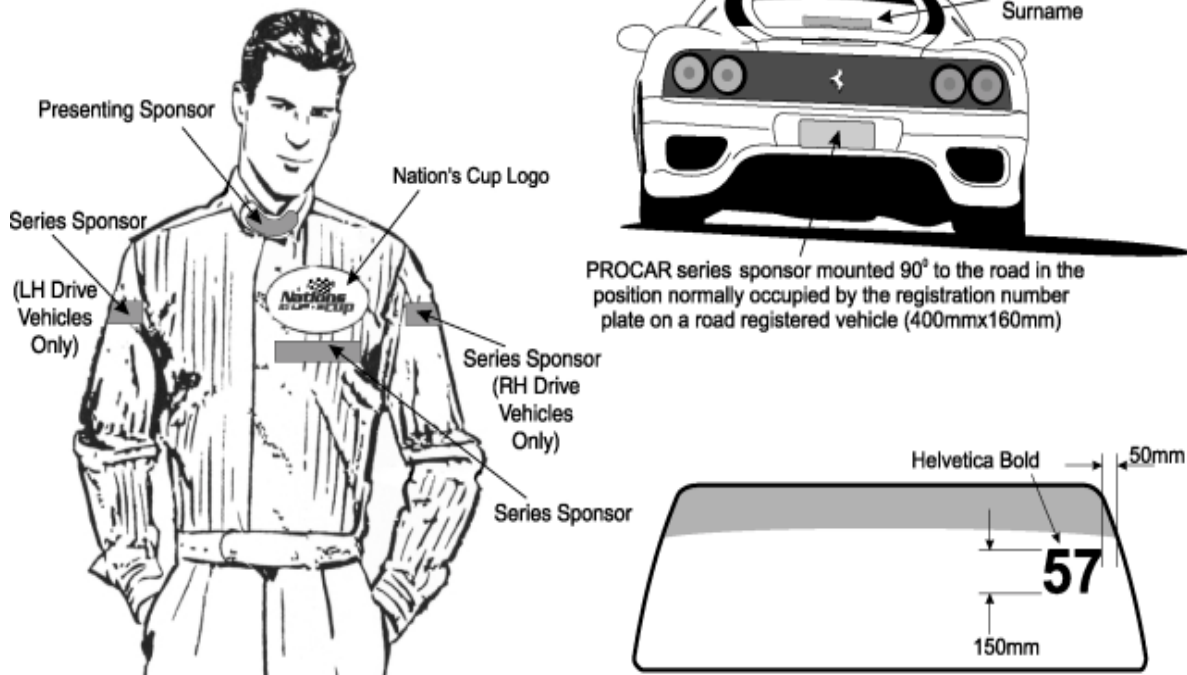
### **2.5.3 Prize Money**

- a. A prize pool will be provided by PROCAR.
- b. Race day prize money will be awarded to the driver whose total point score places them 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> Outright and 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> from Group 2 at each Round. Prize money will be payed to the Entrant of the car.
- c. At the end of the season, PROCAR will distribute prize money to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in each Group.
- d. The prize pool will be advised prior to the commencement of the Championship and may be increased during the currency of the 2003 Championship dependent on additional sponsorship.

# NATIONS CUP IDENTIFICATION SHEET - VEHICLE & RACE SUIT



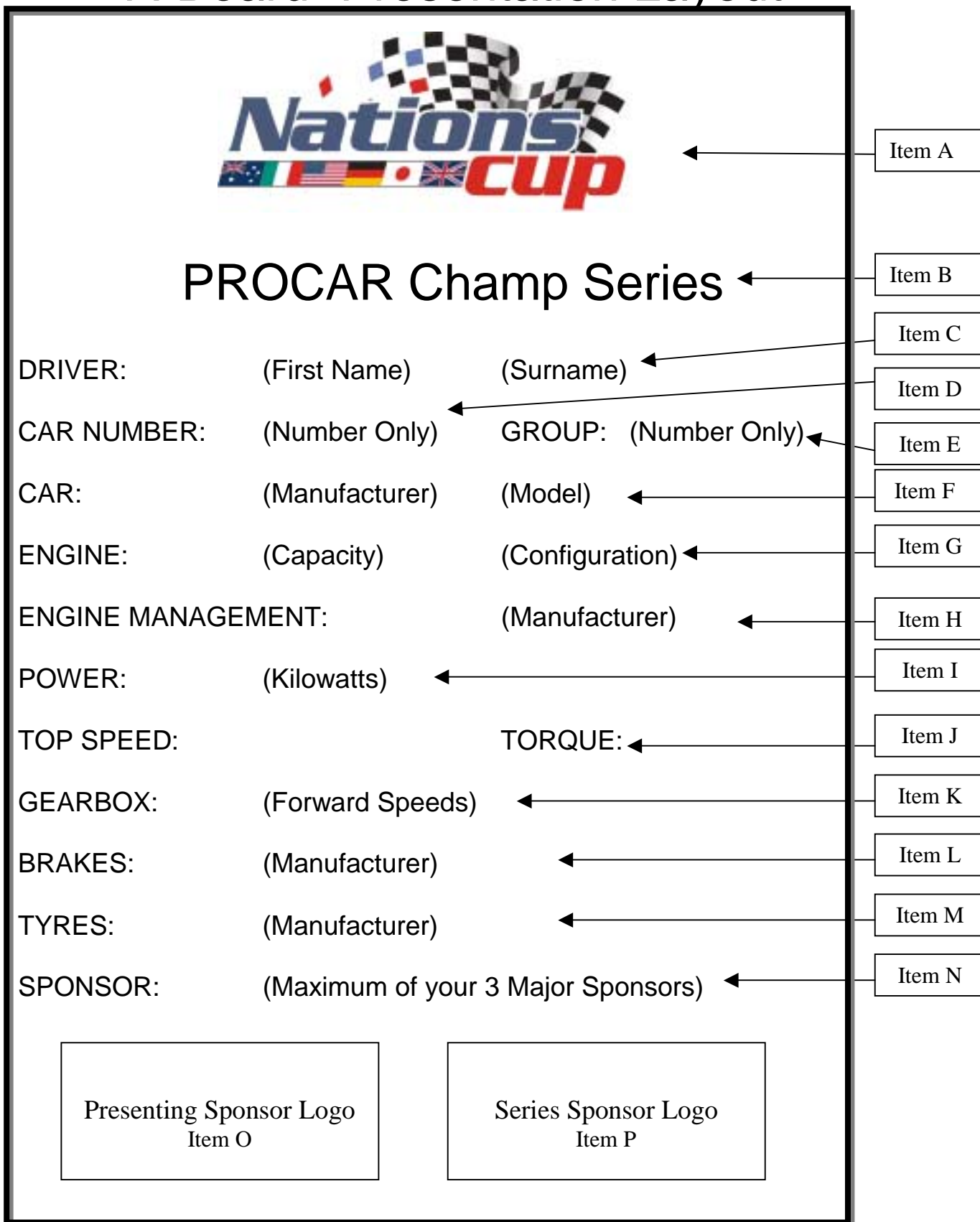
## RACE SUIT IDENTIFICATION



RACING NUMBERS (280mm high) - TYPE: SNYDER SPEED (black)

# 1234567890

# “A-Board” Presentation Layout





## “A – BOARD” INSTRUCTIONS

Item A	Category logo Compulsory on all A-Boards (In Colour) 150mm in height
Item B	The words “PROCAR Champ Series”, Font Helvetica to a height of 72mm in Black lettering
Item C	Headings to be all in Upper Case – Font Avantgard-demi to a height of 37mm. Drivers Name to be in Upper & Lower case – Font Helvetica-med to a height of 35mm
Item D	CAR NUMBER: ie. 28
Item E	GROUP: Group Number to be written, ie. One
Item F	CAR: Manufacturer ie. Porsche, Model ie. GT3
Item G	ENGINE: Capacity ie. 3.6 Litre, Configuration ie. V8
Item H	ENGINE MANAGEMENT: Manufacturer ie. Motec
Item I	POWER: Kilowatts @ Revs ie. 300kw @ 7500 RPM
Item J	TOP SPEED: KMH Torque: NM
Item K	GEARBOX: Number of Forward Gears ie. 6 Speed
Item L	BRAKES: Manufacturer ie. Brembo
Item M	TYRES: Manufacturer ie. Pirelli, Size ie. 265 x 45 x 18
Item N	SPONSOR – Maximum of 3 of your major sponsors
Item O	PRESENTING SPONSOR LOGO: (TBA) in colour 235mm wide x 80mm in height
Item P	SERIES SPONSOR LOGO: (TBA) in colour 235mm wide x 80mm in height

“A – Board” size should be 900mm x 600mm White in Colour.

“A – Board’s” to be signwritten in Black, no colour except logo’s.

All the headings are compulsory to complete, they are not optional.

**CHAPTER 3****GT Performance****Category Specific Regulations****3.1 ADMINISTRATION****3.1.1 The Championship**

- a. The Championship consists of 8 Rounds in various formats, which may include long distance (endurance) events. In this instance, separate Supplementary Regulations will be issued.

Rnd	Date	Circuit	Format **
1	March 21-23	Adelaide Parklands	N1
2	April 25-27	Symmons Plains	N1
3	May 30 – June 1	Wakefield Park	N1
4	June 13-15	Queensland	N1
5	July 11-13	Oran Park	N2
6	Aug 8-10	Sandown 500*	N3
7	Sept 19-21	Winton	N2
8	Oct 24-26	Surfers Paradise *	N1

\* Subject to finalisation

\*\* Refer to Article 3.3.1 Program of events for Format definition.

- b. PROCAR, in consultation with, and with the agreement of CAMS, reserves the right to abandon or alter this race schedule and/or include Non-Championship Events.

**3.1.2 PROCAR Licence to Compete**

- a. PROCAR reserves the right to issue, at an appropriate levy, 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. The PROCAR Licence to Compete will only be issued to the legal owner of the car.
- b. The quantity of Licences issued may be subject to grid density and model limits, as determined by PROCAR.
- c. The Licence to Compete, as issued by PROCAR, constitutes a legal commercial agreement between the Entrant and PROCAR. It must be noted that the PROCAR Licence to Compete is separate to any Licences referred to under CAMS NCR 47.

**3.2 TECHNICAL REQUIREMENTS****3.2.1 GENERAL****3.2.1.1 Parity**

- a. PROCAR reserves the right to conduct a review of the performance of cars in the category up to five (5) times during the Season and, subject to approval of the CAMS Manager – Technical Services, make appropriate adjustments. A performance adjustment may include alterations to any number of the following:- maximum engine speed, minimum ride heights, minimum racing weight and maximum boost pressure levels for supercharged cars.
- b. Such adjustments will be published on an Event Parity Sheet (refer Article 1.2.11).
- c. Such adjustments will apply to all competing cars of the particular make and model.
- d. PROCAR reserves the right to have restrictor/s fitted to the induction system of any car.

- e. The maximum super/turbo-charger boost pressure levels, maximum engine speed, minimum ride height and minimum racing weight of each car must comply with the relevant Event Parity Sheet (copyright applies to GTP VARI-REV™ handicapping system).
- f. Cars which, in the opinion of the Category Technical Commissioner, have been operated in such a manner as to supply power to the driven wheels whilst exceeding the maximum engine speed or maximum super/turbo-charger boost pressure levels, will be subject to such penalties as determined by the Stewards of the Meeting.
- g. PROCAR reserves the right to review and alter Vehicle Recognition Documents for performance reasons, such reviews will be conducted only after Round 3 and after Round 6.

### **3.2.1.2 Car Weights**

- a. Racing weight is the minimum weight of the car at any time during any Practice, Qualifying or Racing, including the driver wearing all normal racing apparel including helmet (Definitions – see CAMS Manual). Racing weight may be checked at any time, as deemed appropriate by the Category Technical Commissioner.
- b. Minimum racing weight will be published in the relevant Event Parity Sheet, throughout the year.
- c. Success Ballast will be applied to the driver who's total point score places them 1st, 2nd or 3rd at the end of each Round and;
  - i) Success Ballast will be imposed on the car driven at the following Round.
  - ii) Success Ballast will be published in the relevant Event Parity Sheet
  - iii) The installation of Success Ballast is the sole responsibility of the Entrant of the car.
  - iv) Success Ballast is not cumulative and is effective for one Round only.
  - v) PROCAR will be the final arbiter in regard to the car/driver complying with this Regulation.
  - vi) The amount of Success Ballast will be a percentage of the car's minimum racing weight.
    - 1<sup>st</sup> = 4% of minimum racing weight
    - 2<sup>nd</sup> = 3% of minimum racing weight
    - 3<sup>rd</sup> = 2% of minimum racing weight
- d. The minimum penalty for a car failing the minimum racing weight check, during or after qualifying sessions (provided the failure is not due to accidental damage), will be a forfeit of the qualifying times from that session.
- e. The minimum penalty for a car failing the minimum racing weight check during any race in each round (provided the failure is not due to accidental damage), will be exclusion from the race results in which the breach has occurred.

**Note: 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 Category Technical Commissioner.**

### **3.2.1.3 Non-Genuine Parts**

- a.
  - i) 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.
  - ii) 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 Category Technical Commissioner will be the final arbiter in relation to the use of these items.
- b. Nuts, bolts and washers must be of the same material and otherwise be identical to the original item they replace.
- c. The use of non-genuine parts must not result in unauthorised modification to other components.

### **3.2.1.4 Roll Over Protection**

- 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, unless otherwise stated on the relevant Vehicle Recognition Document.
- 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 original interior trim (including the dashboard and its structure) by distorting it or cutting it away, provided that it is professionally re-trimmed.
- d. Only the minimum amount of upholstery necessary to effect the modification will be permitted to be removed and then only in the immediate area of the leg. This must be professionally re-upholstered at the entry point of the leg.
- e. In other areas, it is not permitted to remove complete parts of the upholstery or trim to enable the fitment of the structure. However, if it is necessary to move a component, it may be relocated only in the same general area as originally placed, and then professionally re-upholstered or re-trimmed if required, subject to approval by the Category Technical Commissioner.
- f. 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.
- g. In the case of side “anti-intrusion” protection, to achieve the efficient placement of the members it may be permitted to replace the original driver’s and/or passenger’s side door panel with a professionally manufactured unit in matching trim. If this modification is deemed necessary, prior approval must be sought from the Category Technical Commissioner and the matter will be entered into the cars log book and PROCAR Technical Passport.

### **3.2.1.5 Data Logging Monitor**

- a. All competing cars must be fitted with a PROCAR approved data logging monitor (“data logger”). The data logger will primarily record engine speed (in revs per minute), road speed, throttle position, brake signal, lateral and longitudinal G Forces, and in the case of super/turbo-charged cars - boost pressure levels and any other information as PROCAR deems necessary.
- b. Cars will be required to operate within the maximum engine speed and/or the maximum super/turbo-charger boost pressure levels as published on the Event Parity Sheet (copyright applies to GTP VARI-REV™ handicapping system).
- c. Cars, which in the opinion of the Category Technical Commissioner, have been operated in such a manner as to supply power to the driven wheels whilst exceeding the maximum engine speed or maximum super/turbo-charger boost pressure level, will be subject to such penalties as determined by the Stewards of the Meeting.
- d. A suitable fixing for the data logger must be provided 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 and which can be easily reached by the designated examiners (refer f. below). The serial port must be able to be accessed easily, through the passenger’s side door and the LEDS must be clearly visible to officials through the passenger’s side window. The Category Technical Commissioner will be the final arbiter as to the location of the data logger in each car.
- e. A +ve 12-volt power supply and grounding wire must be supplied. The +ve supply must be connected to the cars battery master switch.
- f. The data logger may be interrogated, downloaded or reset by the Category Technical Commissioner, PROCAR Data Analyst, PROCAR Technical Manager or their nominee at any time during a race meeting, including during competition, by telemetry.
- g. Any tampering with the data logger or its associated wiring or parts is prohibited. The data logger or associated components may not be modified, altered or tampered with in any way, from the condition and configuration in which the components are delivered and installed in the car.
- h. It is the sole responsibility of the Entrant to ensure that the connections provided are secure and that the integrity of the continuity of supply of power, vacuum/pressure feed from the manifold, feed from the crankshaft sensor and feed from the road speed sensor connected to a driven wheel are assured at all times and any other such sensor as PROCAR deems necessary to be fitted by the entrant.
- i. It is the sole responsibility of the Entrant to at all times ensure the integrity of operation of the data logger.
- j. Any costs of rectifying damage, whether accidental or otherwise, to the data logger or its associated components occurring whilst in the possession of the Entrant, are the responsibility of that Entrant.

- k. Notwithstanding the above, no penalty will apply if it can be established that the data logger was defective. However should the Category Technical Commissioner and/or the PROCAR Technical Manager be of the view that the defect is due to deliberate tampering, the matter will be referred to the Stewards of the Meeting.
- l. The data logger, its wiring harness, sensors and associated components, must be purchased by the Entrant to a standard as determined by the Category Technical Commissioner or PROCAR Technical Manager and will remain the property of the Entrant.
- m. The PROCAR data logger and accessories are manufactured exclusively by:  
Motor Sport Electronics ("MSE")  
22 Deep Pool Way  
MOUNT ANNAN NSW 2567  
  
Telephone: 02 4648 0030  
Fax: 02 4648 0031  
  
Purchase, payment and installation in accordance with this ruling is the responsibility of the Entrant.
- n. The Entrant is required to register with PROCAR the serial number of the data logger on the Race Car Specification/Registration Form.
- o. The data logger must remain in situ and operational at all times during warm up, Practice, Qualifying and racing, or as directed by PROCAR.
- p. The Category Technical Commissioner will be the final arbiter in relation to all determinations regarding approved data loggers and any data interpretations arising therefrom.
- q. Any failure to provide the required data from the data logger will be noted by the Category Technical Commissioner and a report will be made to the Clerk of Course and copied to the Stewards of the Meeting, who may take further action.
- r. At the completion of any practice session, the Entrant may request to view data recorded by their car to ensure compliance. Alternatively, software is available from the supplier of the data logger to enable Entrants to access the data. It is a breach of these Regulations, if any person causes or attempts to cause, any alteration to data recorded during any official practice, qualifying or race sessions.
- s. PROCAR reserves the right to remove, replace, alter or modify any portion of data logger or associated software and/or firmware.
- t. All data loggers, sensors and their associated wiring must be installed as detailed in the associated bulletin, which will accompany the data logger (or upgrade kit) when purchased. Failure to do so is a breach of these Regulations and will be referred to the Stewards of the Meeting.

### **3.2.1.6 Hydraulic Lines**

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

### **3.2.1.7 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.

## **3.2.2 ENGINE**

### **3.2.2.1 Specifications**

All engines used must comply strictly with the relevant Vehicle Recognition Document.

### **3.2.2.2 Engine Shrouds**

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

### **3.2.2.3 Cylinder Block and Cylinder Head**

- a. With the written approval of the PROCAR Technical Manager in consultation with the Category Technical Commissioner, it is permitted to re-bore the cylinder block. This must not result in the engine capacity exceeding class limits. All tolerances granted by the car manufacturer are superseded by this regulation.

- b. With the written approval of the PROCAR Technical Manager in consultation with the Category Technical Commissioner, the re-sleeving of cylinder bores may be permitted. Certain restrictions may be applied with regard to the type of material used.
- c. 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.

#### **3.2.2.4 Bearings**

- a. 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.
- b. The maximum amount of material permitted to be removed from the crankshaft journal diameter is 0.25mm.

#### **3.2.2.5 Lubrication**

- a.
  - i) The exterior dimensions of the engine oil pan are free, provided that any additional material is the same as the original.
  - ii) The interior of the oil pan is free, however no freedoms are granted with regard to the oil pump pick up.
- b. No additional modifications are permitted to facilitate the fitment of a modified oil pan.
- c. The fitment of an engine oil cooler is permitted, provided that it complies with the relevant Vehicle Recognition Document.

#### **3.2.2.6 Cooling System**

- a. With the written approval of the Category Technical Commissioner, the fitment of a protective screen mounted in front of the radiator is permitted.
- b. The thermostat, its operation and method of control are free.
- c. The method of operation of the original engine cooling fan/s, is free.
- d. The manner in which the radiator pressure is maintained is free, provided that no modifications are made to the radiator.

#### **3.2.2.7 Electronic Engine Control Unit**

- a.
  - i) 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.
  - ii) 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.
- b. No additional input or output other than those specified in the relevant Vehicle Recognition Document is permitted.
- c. 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.
- d. At all times during the season access to the car's Electronic Engine Control Unit will be granted to the Category Technical Commissioner 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 PROCAR Technical Manager.

***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.***

### **3.2.2.8 Exhaust**

a. 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.

b. i) For cars issued with a CAMS Log Book prior to 1<sup>st</sup> January 2003

The exhaust system is free downstream of the exit of the exhaust manifold. In the case of turbo cars, the exhaust system is free downstream of the exit of the turbo waste gate housing, or as defined by the Category Technical Commissioner.

ii) For cars issued with a CAMS Log Book on or after the 1<sup>st</sup> January 2003

PROCAR with the approval of CAMS – Manager Technical Services, reserves the right to implement the following rule.

The exhaust system is free downstream of the exit of the exhaust manifold. In the case of turbo cars, the exhaust system is free downstream of the exit of the turbo waste gate housing, or as defined by the Category Technical Commissioner. All exhaust gases must pass through a Catalytic Converter which must be mounted within 300mm of the location the original Catalytic Converter. The brand, size and number of the Catalytic Converters is free.

### **3.2.2.9 Engine Pulleys**

The diameter of any belt driven pulley on ancillary equipment, e.g. water pump, alternator, etc. where fitted, may be changed whilst respecting the original appearance, drive belt type and width. The crank shaft pulley/s must remain unmodified.

### **3.2.2.10 Engine Sealing**

All car engines must be drilled by the Entrant prior to their first competition Round, to allow the Category Technical Commissioner to fit seals. It is the responsibility of the Entrant to determine from the Category Technical Commissioner the appropriate location for drilling.

### **3.2.2.11 Accelerator Cable**

With the written approval of the Category Technical Commissioner, 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.

### **3.2.2.12 Engine Mounts**

The dampening material of the engine mounts is free, provided the position of the engine remains as fitted by the car manufacturer.

### **3.2.2.13 Replacement Engines**

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

### **3.2.2.14 Supercharged Cars**

With the written approval of the Category Technical Commissioner or his nominee, minor modifications to the operation of the super/turbo-charger boost control system are permitted, to enable a super/turbo-charged car to conform with the maximum super/turbo-charger boost pressure levels permitted, as published on the relevant Event Parity Sheet.

### **3.2.2.15 Engine Gaskets**

All gaskets used in the assembly of the engine, including intake, exhaust manifold and super/turbo-charger system gaskets must be original.

## **3.2.3 TRANSMISSION**

### **3.2.3.1 Flywheel**

The flywheel shall be as specified on the Vehicle Recognition Document.

### **3.2.3.2 Clutch**

Clutch driven plate/s are free, provided that no additional modifications are made to the original pressure plate or flywheel assembly to facilitate the fitment of the clutch driven plate/s.

### **3.2.3.3 Transmission Mounts**

The dampening material of the transmission mounts is free, provided the original position of the transmission is retained.

### **3.2.3.4 Ratios**

Gearbox and final drive ratios must be as detailed in the relevant Vehicle Recognition Document.

### **3.2.3.5 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.

### **3.2.3.6 Transmission Coolers**

The fitment of coolers to all Transmission and Final Drive units is permitted, provided that it complies with the relevant Vehicle Recognition Document.

## **3.2.4 BRAKES**

All brake systems must comply with the relevant Vehicle Recognition Document.

### **3.2.4.1 ABS and Power Assisted Braking**

All ABS and power assisted braking systems are permitted to be rendered inoperative.

### **3.2.4.2 Brake Pads**

- a. After market brake pads are permitted, providing that the contact surface area of the pad material does not exceed that of the original.
- b. The modification or removal of anti-rattle or protection plates is permitted.

### **3.2.4.3 Brake Rotors**

The only non-genuine Brake Rotors permitted for use, are detailed on the relevant Vehicle Recognition Document.

## **3.2.5 SUSPENSION**

### **3.2.5.1 Coil Springs**

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

### **3.2.5.2 Torsion Bars**

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

### **3.2.5.3 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.



### **3.2.5.4 Shock Absorbers**

- a. Shock absorbers are free provided that the number, design, principal function and the attachment points, are not modified.
- b. Where an original shock absorber forms an integral part in the attachment of the wheel hub assembly to the chassis/body work, (e.g. 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.
- c. No modifications are permitted to the “silent block” mount of a MacPherson strut system.
- d. 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).

### **3.2.5.5 Attachment Points**

- a. In the case of independent suspensions, in order to achieve the necessary camber angle, it is permitted to relocate (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.
- b. In the case of MacPherson struts, it is permitted to relocate (only in the lateral plane of the original attachment points) the upper insulating block.
- c. 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.
- d. 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.
- e. If deemed necessary by PROCAR and with the approval of CAMS Manager – Technical Services, the camber angle may be subject to the implementation of a maximum degree angle regulation during the course of the season.

### **3.2.5.6 Ride Heights**

- a. At all times during practice, qualifying and racing, cars must comply with their Minimum Ride Heights as detailed in the Event Parity Sheet as published by PROCAR.
- b. The minimum penalty for a car failing the ride height check during or after a Qualifying session, (provided the failure is not due to accidental damage), will be a forfeit of the Qualifying times for that session.
- c. The minimum penalty for a car failing the ride height check after any Race, (provided the failure is not due to accidental damage), will be exclusion from the Race in which the breach has occurred.

## **3.2.6 BODYWORK**

### **3.2.6.1 Interior**

- a. With the written approval of the Category Technical Commissioner, it is permitted to modify driver operated controls for the sole purpose of driver comfort, provided that the original function of each control remains as the manufacturer intended.
- b. It is permitted for additional instruments and/or switches to be installed on a separate panel, provided that all original instruments and switches remain in their original location. Any wiring associated with additional instruments and/or switches must be harnessed separately to that of the car manufacturers original wiring harness.
- c. The removal of all air conditioning components is permitted, provided that the function and operation of all heaters, fans and vents are retained. Change's to the appearance of the dashboard to facilitate the removal are not permitted.
- d. The removal of all sound system components is permitted, provided that the original “head” unit and speaker fascias are replaced by a suitable panel approved by the Category Technical Commissioner.
- e. The fitment of a non-genuine steering wheel is permitted.
- f. The removal of all airbags and associated components, (the sole purpose of which is the operation of the air bag system) is permitted, provided no additional modifications are made to facilitate the removal.

- g. The drivers seat must be replaced with a seat that complies with Schedule C of Section 6 (General Requirements) of the CAMS Manual. The front passenger's seat may be replaced. In this instance both seats must be aesthetically similar.
- h. The drivers seat belts must be replaced with a full racing harness that complies with Schedule I (Safety Harness/Window Nets) of Section 6 (General Requirements) of the CAMS Manual.
- i. The removal of the boot lining, spare wheel and wheel changing equipment is permitted.
- j. The removal of sunroof operating systems is permitted, the original glass panel must be retained.

### **3.2.6.2 Exterior**

- 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.
- b. The windscreen must be of laminated glass unless otherwise supplied as standard by the relevant car manufacturer.

## **3.2.7 FUEL SYSTEM**

### **3.2.7.1 Fuel Tanks**

- a. 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 Vehicle Recognition Document.
- b. 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.***

- c. 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.***

### **3.2.7.2 Fuel**

- a. PROCAR Control Fuel will be available and must be used. The supplier and grade of fuel will be advised prior to the opening of entries for the season.
- 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 Category Technical Commissioner.
- c. The Category Technical Commissioner 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.

### **3.2.7.3 Dry-Break Fittings**

- a. Dry-break couplings are permitted, providing 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 OD 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.

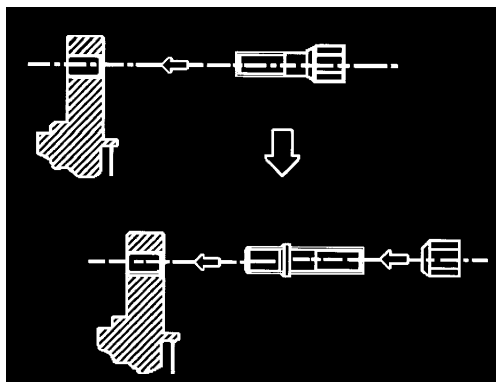
- b. Where the original tank is fitted with an interior electric fuel pump, it is permitted, when using a replacement FT3 tank, to utilise a replacement external fuel pump, providing it has identical fuel flow and where applicable, fuel pressure characteristics as the original pump. It must be adequately mounted and protected from damage.

### **3.2.8 WHEELS**

- a. Wheel rim sizes must remain original unless otherwise stated in the relevant Vehicle Recognition Document.
- b. The use of non-genuine wheel rims is permitted, provided they comply with the approved dimensions. A maximum tolerance of 5mm is permitted to the offset of the wheel rim.
- c. Any device attached to the wheels designed or intended to alter the air flow through the wheels, is prohibited. The Category Technical Commissioner will be the final arbiter.

#### **3.2.8.1 Wheel Attachments**

- a. The retention by any means of wheel nuts/studs into a wheel rim that is to be fitted to a car is prohibited.
- b. Wheel attachment studs may be replaced by units of identical dimensions. The design of wheel nuts is free. Wheel fixation to the hub by bolts may be changed by fixations by studs and wheel nuts, provided that the number of attachment points and the diameter of the threaded parts are respected (as indicated in the following diagram).



*FIA Yearbook of Auto Sport 254-1*

### **3.2.9 TYRES**

- a. PROCAR in consultation with CAMS reserves the right to introduce a control tyre.
- b. The design and size of tyres are free, provided all tyres are of the same type. 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.
- c. If the Category Technical Commissioner determines that suitable markings referring to the compound of a tyre are not supplied by the tyre manufacturer. The Category Technical Commissioner reserves the right to use a Tyre Durometer to determine the difference between the compounds of tyres.
- d. Any tyre which in the opinion of the Category Technical Commissioner does not easily allow them to police the rules regarding dry slick tyres will not be permitted.
- e. Tyre heating/retention devices and chemical treatments are strictly prohibited.

**Note: The term 'Type' refers to the brand, construction and compound of any given tyre.**

#### **3.2.9.1 Slick Racing Tyres**

- a. Subject to d. below, each Entrant is permitted six (6) slick racing tyres, per participating car, for qualifying and racing, which must be marked by the Category Technical Commissioner or his nominee at each Round. It is the Entrants responsibility to ensure that this occurs.
- b. After an Entrant has contested their first Round of the 2003 Championship, only previously used and tyres marked for that particular car are permitted in all sessions prior to qualifying, including sponsor ride sessions unless permission is granted by the Category Technical Commissioner.

- c. If the tyres are not marked for any reason or the markings become illegible, it is the Entrant's responsibility to notify the Category Technical Commissioner immediately.
- d. With the written permission of the Category Technical Commissioner, Entrants are permitted to use additional replacement tyres if the Commissioner is satisfied that:
  - i) due to an unintentional and/or exceptional occurrence, the tyre in question can no longer be used;
  - ii) the replacement tyre is of the same type and of similar wear prior to i) above of the existing tyre; and/or
  - iii) the driver has completed the first lap of a Championship Race at the present Event.

### **3.2.9.2 Wet/Grooved Tyres**

- a. 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.
- b. All wet/grooved tyres must be approved and marked by the Category Technical Commissioner or his nominee. The Category Technical Commissioner 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 Category Technical Commissioner or his nominee mark all wet grooved tyres prior to use.
- c. When marked grooved tyres are used in wet conditions, the race car's external head lights, tail lights and rainlight must be illuminated.
- d. Entrants may use wet/grooved marked tyres at their discretion during qualifying/racing.

## **3.2.10 ELECTRICAL**

### **3.2.10.1 Battery**

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

### **3.2.10.2 Rain Light**

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). The Category Technical Commissioner will be the final arbiter in regard to the suitability of the light.

PROCAR in consultation with CAMS reserve the right to introduce a control Rain Light.

## **3.2.11 CAR DATA**

- a. The use of multi display dashes with the ability to store car data is permitted, the only inputs allowed are as follows:
  - G Forces
  - 2 x Wheel Speed
  - Trigger device for lap timing
  - Brake Signal
  - Engine RPM
  - 2 x Exhaust gas oxygen sensor
  - Temperature inputs used solely for the purpose of measuring fluid temperatures of engine and drive line components, exhaust temperatures and intake air temperature
  - Pressure inputs used solely for the purpose of measuring fluid pressures of engine and drive line components.
  - Throttle position/s
  - Manifold Pressure
  - Fuel used signal
  - Steering Angle Sensor
- b. To aid in the policing of the above rule, sensors other than those permitted in (a) are not to be fitted. Additionally the software for the dash must not show any pin allocations set up to read sensors other than those mentioned in (a) above.
- c. At all times during the season access to the car's Data storage devices will be granted to the Category Technical Commissioner 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 PROCAR Technical Manager.

- d. The use of any form of real time telemetry or the transmission of any data between the pits and the race car, unless approved by PROCAR, is strictly forbidden.

### **3.2.12 VEHICLE ELIGIBILITY SCHEDULE**

#### **3.2.12.1 Eligible Vehicle List**

##### 2003 AUSTRALIAN GT PERFORMANCE CHAMPIONSHIP

Make	Model	Spec	Tr	Dr	Body	En	Cy	Cap	T
Alfa Romeo	147	2002 GTA	6M	Front	Hatch		6	3179	EFI
Alfa Romeo	156	2003 GTA-M	6M	Front	Sedan		6	3497	EFI
Audi	RS4	2002	6M	AWD	Wagon		6	2671	Turbo
BMW	M Coupe	2002	5M	Rear	Coupe		6	3246	EFI
BMW	M3	E46	6M	Rear	Coupe		6	3246	EFI
Ford	Falcon	BA XR6 Turbo	5M	Rear	Sedan		6	3984	Turbo
Ford	Focus	2002 RS	6M	Front	Hatch		4	1988	Turbo
FPV	GT	BA	5M	Rear	Sedan		8	5408	EFI
FPV	TE50	AUIII	5M	Rear	Sedan		8	5605	EFI
HSV	GTS	VY	6M	Rear	Sedan		8	5665	EFI
HSV	GTS	VX	6M	Rear	Sedan		8	5665	EFI
Mazda	RX-7	Series 8	5M	Rear	Coupe		Rotary	2354	Turbo
Mazda	RX-7	Series 6	5M	Rear	Coupe		Rotary	2354	Turbo
Mitsubishi	Lancer	Evo VII RS	5M	AWD	Sedan		4	1997	Turbo
Mitsubishi	Lancer	Evo VI RS	5M	AWD	Sedan		4	1997	Turbo
Mitsubishi	Lancer	Evo V RS	5M	AWD	Sedan		4	1997	Turbo
Mitsubishi	Lancer	Evo VI GSR	5M	AWD	Sedan		4	1997	Turbo
Nissan	200SX	S15 Spec S	6M	Rear	Hatch		4	1998	Turbo
Nissan	350Z	2002 Version S	6M	Rear	Coupe		6	3500	EFI
Renault	Clio	2002 Sport V6	6M	Rear	Coupe		6	2946	EFI
Subaru	Impreza	MY01-02 STi (Jap. Spec)	6M	AWD	Sedan		4	1994	Turbo
Subaru	Impreza	Version VI STi	6M	AWD	Sedan		4	1994	Turbo
Subaru	Impreza	Version V STi	5M	AWD	Coupe		4	1994	Turbo
Subaru	Impreza	Version IV STi	5M	AWD	Sedan		4	1994	Turbo
Subaru	Impreza	Version IV STi	5M	AWD	Coupe		4	1994	Turbo
Volkswagen	Golf	2002 R32	6M	AWD	Hatch		6	3189	EFI
Volvo	S60	2003 R	6M	AWD	Sedan		5	2435	Turbo

### **3.3 CHAMPIONSHIP ROUND FORMAT**

#### **3.3.1 Program of Events**

- a. The following Program is provisional. The final program of events for each Championship Round will be determined between the Promoter, Category Manager and approved by CAMS.

b. **Non qualifying day (usually Friday)**

Safety Check
Non-qualifying Practice 1 (20 min)
Non-qualifying Practice 2 (20 min)

c. **Qualifying day (usually Saturday)**

Scrutiny in garages
Compulsory drivers' briefing
Non-qualifying Practice (15 min)
Qualifying Session 1 (20 min)

d. **Race day (usually Sunday)**

**Format Legend**

<b>N1</b>	3x 15 min Races
<b>N2</b>	1x 15 min Race 1x 30 min Race with compulsory wheel change
<b>N3</b>	1X 500km Race (driver change)
Note:	All above Race duration's <u>do not</u> include Race Start Procedure
	Podium ceremony

### **3.3.2 Race Distances**

- a. The format of each sprint round of the Championship will be **as shown above**, expressed as a number of laps or time appropriate to the host circuit, as outlined below. PROCAR in consultation with the Promoter or Host Circuit may alter this format, as it deems appropriate.
- b. In the event of oversubscription, PROCAR (in consultation with CAMS) with the agreement of the relevant promoter, reserves the right to alter the format of races to include additional or potential elimination races.

### **3.3.3 Practice**

- a. At least two 20-minute non-qualifying (timed) practice sessions will be held at each round (normally Friday).
- b. A minimum of **one** 15 minute Practice Session will be included on the Saturday program where time permits.

### **3.3.4 Qualifying**

- a. One Qualifying Session of a 20-minute duration will be held at each round (normally Saturday). At the discretion of the Race Director, in consultation with PROCAR, this qualifying session may be split into two equal sessions to accommodate all cars regardless of weather conditions.
- b. In order to qualify, a driver must:
  - i) complete at least 3 laps in the race car in practice or qualifying; and
  - ii) achieve 130% of the best qualifying time achieved by the fastest qualified car during the qualifying session;
  - iii) failing (ii) above, achieve 115% of the average of the fastest three qualifying cars during the qualifying session.
- c. Subject to grid capacity limits, the Stewards of the Meeting may, in consultation with PROCAR, 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. Three Championship points will be awarded to the driver who obtains the pole position for Race 1 from the Qualifying session.

### **3.3.5 Grid**

- a. The grid will be determined as follows:
  - i) First Race: based on the qualifying session;
  - ii) Second Race: by the finishing order of Race 1, followed by the non-finishers in the order of the number of laps completed.
  - iii) Third Race (**where applicable**): by the finishing order of Race 2, followed by the non-finishers in the order of the number of laps completed.
  - iv) 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.
- b. 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 Race Director 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 PROCAR that permission has been granted.
- c. If it is determined by the Clerk of Course, Race Director or 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 rear of all cars.

### **3.3.6 Race Starting Procedure**

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

## **3.4 COMMERCIAL REQUIREMENTS**

### **3.4.1 Race Vehicle Identification**

a. **Windscreen strip**

All cars must display the windscreen strips provided by PROCAR within the uppermost portion of the front and rear windcreens, 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 PROCAR, from 2 – 99. Three Digit competition numbers will only be considered on special application. The application in the first instance is to PROCAR, who will then seek approval from CAMS.
- ii) Number “1” is reserved for the 2002 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 PROCAR’s 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 PROCAR Non-Championship events that follow the final round of the Championship.
- iv) Each race car must display their competition number on the windscreen of the car in accordance with Schedule K of the CAMS Manual.

c. **Number panels**

- i) PROCAR will 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, or as approved by PROCAR.
- 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 the Identification Sheet. Any deviation from this standard will require replacement, and subsequent numbers at the Entrant’s cost.
- iv) Entrants are responsible for affixing a CAMS sticker adjacent to the number panel on both sides of the race car.

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 Category Technical Commissioner, 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 Category Technical Commissioner and advise PROCAR of the outcome.

e. **Championship number plates**

Championship number plates as provided by PROCAR must be attached to the front and rear of race cars at a 90° angle to the ground and not altered in any way, unless written approval is provided by PROCAR.

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 depicted on the Identification Sheet or exhibits inappropriate signage.

g. **Additional Signage**

It will be compulsory for all race cars to carry the host television broadcasters logo sticker on the race cars. Location will be as depicted on the Identification Sheet.

## **3.5 AWARDS & POINTSCORES**

### **3.5.1 Point Scoring**

- a. Refer Chapter 1, 1.5 Awards & Pointscores for points table.
- b. Points for the Sandown 500 will be allocated at a rate of 2 times the schedule detailed in Chapter 1, 5.1 Awards & Pointscores to all classified finishers within the GT Performance Category.

### **3.5.2 Trophies**

- a. The supply and presentation of trophies is the responsibility of PROCAR and will be provided for presentation at the end of each round.

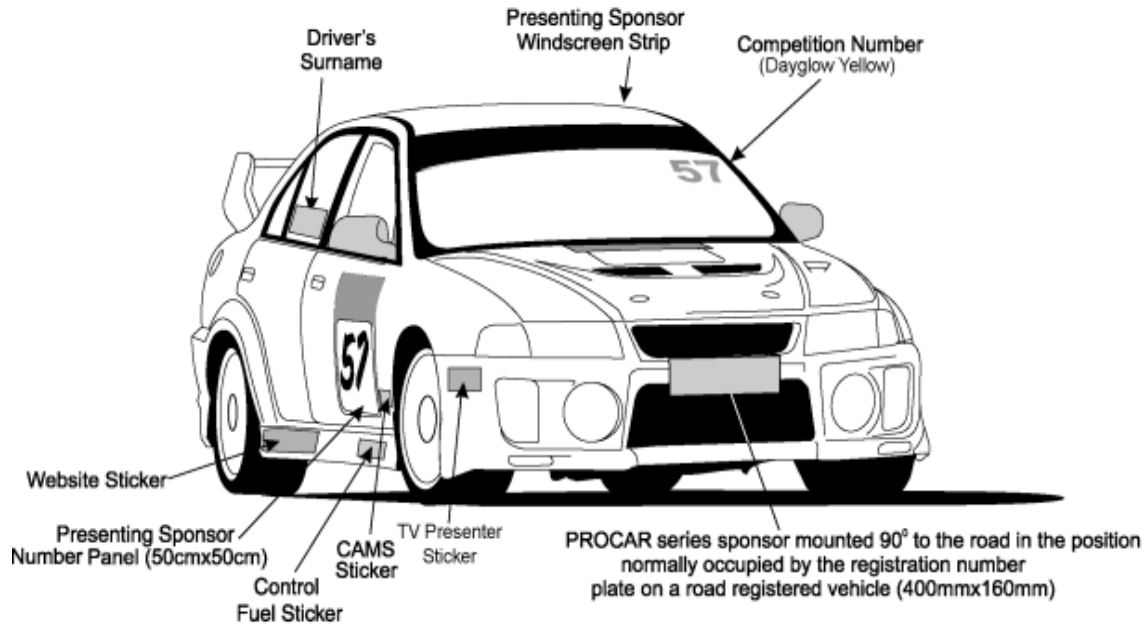
- b. Race day trophies will be presented on track to the drivers whose total point score places them 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> Outright at each Round. Drivers finishing 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> are required to attend the podium post-race presentations.
- 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.
- d. The 2003 Manufacturers Trophy will be awarded to the manufacturer who has attained the highest accumulated pointscore. Points will be awarded on the same scale as those awarded for the Driver's Championship.
- e. Additional awards may include, but are not restricted to, Rookie of the Year, Best Presented Award (each Round) and Best Presented Overall (year end), all subject to sponsorship. To be eligible for Best Presented Awards, race cars must display the relevant Sponsor's stickers on the car as directed by PROCAR and in accordance with Schedule K (Markings on Automobiles) of Section 6 (General Requirements) of the CAMS Manual.

### **3.5.3 Prize Money**

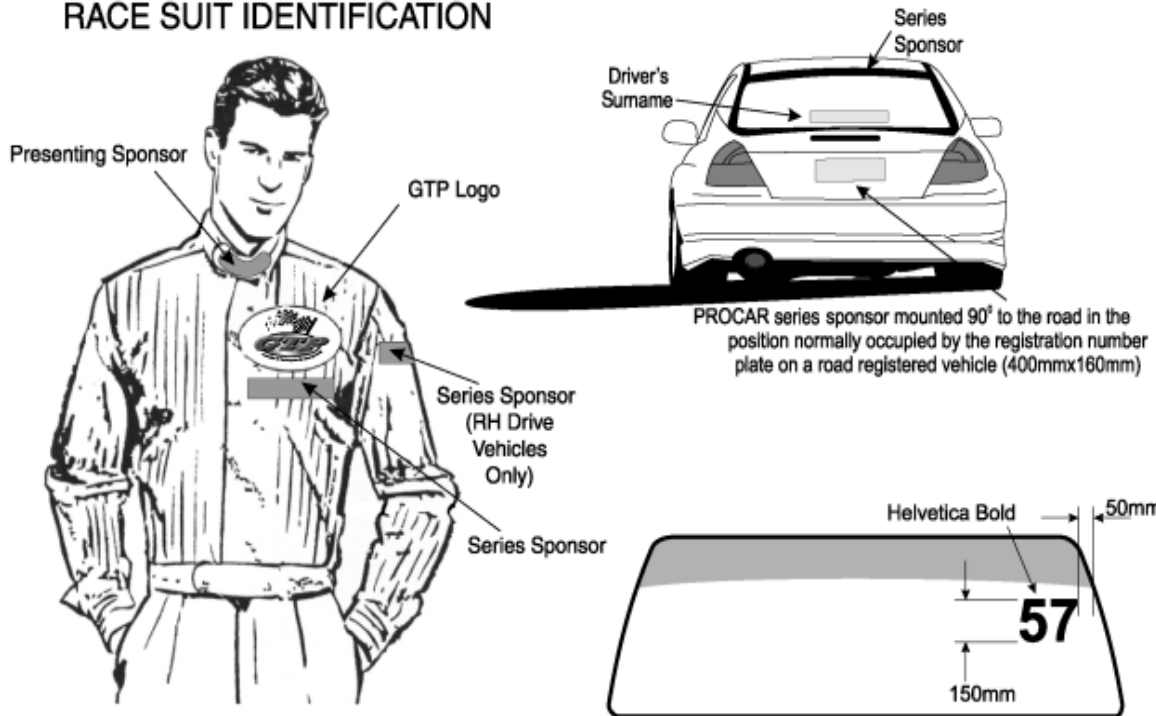
- a. A prize pool will be provided by PROCAR.
- b. Race day prize money will be awarded to the driver whose total point score places them 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> Outright at each Round. Prize money will be paid to the Entrant of the car.
- c. At the end of the season, PROCAR will distribute 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 2003 Championship dependent on additional sponsorship.



# GT PERFORMANCE IDENTIFICATION SHEET - VEHICLE & RACE SUIT



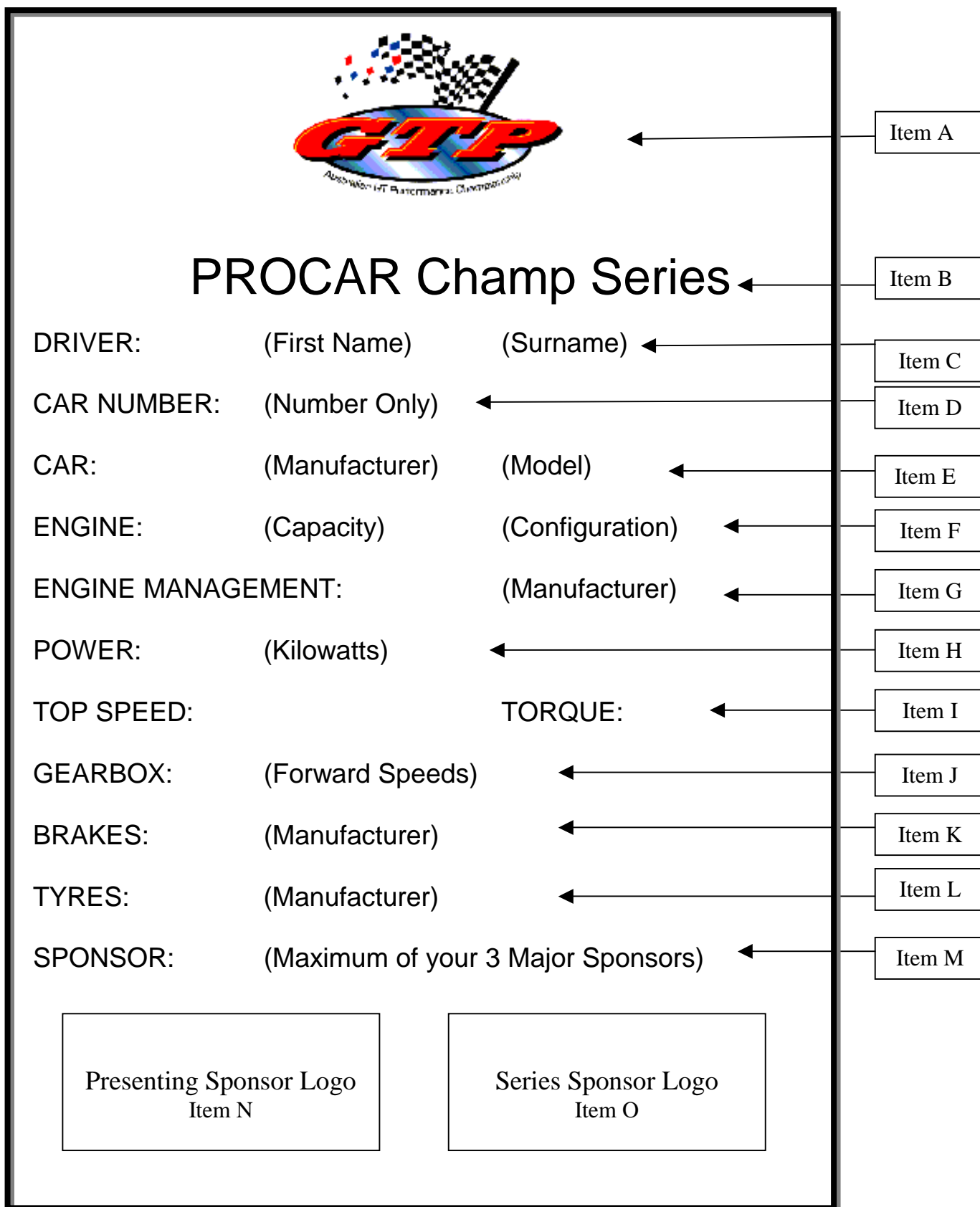
## RACE SUIT IDENTIFICATION



RACING NUMBERS (280mm high) - TYPE: SNYDER SPEED (black)

# 1234567890

# “A-Board” Presentation Layout



## “A – BOARD” INSTRUCTIONS

Item A	Category logo Compulsory on all A-Boards (In Colour) 150mm in height
Item B	The words “PROCAR Champ Series”, Font Helvetica to a height of 72mm in Black lettering
Item C	Headings to be all in Upper Case – Font Avantgard-demi to a height of 37mm. Drivers First Name & Surname to be in Upper & Lower case – Font Helvetica-med to a height of 35mm
Item D	CAR NUMBER: ie. 28
Item E	CAR: Manufacturer ie. Honda ie. S2000
Item F	ENGINE: Capacity ie. 2 Litre, Configuration ie. V6
Item G	ENGINE MANAGEMENT: Manufacturer ie. Motec
Item H	POWER: Kilowatts @ Revs ie. 176kW @ 7500 RPM
Item I	TOP SPEED: KMH Torque: NM
Item J	GEARBOX: Number of Forward Gears ie. 6 Speed
Item K	BRAKES: Manufacturer ie. Brembo
Item L	TYRES: Manufacturer ie. Dunlop (Control Tyre) and Size
Item M	SPONSOR: Maximum of 3 of your major sponsors
Item N	PRESENTING SPONSOR LOGO: (TBA) in colour 235mm wide x 80mm in height
Item O	SERIES SPONSOR LOGO: (TBA) in colour 235mm wide x 80mm in height

“A – Board” size should be 900mm x 600mm White in Colour.

“A – Board’s” to be signwritten in Black, no colour except logo’s.

All the headings are compulsory to complete, they are not optional.

**CHAPTER 4****Production****Category Specific Regulations****4.1 ADMINISTRATION****4.1.1 The Championship**

- a. The Championship consists of 7 Rounds in various formats, which may include long distance (endurance) events. In this instance, separate Supplementary Regulations will be issued.

Rnd	Date	Circuit	Race
1	March 21-23	Adelaide Parklands	1 & 2
2	April 25-27	Symmons Plains	3 & 4
3	May 30 – June 1	Wakefield Park	5 & 6
4	June 13-15	Queensland	7 & 8
5	July 11-13	Oran Park	9 & 10
6	Aug 8-10	Sandown 500*	11 & 12
7	Sept 19-21	Winton	13 & 14

\* Subject to finalisation

- b. PROCAR, in consultation with, and with the agreement of CAMS, reserves the right to abandon or alter this race schedule and/or include Non-Championship Events.

**4.2 TECHNICAL REQUIREMENTS****4.2.1 GENERAL**

- a. Entrants must comply with the technical requirements contained in the present Regulations and the Group 3E – Series Production Car Technical Regulations in the CAMS Manual (“Group 3E Regulations”). If there is any conflict between the two, the present Regulations prevail.
- b. Entrants must ensure that their cars comply with these technical regulations, and the Group 3E Regulations. No modifications are permitted at any time unless expressly authorised within these Regulations.

**4.2.1.1 Parity**

- a. PROCAR reserves the right to conduct a review of the performance of cars in the category up to five (5) times during the Season and, subject to approval of the CAMS Manager – Technical Services, make appropriate adjustments. A performance adjustment may include alterations to any number of the following:- maximum engine speed, minimum ride heights, minimum racing weight and maximum boost pressure levels for supercharged cars.
- b. Such adjustments will be published on an Event Parity Sheet (refer Article 1.2.11).
- c. Such adjustments will apply to all competing cars of the particular make and model.
- d. PROCAR, with the approval of the CAMS Manager, Technical Services reserves the right to have restrictor/s fitted to the induction system of any car.
- e. The maximum super/turbo-charger boost pressure levels, maximum engine speed, minimum ride height and minimum racing weight of each car must comply with the relevant Event Parity Sheet (copyright applies to GTP VARI-REV™ handicapping system).
- f. Cars which, in the opinion of the Category Technical Commissioner, have been operated in such a manner as to supply power to the driven wheels whilst exceeding the maximum engine speed or maximum super/turbo-charger boost pressure levels, will be subject to such penalties as determined by the Stewards of the Meeting.

#### **4.2.1.2 Car Weights**

- a. Racing weight is the minimum weight of the car at any time during any Practice, Qualifying or Racing, including the driver wearing all normal racing apparel including helmet (Definitions – see CAMS Manual). Racing weight may be checked at any time, as deemed appropriate by the Category Technical Commissioner.
- b. Minimum racing weight will be published in the relevant Event Parity Sheet, throughout the year.
- c. PROCAR reserves the right to impose additional weight to an individual competitor based on dominant Race performances.
- d. The minimum penalty for a car failing the minimum racing weight check, during or after qualifying sessions (provided the failure is not due to accidental damage), will be a forfeit of the qualifying times from that session.
- e. The minimum penalty for a car failing the minimum racing weight check during any race in each round (provided the failure is not due to accidental damage), will be exclusion from the race results in which the breach has occurred.

**Note: 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 Category Technical Commissioner.**

#### **4.2.1.3 Non-genuine Parts**

- a.
  - i) 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 .
  - ii) 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 Category Technical Commissioner will be the final arbiter in relation to the use of these items.
- b. Nuts, bolts and washers must be of the same material and otherwise be identical to the original item they replace.
- c. The use of non-genuine parts must not result in unauthorised modification to other components.

#### **4.2.1.4 Roll Over Protection**

- 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 original interior trim (including the dashboard and its structure) by distorting it or cutting it away, provided that it is professionally re-trimmed.
- d. Only the minimum amount of upholstery necessary to effect the modification will be permitted to be removed and then only in the immediate area of the leg. This must be professionally re-upholstered at the entry point of the leg.
- e. In other areas, it is not permitted to remove complete parts of the upholstery or trim to enable the fitment of the structure. However, if it is necessary to move a component, it may be relocated only in the same general area as originally placed, and then professionally re-upholstered or re-trimmed if required, subject to approval by the Category Technical Commissioner.
- f. 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. For cars issued with a CAMS log book before 1 January 2002, the structure may penetrate a rear bulkhead.
- g. In the case of side “anti-intrusion” protection, to achieve the efficient placement of the members it may be permitted to replace the original driver’s and/or passenger’s side door panel with a professionally manufactured unit in matching trim. If this modification is deemed necessary, prior approval must be sought from the Category Technical Commissioner and the matter will be entered into the cars Log Book and Technical Passport.

**4.2.1.5 Data Logging Monitor**

- a. All competing cars must be fitted with a PROCAR approved data logging monitor ("data logger"). The data logger will primarily record engine speed (in revs per minute), road speed, throttle position, brake signal, lateral and longitudinal G Forces, and in the case of super/turbo-charged cars - boost pressure levels and any other information as PROCAR deems necessary.
- b. Cars will be required to operate within the maximum engine speed and/or the maximum super/turbo-charger boost pressure levels as published on the Event Parity Sheet (copyright applies to GTP VARI-REV™ handicapping system).
- c. Cars, which in the opinion of the Category Technical Commissioner, have been operated in such a manner as to supply power to the driven wheels whilst exceeding the maximum engine speed or maximum super/turbo-charger boost pressure level, will be subject to such penalties as determined by the Stewards of the Meeting.
- d. A suitable fixing for the data logger must be provided 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 and which can be easily reached by the designated examiners (refer f. below). The serial port must be able to be accessed easily, through the passenger's side door and the LEDS must be clearly visible to officials through the passenger's side window. The Category Technical Commissioner will be the final arbiter as to the location of the data logger in each car.
- e. A +ve 12-volt power supply and grounding wire must be supplied. The +ve supply must be connected to the car's battery master switch.
- f. The data logger may be interrogated, downloaded or reset by the Category Technical Commissioner, PROCAR Data Analyst, PROCAR Technical Manager or their nominee at any time during a race meeting, including during competition, by telemetry.
- g. Any tampering with the data logger or its associated wiring or parts is prohibited. The data logger or associated components may not be modified, altered or tampered with in any way, from the condition and configuration in which the components are delivered and installed in the car.
- h. It is the sole responsibility of the Entrant to ensure the connections provided are secure and that the integrity of the continuity of supply of power, vacuum/pressure feed from the manifold, feed from the crankshaft sensor and feed from the road speed sensor connected to a driven wheel are assured at all times and any other such sensor as PROCAR deems necessary to be fitted by the Entrant.
- i. It is the sole responsibility of the Entrant to at all times ensure the integrity of operation of the data logger.
- j. Any costs of rectifying damage, whether accidental or otherwise, to the data logger or its associated components occurring whilst in the possession of the Entrant, are the responsibility of that Entrant.
- k. Notwithstanding the above, no penalty will apply if it can be established that the data logger was defective. However should the Category Technical Commissioner and/or the PROCAR Technical Manager be of the view that the defect is due to deliberate tampering, the matter will be referred to the Stewards of the Meeting.
- l. The data logger, its wiring harness, sensors and associated components, must be purchased by the Entrant to a standard as determined by the Category Technical Commissioner or PROCAR Technical Manager and will remain the property of the Entrant.
- m. The PROCAR data logger and accessories are manufactured exclusively by:  
  
Motor Sport Electronics ("MSE")  
22 Deep Pool Way  
MOUNT ANNAN NSW 2567  
Telephone: 02 4648 0030  
Fax: 02 4648 0031  
  
Purchase, payment and installation in accordance with this ruling is the responsibility of the Entrant.
- n. The Entrant is required to register with PROCAR the serial number of the data logger on the Race Vehicle Specification/Registration Form.
- o. The data logger must remain in situ and operational at all times during warm up, Practice, Qualifying and racing, or as directed by PROCAR.
- p. The Category Technical Commissioner will be the final arbiter in relation to all determinations regarding approved data loggers and any data interpretations arising therefrom.

- q. Any failure to provide the required data from the data logger will be noted by the Category Technical Commissioner and a report will be made to the Clerk of Course and copied to the Stewards of the Meeting, who may take further action.
- r. At the completion of any practice session, the Entrant may request to view data recorded by their car to ensure compliance. Alternatively, software is available from the supplier of the data logger to enable Entrants to access the data. It is a breach of these Regulations, if any person causes or attempts to cause, any alteration to data recorded during any official practice, qualifying or race sessions.
- s. PROCAR reserves the right to remove, replace, alter or modify any portion of data logger or associated software and/or firmware.
- t. All data loggers, sensors and their associated wiring must be installed as detailed in the associated bulletin, which will accompany the data logger (or upgrade kit) when purchased. Failure to do so is in breach of these Regulations and will be referred to the Stewards of the Meeting.

## **4.2.2 ENGINE**

### **4.2.2.1 Exhaust**

For cars issued with a CAMS Log Book on or after the 1<sup>st</sup> January 2003.

All exhaust gases must pass through a Catalytic Converter which must be mounted within 300mm of the location of the original Catalytic Converter. The brand and size of the Catalytic Converter is free.

### **4.2.2.2 Engine Sealing**

All car engines must be drilled by the Entrant prior to their first competition Round, to allow the Category Technical Commissioner to fit seals. It is the responsibility of the Entrant to determine from the Category Technical Commissioner the appropriate location for drilling.

### **4.2.2.3 Replacement Engines**

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

### **4.2.2.4 Supercharged Cars**

With the written approval of the Category Technical Commissioner or his nominee, minor modifications to the operation of the super/turbo-charger boost control system are permitted, to enable a super/turbo-charged car to conform with the maximum super/turbo-charger boost pressure levels permitted, as published on the relevant Event Parity Sheet.

## **4.2.4 BRAKE ROTORS**

The use of non-genuine brake rotors is permitted, providing the weight, dimensions, basic design and material is the same as the original.

## **4.2.5 SUSPENSION**

### **4.2.5.1 Shock Absorbers**

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).

### **4.2.5.2 Attachment Points**

- a. If the independent suspension is a trailing arm design, to obtain the required camber angle setting, it is permitted to relocate, in a vertical plane only, the mounting points of the trailing arms.
- b. If deemed necessary by PROCAR and with the approval of CAMS Manager – Technical Services, the camber angle may be subject to the implementation of a maximum degree angle regulation during the course of the season.

### **4.2.5.3 Ride Heights**

- a. At all times during practice, qualifying and racing, cars must comply with their Minimum Ride Heights as detailed in the Event Parity Sheet as published by PROCAR.

- b. The minimum penalty for a car failing the ride height check during or after a Qualifying session (provided the failure is not due to accidental damage), will be a forfeit of the Qualifying times for that session.
- c. The minimum penalty for a car failing the ride height check after any Race (provided the failure is not due to accidental damage), will be exclusion from the Race in which the breach has occurred.

## **4.2.6 BODYWORK**

### **4.2.6.1 Interior**

- a. With the written approval of the Category Technical Commissioner, it is permitted to modify driver operated controls for the sole purpose of driver comfort, provided that the original function of each control remains as the manufacturer intended.
- b. It is permitted for additional instruments and/or switches to be installed on a separate panel, provided that all original instruments and switches remain in their original location. Any wiring associated with additional instruments and/or switches must be harnessed separately to that of the car manufacturers original wiring harness.
- c. The removal of all air conditioning components is permitted, provided that the function and operation of all heaters, fans and vents are retained. Change's to the appearance of the dashboard to facilitate the removal are not permitted.
- d. The removal of all sound system components is permitted, provided that the original "head" unit and speaker fascias are replaced by a suitable panel approved by the Category Technical Commissioner.
- e. The fitment of a non-genuine steering wheel is permitted.
- f. The removal of all airbags and associated components, (the sole purpose of which is the operation of the air bag system) is permitted, provided no additional modifications are made to facilitate the removal.
- g. The drivers seats must be replaced with a seat that complies with Schedule C of Section 6 (General Requirements) of the CAMS Manual
- h. The drivers seatbelt, and passenger seatbelt where applicable, must be replaced with a full racing harness that complies with Schedule I (Safety Harness/Window Nets) of Section 6 (General Requirements) of the CAMS Manual.
- i. The removal of the spare wheel and wheel changing equipment is permitted.

## **4.2.7 FUEL**

- a. PROCAR Control Fuel will be available and must be used. The supplier and grade of fuel will be advised prior to the opening of entries for the season.
- 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 Category Technical Commissioner.
- c. The Category Technical Commissioner 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.

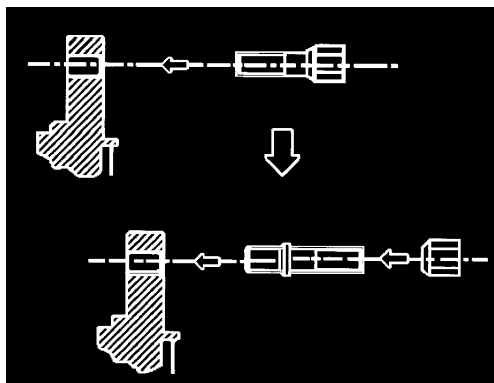
## **4.2.8 WHEELS**

Any device attached to the wheels designed or intended to alter the air flow through the wheels, is prohibited. The Category Technical Commissioner will be the final arbiter.

### **4.2.8.1 Wheel Attachments**

- a. The retention by any means of wheel nuts/studs into a wheel rim that is to be fitted to a car is prohibited.
- b. Wheel attachment studs may be replaced by units of identical dimensions. The design of wheel nuts is free. Wheel fixation to the hub by bolts may be changed by fixations by studs and wheel nuts, provided that the number of attachment points and the diameter of the threaded parts are respected (as indicated in the following diagram).





*FIA Yearbook of Auto Sport 254-1*

#### **4.2.9 TYRES**

- a. The Dunlop D01J tyre is the Control tyre for the category and all cars must use this tyre at all times during, Qualifying and Racing. Control Tyres may only be purchased from the recognised Dunlop Motor Sport tyre distributor in each state.
- b. Subject to (e), Entrants are allowed 6 marked tyres, per participating car, for qualifying and racing at each Round.
- c. A minimum of 2 new, previously unmarked tyres must be presented for marking at each Championship Event.
- d. If the tyres are not marked for any reason or the markings become illegible, the Entrant must notify the Category Technical Commissioner immediately.
- e. With the written permission of the Category Technical Commissioner, Entrants are permitted to use additional replacement tyres if the Commissioner is satisfied that:
  - i) due to an unintentional and/or exceptional occurrence, the tyre in question can no longer be used;
  - ii) the replacement tyre is of the same type and of similar wear prior to i) above of the existing tyre; and/or
  - iii) the driver has completed the first lap of a Championship Race at the present Event.
- f. Should an Entrant be permitted an additional replacement tyre, then the driver affected must start the subsequent race from the rear of the grid.
- g. Tyre heating/retention devices and chemical treatments are strictly prohibited.
- h. The buffing of any tyre to remove rubber is prohibited. Tyres may be cleaned solely by hand using manual tools, such as a hand held wire brush.
- i. If Qualifying and/or Racing is split across multiple days, marked tyres may be sealed or impounded overnight. This will be Subject to the Category Technical Commissioners discretion.
- j. The tread wear indicators, as provided by the tyre manufacturer, will be the definitive method of determining minimum tread depth. At no time prior to any Practice, Qualifying or Race may the tread wear indicator be exposed; or, in the case where tread wear indicator is a dimple in the tyre, worn below such indicator.

#### **4.2.10 RAIN LIGHT**

PROCAR in consultation with CAMS reserve the right to introduce a control Rain Light.

#### **4.2.11 CAR DATA**

- a. The use of multi display dashes with the ability to store car data is prohibited.
- b. The use of any form of real time telemetry or the transmission of any data between the pits and the race car, unless approved by PROCAR, is strictly forbidden.

**4.2.12 VEHICLE ELIGIBILITY SCHEDULE****4.2.12.1 Eligible Vehicle List****2003 AUSTRALIAN PRODUCTION CAR CHAMPIONSHIP**

<b>CLASS A</b>									
<b>Make</b>	<b>Model</b>	<b>Spec</b>	<b>Tr</b>	<b>Dr</b>	<b>Body</b>	<b>En</b>	<b>Cy</b>	<b>Cap</b>	<b>Ind</b>
Ford	Falcon	BA XR8	5M	Rear	Sedan		8	5408	EFI
Ford	Falcon	AUIII XR8	5M	Rear	Sedan		8	4985	EFI
Ford	Falcon	AUII XR8 220	5M	Rear	Sedan		8	4985	EFI
Holden	Commodore	VY SS	6M	Rear	Sedan		8	5665	EFI
Holden	Commodore	VX SS	6M	Rear	Sedan		8	5665	EFI
Holden	Commodore	VT SS	6M	Rear	Sedan		8	5665	EFI
Honda	S2000	1999-02 Hardtop	6M	Rear	Coupe		4	1997	EFI
Mazda	MX-5	2002 SP Hardtop	6M	Rear	Coupe		4	3126	Turbo

<b>CLASS B</b>									
<b>Make</b>	<b>Model</b>	<b>Spec</b>	<b>Tr</b>	<b>Dr</b>	<b>Body</b>	<b>En</b>	<b>Cy</b>	<b>Cap</b>	<b>Ind</b>
Alfa Romeo	156	2002 GTA	6M	Front	Sedan		6	3179	EFI
Alfa Romeo	GTV	2002 V6	6M	Front	Coupe		6	2959	EFI
Audi	S3	2002	6M	AWD	Hatch		4	3027	Turbo
Audi	TT Coupe	2002 1.8 T Quattro	6M	AWD	Coupe		4	3027	Turbo
BMW	323i	E36	5M	Rear	Sedan		6	2494	EFI
Holden	Astra	TS Turbo*	5M	Front	Coupe		4	1998	Turbo
Honda	Integra	2001-02 Type R	6M	Front	Coupe		4	1998	EFI
Honda	Integra	1999-00 Type R	5M	Front	Coupe		4	1797	EFI
Mitsubishi	FTO	1996 GPX	5M	Front	Coupe		6	1998	EFI
Mitsubishi	Magna	TJ Ralliart	5M	Front	Sedan		6	3497	EFI
Renault	Clio	2002 Sport	5M	Front	Hatch		4	1998	EFI
Toyota	Celica	2000-02 SX	6M	Front	Sedan		4	1796	EFI
Volkswagen	Beetle	2001 RSi	5M	Front	Hatch		6	2800	EFI

<b>CLASS C</b>									
<b>Make</b>	<b>Model</b>	<b>Spec</b>	<b>Tr</b>	<b>Dr</b>	<b>Body</b>	<b>En</b>	<b>Cy</b>	<b>Cap</b>	<b>Ind</b>
BMW	325Ci	E46	5M	Rear	Coupe		6	2494	EFI
BMW	325i	E46	5M	Rear	Sedan		6	2494	EFI
BMW	325ti	E46	5M	Rear	Hatch		6	2494	EFI
Citroen	Xsara Coupe	2002 VTS	5M	Front	Coupe		4	1998	EFI
Ford	Falcon	BA XR6	5M	Rear	Sedan		6	3984	EFI
Ford	Falcon	AUIII XR6	5M	Rear	Sedan		6	3984	EFI
Ford	Falcon	AUII XR6	5M	Rear	Sedan		6	3984	EFI
Ford	Focus	2003 ST170 *	6M	Front	Hatch		4	1988	EFI
Holden	Commodore	VY S	5M	Rear	Sedan		6	3791	EFI
Holden	Commodore	VX S	5M	Rear	Sedan		6	3791	EFI
Holden	Commodore	VT S	5M	Rear	Sedan		6	3791	EFI
Hyundai	Tiburon	2002 V6	6M	Front	Coupe		6	2656	EFI
Mazda	MX-5	2002 Hardtop	6M	Rear	Coupe		4	1839	EFI
Mercedes-Benz	C 230 K	2002 Sports Coupe	6M	Rear	Coupe		4	3053	S/C
MG	Trophy 160	2002 Hardtop	5M	Rear	Coupe		4	1796	EFI
Mini	Cooper S	2002	6M	Front	Hatch		4	2717	S/C
Mitsubishi	Magna	TJ VR-X	5M	Front	Sedan		6	3497	EFI
Mitsubishi	Magna	TJ Sports	5M	Front	Sedan		6	3497	EFI
Peugeot	406	2002 SV	5M	Front	Coupe		6	2946	EFI
Toyota	Camry	2002 Sportivo	5M	Front	Sedan		6	2995	EFI
Toyota	Camry	1997-02 CSi	5M	Front	Sedan		6		EFI
Toyota	MR2	2002 Spyder Hardtop	5S	Rear	Coupe		4	1794	EFI
Toyota	MR2	1998-00 Bathurst	5M	Rear	Coupe		4	1998	EFI
Volkswagen	Bora	2002 4Motion	6M	AWD	Sedan		6	2792	EFI

\* Subject to confirmation of sale in Australian Market during 2003

<b>CLASS D</b>									
<b>Make</b>	<b>Model</b>	<b>Spec</b>	<b>Tr</b>	<b>Dr</b>	<b>Body</b>	<b>En</b>	<b>Cy</b>	<b>Cap</b>	<b>Ind</b>
Alfa Romeo	147	2002 Twin Spark	5M	Front	Hatch		4	1970	EFI
Audi	A3	2002 1.8 T	5M	Front	Hatch		4	3027	Turbo
Daihatsu	Sirion	2001-03 GTvi	5M	Front	Hatch		4	1298	EFI
Holden	Astra	TS SRi	5M	Front	Hatch		4	2198	EFI
Holden	Vectra	JS CD V6	5M	Front	Sedan		6	2597	EFI
Holden	Vectra	1998 GL	5M	Front	Sedan		4	2198	EFI
Honda	Civic	1995-02 VTi-R	5M	Front	Hatch		4	1590	EFI
Honda	Civic	2002 Vi	5M	Front	Hatch		4	1668	EFI
Hyundai	Elantra	2002 GLS	5M	Front	Sedan		4	1975	EFI
Kia	Optima	2002	5M	Front	Sedan		6	2493	EFI
Mazda	6	2002 Luxury Sports	5M	Front	Hatch		4	2261	EFI
Mazda	323 Astina	2002 SP20	5M	Front	Hatch		4	1991	EFI
Peugeot	206	2002 GTi	5M	Front	Hatch		4	1997	EFI
Proton	Satria	2002 GTi	5M	Front	Hatch		4	1834	EFI
Saab	9-3	2002 Vector	5M	Front	Sedan		4	1998	Turbo
Subaru	Impreza	2002 RS	5M	AWD	Sedan		4	2457	EFI
Toyota	Corolla	2002 Levin	5M	Front	Hatch		4	1794	EFI
Toyota	Echo	2002 Sportivo	5M	Front	Hatch		4	1497	EFI
Volkswagen	Beetle	2002 Turbo	5M	Front	Hatch		4	3028	Turbo
Volkswagen	Golf	2002 GTi	5M	Front	Hatch		4	3028	Turbo

#### **4.2.12.2 General Requirements**

Notwithstanding their inclusion on these lists, all cars entered for racing must satisfy the eligibility criteria as per the relevant Sporting Regulations and at all times must respect the relevant Technical Regulations.

Any Class which has fewer than **three (3)** entries, may at the sole discretion of PROCAR, be absorbed into another Class. PROCAR reserves the right to limit the number of cars of any one make or model.

\* PROCAR in consultation with CAMS reserves the right to move any car to a different class where deemed necessary.

## **4.3 CHAMPIONSHIP ROUND FORMAT**

### **4.3.1 Program of Events**

a. The following Program is provisional and for sprint Rounds only. The final program of events for each Championship Round will be determined between the Promoter, Category Manager and approved by CAMS.

b. **Practice and qualifying (usually Saturday)**

Safety Check (Sponsor Ride cars only – usually Friday)
Scrutiny in garages
Compulsory drivers' briefing
Non-qualifying Practice 1 (20 min)
Non-qualifying Practice 2 (20 min)
Qualifying Session 1 (20 min)

c. **Race day (usually Sunday)**

Race 1 (15 min) (not including Race Start Procedure)
Race 2 (15 min) (not including Race Start Procedure)
Podium ceremony

### **4.3.2 Race Distances**

a. The format of each sprint round of the Championship will be made up of 2 races per Round, expressed as a number of laps or time appropriate to the host circuit, as outlined below. PROCAR in consultation with the Promoter or Host Circuit may alter this format, as it deems appropriate, and may include long distance endurance events.

b. Races will be conducted as either Handicap start races with a grid that is reversed and grouped by Class or as standing massed start races with the grid determined from the results of qualifying. Supplementary Regulations for each event will detail the race format to be used.

Round	Date	Circuit	Laps	Grid Density
1	March 21-23	Adelaide Parklands	TBA	40
2	April 25-27	Symmons Plains	13	33
3	May 16-18	Wakefield Park	12	36
4	June 13-15	Queensland	10	42
5	July 11-13	Oran Park	10	46
6	Aug 8-10	Sandown 500	10	46
7	Sept 19-21	Winton	9	46

- c. In the event of oversubscription, PROCAR (in consultation with CAMS) with the agreement of the relevant promoter, reserves the right to alter the format of races to include additional or potential elimination races.

#### **4.3.3 Practice**

At least two 20-minute non-qualifying (timed) practice sessions will be held at each Round (normally Saturday).

#### **4.3.4 Qualifying**

- a. One Qualifying Session of a 20-minute duration will be held at each round (normally Saturday). At the discretion of the Race Director, in consultation with PROCAR, this qualifying session may be split into two equal sessions to accommodate all cars regardless of weather conditions.
- b. In order to qualify, a driver must:
- complete at least 3 laps in the race car in practice or qualifying; and
  - achieve 130% of the best qualifying time achieved by the fastest qualified car during the qualifying session;
  - failing (ii) above, achieve 115% of the average of the fastest three qualifying cars, in the relevant Class, during the qualifying session.
- c. Subject to grid capacity limits, the Stewards of the Meeting may, in consultation with PROCAR, 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. Three (3) Championship points will be awarded to the driver who obtains the pole position for Race 1 from the Qualifying session, in each Class.
- e. Three (3) Championship points will be awarded to the driver who obtains the pole position for Race 1 from the Qualifying session, for Outright Championship.

#### **4.3.5 Grid**

- a. In the case of Handicap start races the grid for each race will be set in reverse Class order. Positions within each Class for Race 1 will be determined by the Qualifying Session. Positions within each Class for Race 2 will be determined by the finishing results of Race 1. NOTE: Only classes shall be reversed, individual cars within a class will not be reversed.
- Each class will be formed up on an otherwise unoccupied grid row, regardless of whether this leads to spaces being left on the grid. Eg; If there are seven cars in the Class that are taking the front seven grid positions, grid position 8 will remain vacant with the first car of the next Class filling grid position 9.
  - Any car failing to start Race 1 may start Race 2 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. Any car failing to finish Race 1 may start Race 2 from the rear of the grid in the order of the number of laps completed. Any driver granted permission to start from the rear of the grid shall start from the rear of the relevant Class.
  - The following formula will be used to determine the time that is to elapse between the start of the slower Class and the start of each subsequent quicker class (Z):
  - Formula:  $(FQX - FQY) \times (\text{number of laps scheduled for the race} \times 0.50) = Z$**
  - Where - FQX = Fastest qualifying time for the Class (time must be in seconds to 1/10000<sup>th</sup>, eg; 75.2133sec).
  - FQY = Fastest** qualifying time of the slower Class (time must be in seconds to 1/10000<sup>th</sup>, eg; 75.2133sec).
  - Z =** the time to elapse between the start of the slower Class and the start of the other Class that is the subject of the equation.
  - Should the fastest qualifying time of the Class being compared to the slower Class, be greater than that of the slower Class, then those classes will be combined for the purposes of the start only. The fastest qualifying time of the two classes will be used in the equation to determine the time to elapse prior to their start.

- viii) Should the time delay between two respective classes be less than 3 seconds, then the later Class will start at the same time as the Class immediately in front.
  - ix) Should the qualifying time set by any car be deemed to be below the expected potential of that particular car, PROCAR in consultation with the Race Director and with approval of the Stewards of the Meeting, may determine an appropriate grid position for that car.
- b. In the case of massed start races the grid will be determined as follows:
- i) First Race: based on the qualifying session;
  - ii) Second Race: by the finishing order of Race 1, followed by the non-finishers in the order of the number of laps completed;
  - iii) Any car failing to start Race 1 may start Race 2 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.
- c. 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 Race Director 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 PROCAR that permission has been granted.
- d. If it is determined by the Clerk of Course, Race Director or 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 rear of all cars in the respective Class.

#### **4.3.6 Race Starting Procedure**

- a. Each Production Car race will be started using the Standing Start procedures as detailed in the Race Meeting Standing Regulations in the CAMS Manual or as follows.
- b. i) In the case of a Handicap start;  
When the Starter is satisfied that all cars are correctly positioned he will indicate that there are approximately 5 seconds before the red light is to be switched on. At any moment, not less than three seconds and not more than five seconds after the red light is shown, the start of the race **for the class at the front of the grid only**, will be indicated by the extinguishing of the red light. A green light may be shown to indicate that the race has started.
- ii) Subsequent classes will be started by the starter at time intervals as determined using the formula detailed in Article 4.3.5 of these regulations. The signal to start for each of these Classes will be the dropping of a green flag.
- iii) Should there be cause for a delayed start for a Class other than the first group on the grid, the race will be red flagged and restarted as a full race from the 2-minute board. The handicap times for this race will be adjusted relevant to the number of laps for the new race distance.
- c. In the case of a massed start;  
When the Starter is satisfied that all cars are correctly positioned he will indicate that there are approximately 5 seconds before the red light is to be switched on. At any moment, not less than three seconds and not more than five seconds after the red light is shown, the start of the race will be indicated by the extinguishing of the red light. A green light may be shown to indicate that the race has started.
- d. If the lights are not functioning, the National Flag will then be used, being raised at the 5 second mark, and dropped to indicate the start of the race.
- e. Flashing yellow lights will indicate a delayed warm-up lap or aborted start, and a "Start Delayed" board will be displayed. In this case the start procedure will re-commence from the 2 Minute signal and the race may be shortened by the Stewards for each aborted pre-race lap completed.
- f. Any car which encounters a problem during the warm-up lap, or is unable to keep up or is unable to take its place on the grid, may be driven into Pit Lane instead of proceeding to the grid. The car may then start the race from the Pit Exit (having come under Starter's orders), but only in the direction of an Official, after the rest of the field has passed the Pit Exit. If the car is driven to the grid instead of to the pit lane, officials may direct it to start the race from the rear of the grid.
- g. Any car which is still on the grid after the starting signal has been given may be pushed, but only by Officials.
- h. Any driver not following this procedure may be penalised by a stop-go penalty as determined by the Clerk of Course, and/or by some other penalty as may be determined by the Stewards of the Meeting.

## **4.4 COMMERCIAL REQUIREMENTS**

### **4.4.1 Race Vehicle Identification**

- a. **Class-coloured rear vision mirrors**  
Each Class is assigned a base colour (see Class Colour Sheet) which must be used for the painting of both external rear vision mirrors.
- b. **Windscreen strip**  
All race cars must display the windscreen strips provided by PROCAR 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.
- c. **Competition numbers**
- i) Competition number allocation will be at the absolute discretion of PROCAR, from 2 – 99. Three Digit competition numbers will only be considered on special application. The application in the first instance is to PROCAR, who will then seek approval from CAMS.
  - ii) Number “1” is reserved for the 2002 Outright 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 PROCAR’s approval.
  - iii) The number “1” will be relinquished at the completion of the Championship and the new Outright Champion can therefore commence use of this number at any PROCAR Non-Championship events that follow the final round of the Championship.
  - iv) Each race car must display their competition number on the windscreen of the car in accordance with Schedule K of the CAMS Manual.
- d. **Number panels**
- i) PROCAR will 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, or as approved by PROCAR.
  - 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 and Class letter as per the Identification Sheet. Any deviation from this standard will require replacement, and subsequent numbers at the Entrant’s cost.
  - iv) Entrants are responsible for affixing a CAMS sticker adjacent to the number panel on **both** sides of the race car.
- e. **Driver surname**  
Each race car must display the driver’s surname centred on the lower edge of the rear facing window and rear side windows in accordance with Schedule K (Markings on Automobiles) of Section 6 (General Requirements) of the CAMS Manual. The Category Technical Commissioner, at his sole discretion, may vary this regulation if he deems that rear vision may be impaired. The Entrant must seek a written variance to this regulation from the Category Technical Commissioner and advise PROCAR of the outcome.
- f. **Championship number plates**  
Championship number plates as provided by PROCAR must be attached to the front and rear of the race car at a 90° angle to the ground and not altered in any way, unless written approval is provided by PROCAR.
- g. **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 depicted on the Identification Sheet or exhibits inappropriate signage.
- h. **Additional Signage**  
It will be compulsory for all race cars to carry the host television broadcasters logo sticker on the race cars. Location will be **as depicted on the Identification Sheet**.

## **4.5 AWARDS & POINTSCORES**

### **4.5.1 Point Scoring**

Refer Chapter 1, 1.5 Awards & Pointscores for points table.

### **4.5.2 Trophies**

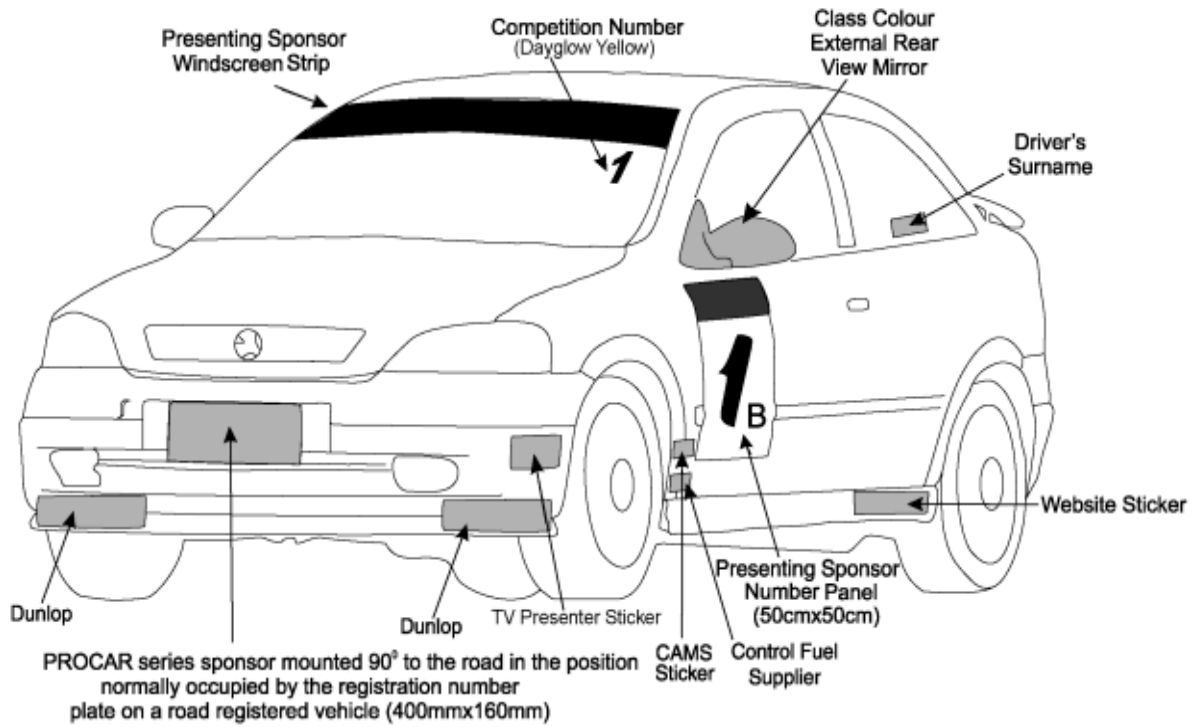
- a. The supply and presentation of trophies is the responsibility of PROCAR and will be provided for presentation at the end of each round.

- b. Race day trophies will be presented on track to the drivers whose total point score places them 1<sup>st</sup> in each Class at each Round. Drivers finishing thus from each Class are required to attend the podium post-race presentations.
- c. Annual trophies will be presented for the Championship at the end of the season as follows:
  - i) Drivers' Outright Championship trophies: will be awarded to the drivers finishing 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Outright.
  - ii) Drivers' Class Championship trophies: will be awarded only to the drivers finishing in 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place in each Class.
  - iii) A driver is only eligible to hold a Championship title and receive subsequent trophies after having competed in a minimum of 50% of the Championship Rounds.
- d. The 2003 Manufacturers Trophy will be awarded to the manufacturer who has attained the highest accumulated pointscore. Points will be awarded on the same scale as those awarded for the Driver's Class Championship.
- e. Additional awards may include, but are not restricted to, Rookie of the Year, Best Presented Award (each Round) and Best Presented Overall (year end), all subject to sponsorship. To be eligible for Best Presented Awards, race cars must display the relevant Sponsor's stickers on the car as directed by PROCAR and in accordance with Schedule K (Markings on Automobiles) of Section 6 (General Requirements) of the CAMS Manual.

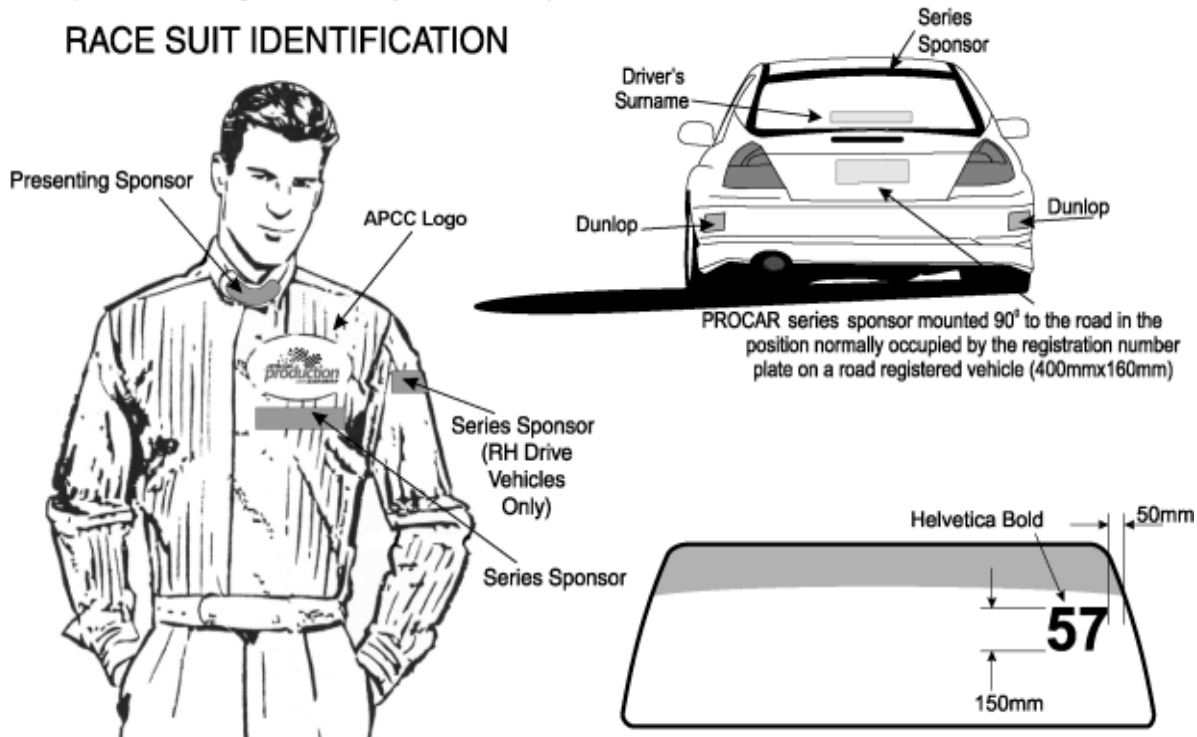
### **4.5.3 Prize Money**

- a. A prize pool will be provided by PROCAR.
- b. Race day prize money will be awarded to the driver whose total point score places them 1<sup>st</sup> in each Class at each Round. Prize money will be paid to the Entrant of the car.
- c. At the end of the season, PROCAR will distribute prize money to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> placegetters in each Class and to the outright winner.
  - i) A driver is only eligible to hold a Championship title and receive subsequent prize money after having competed in a minimum of 50% of the Championship Rounds.
- d. The prize pool will be advised prior to the commencement of the Championship and may be increased during the currency of the 2003 Championship dependent on additional sponsorship.

# PRODUCTION IDENTIFICATION SHEET - VEHICLE & RACE SUIT



## RACE SUIT IDENTIFICATION



RACING NUMBERS (280mm high) - TYPE: SNYDER SPEED (black)

# 1234567890



## **CLASS COLOUR SHEET**

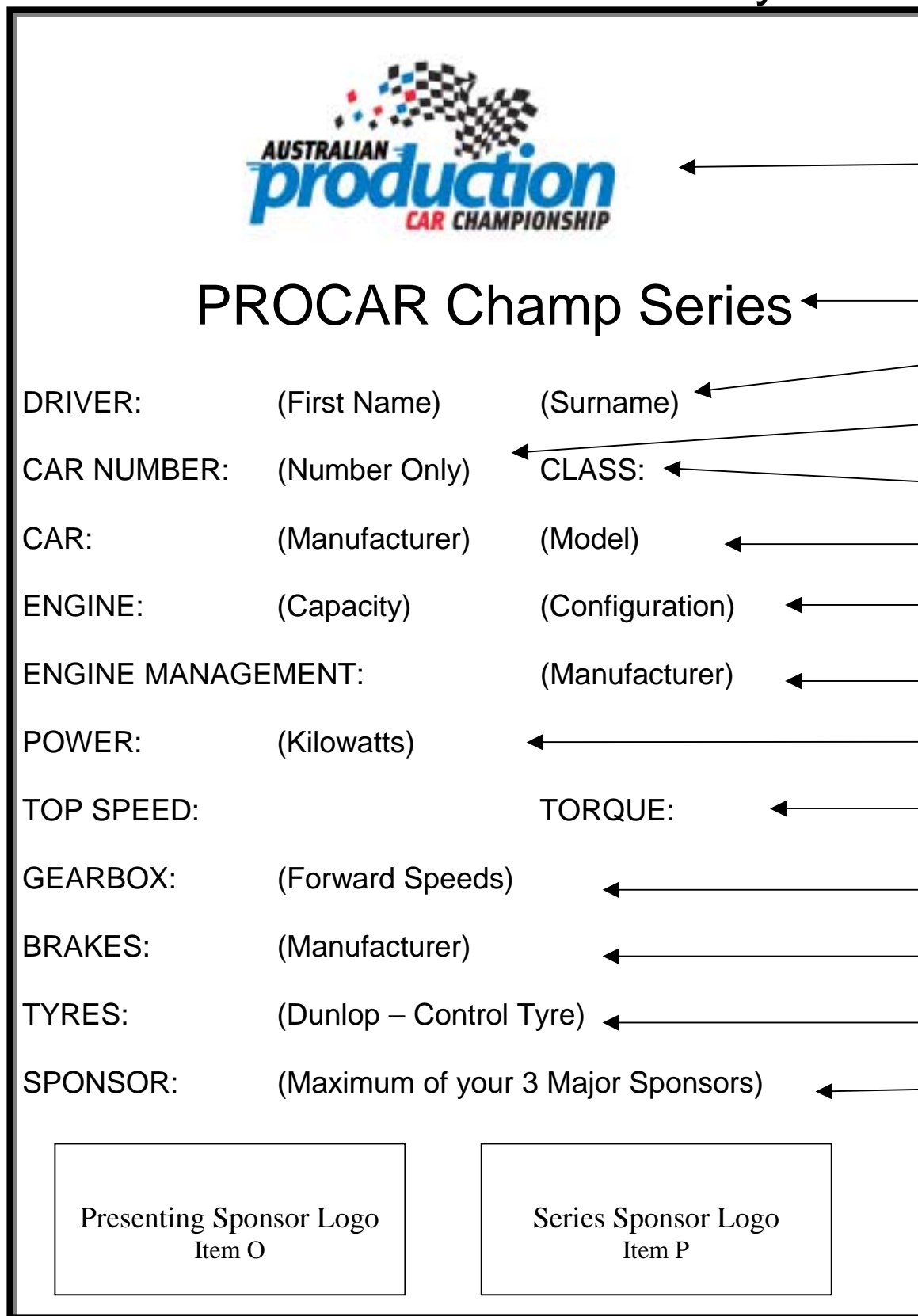
**SIDE MIRROR COLOURS**  
**CLASS A / Red: Dulux Autocolour HG13**

**SIDE MIRROR COLOURS**  
**CLASS B / Blue: Dulux Autocolour MY45**

**SIDE MIRROR COLOURS**  
**CLASS C / Green: Dulux Autocolour JF85**

**SIDE MIRROR COLOURS**  
**CLASS D / Yellow: Dulux Autocolour KM57**

# “A-Board” Presentation Layout



## “A – BOARD” INSTRUCTIONS

Item A	Category logo Compulsory on all A-Boards (In Colour) 150mm in height
Item B	The words “PROCAR Champ Series”, Font Helvetica to a height of 72mm in Black lettering
Item C	Headings to be all in Upper Case – Font Avantgard-demi to a height of 37mm. Drivers First Name & Surname to be in Upper & Lower case – Font Helvetica-med to a height of 35mm
Item D	CAR NUMBER: ie. 28
Item E	CLASS: Class letter within the Category you are competing in. ie. B
Item F	CAR: Manufacturer ie. Honda, Model: S2000
Item G	ENGINE: Capacity ie. 2 Litre, Configuration ie. V6
Item H	ENGINE MANAGEMENT: Manufacturer ie. Motec
Item I	POWER: Kilowatts @ Revs ie. 176kW @ 7500 RPM
Item J	TOP SPEED: KMH Torque: NM
Item K	GEARBOX: Number of Forward Gears ie. 6 Speed
Item L	BRAKES: Manufacturer ie. Brembo
Item M	TYRES: Manufacturer ie. Dunlop (Control Tyre) and Size
Item N	SPONSOR: Maximum of 3 of your major sponsors
Item O	PRESENTING SPONSOR LOGO: (TBA) in colour 235mm wide x 80mm in height
Item P	SERIES SPONSOR LOGO: (TBA) in colour 235mm wide x 80mm in height

“A – Board” size should be 900mm x 600mm White in Colour.

“A – Board’s” to be signwritten in Black, no colour except logo’s.

All the headings are compulsory to complete, they are not optional.

**CHAPTER 5****V8 BRutes****Category Specific Regulations****5.1 ADMINISTRATION****5.1.1 The Series**

- a. The Series consists of 8 Rounds in various formats, which may include long distance (endurance) events. In this instance, separate Supplementary Regulations will be issued.

Rnd	Date	Circuit	Format**
1	March 21-23	Adelaide Parklands	U1
2	April 25-27	Symmons Plains	U1
3	May 30 – June 1	Wakefield Park	U1
4	June 13-15	Queensland	U1
5	July 11-13	Oran Park	U1
6	Aug 8-10	Sandown 500*	U1
7	Sept 19-21	Winton	U1
8	Oct 24-26	Surfers Paradise*	U1

\* Subject to finalisation

\*\* Refer to Article 5.3.1 Program of Events for Format definition.

- b. PROCAR, in consultation with, and with the agreement of CAMS, reserves the right to abandon or alter this race schedule and/or include Non-Series Events.

**5.1.2 PROCAR Licence to Compete**

- a. PROCAR reserves the right to issue, at an appropriate levy, 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. The PROCAR Licence to Compete will only be issued to the legal owner of the car.
- b. The quantity of Licences issued may be subject to grid density and model limits, as determined by PROCAR.
- c. The Licence to Compete, as issued by PROCAR, constitutes a legal commercial agreement between the Entrant and PROCAR. It must be noted that the PROCAR Licence to Compete is separate to any Licences referred to under CAMS NCR 47.

**5.2 TECHNICAL REQUIREMENTS****5.2.1 GENERAL****5.2.1.1 Safety Equipment**

All vehicles must be installed with the Rollcage, Harness, Drivers Seat, Isolation switch and Rainlight, or any other safety item as listed on the relevant Vehicle Recognition Document.

**5.2.1.2 Safety nets**

- a. Driver side window nets will be supplied by the PROCAR designated supplier and must remain as originally fitted. This window net will comply with Schedule I (Safety Harness/Window Nets) of Section 6 (General Requirements) of the CAMS Manual.
- b. Window nets must remain fully fastened at all times the car is in motion during all activities either on track or in pit lane.
- c. Any car participating in sponsor ride sessions, must have a safety net fitted to the passenger side window (refer these Regulations 1.4.5 Sponsor Ride Sessions).

### **5.2.1.3 Roll Over Protection**

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 must remain as detailed in the relevant Vehicle Recognition Document.

### **5.2.1.4 Parity**

- a. PROCAR reserves the right to conduct a review of the performance of vehicles in the category up to five (5) times during the season and make appropriate adjustments. A performance adjustment may include alterations to any number of the following :- maximum engine speed and electronic engine control unit program.
- b. Such adjustments will be published on an Event Parity Sheet (refer Article 1.2.11).
- c. Such adjustments will apply to all competing vehicles of the particular make and model.
- d. The maximum engine speed must comply with the relevant Event Parity Sheet (copyright applies to GTP VARI-REV™ handicapping system).
- e. Vehicles which, in the opinion of the Category Technical Commissioner, have been operated in such a manner as to supply power to the driven wheels whilst exceeding the maximum engine speed will be subject to such penalties as determined by the Stewards of the Meeting.

### **5.2.1.5 Car Weights**

- a. Minimum racing weight is the weight of the car at any time during any Practice, Qualifying or Racing, including the driver wearing all normal racing apparel including helmet (Definitions – see CAMS Manual). Racing weight may be checked at any time, as deemed appropriate by the Category Technical Commissioner.
- b. Minimum racing weights will be published in the relevant Vehicle Recognition Document.
- c. PROCAR reserves the right to impose additional weight to an individual competitor based on dominant race performances.
- d. The minimum penalty for a car failing the minimum racing weight check, during or after Qualifying sessions (provided the failure is not due to accidental damage), will be a forfeit of the Qualifying times achieved from that session.
- e. The minimum penalty for a car failing the minimum racing weight check following any Race in each Round (provided the failure is not due to accidental damage), will be exclusion of the car from the Race results in which the breach has occurred.

**Note: Fitment of all Ballast must be in accordance with Section 6 (General Requirements for Vehicles and Drivers) of the CAMS Manual. The Ballast may be sealed at the discretion of the Category Technical Commissioner.**

### **5.2.1.6 Non-Genuine Parts**

- a. Freedom of source of supply is granted for specific replacement parts in respect to fan belts, radiator hoses, oil and fuel filters, globes & window glass.
- b. The parts must be standard replacement parts, must respect the configuration and functional dimensions of the original parts they replace and be of similar material. The Category Technical Commissioner 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.

### **5.2.1.7 Data Logging Monitor**

- a. All competing vehicles must be fitted with a PROCAR approved data logging monitor (“data logger”). The data logger will primarily record engine speed (in revs per minute), road speed, lateral and longitudinal G Forces, and any other information as PROCAR deems necessary.
- b. Vehicles will be required to operate within the maximum engine speed as published on the Event Parity Sheet (copyright applies to GTP VARI-REV™ handicapping system).

- c. Vehicles, which in the opinion of the Category Technical Commissioner, have been operated in such a manner as to supply power to the driven wheels whilst exceeding the maximum engine speed will be subject to such penalties as determined by the Stewards of the Meeting.
- d. A suitable fixing for the data logger must be provided 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 and which can be easily reached by the designated examiners (refer f. below). The serial port must be able to be accessed easily, through the passenger's side door and the LEDS must be clearly visible to officials through the passenger's side window. The Category Technical Commissioner will be the final arbiter as to the location of the data logger in each car.
- e. A +ve 12-volt power supply and grounding wire must be supplied. The +ve supply must be connected to the car's battery master switch.
- f. The data logger may be interrogated, downloaded or reset by the Category Technical Commissioner, PROCAR Data Analyst, PROCAR Technical Manager or their nominee at any time during a race meeting, including during competition, by telemetry.
- g. Any tampering with the data logger or its associated wiring or parts is prohibited. The data logger or associated components may not be modified, altered or tampered with in any way, from the condition and configuration in which the components are delivered and installed in the car.
- h. It is the sole responsibility of the Entrant to ensure the connections provided are secure and that the integrity of the continuity of supply of power, feed from the crankshaft sensor and feed from the road speed sensor connected to a driven wheel are assured at all times and any other such sensor as PROCAR deems necessary to be fitted by the Entrant.
- i. It is the sole responsibility of the Entrant to at all times ensure the integrity of operation of the data logger.
- j. Any costs of rectifying damage, whether accidental or otherwise, to the data logger or its associated components occurring whilst in the possession of the Entrant, are the responsibility of that Entrant.
- k. Notwithstanding the above, no penalty will apply if it can be established that the data logger was defective. However should the Category Technical Commissioner and/or the PROCAR Technical Manager be of the view that the defect is due to deliberate tampering, the matter will be referred to the Stewards of the Meeting.
- l. The data logger, its wiring harness, sensors and associated components, must be purchased by the Entrant to a standard as determined by the Category Technical Commissioner or PROCAR Technical Manager and will remain the property of the Entrant.
- m. The PROCAR data logger and accessories are manufactured exclusively by:  
  
Motor Sport Electronics ("MSE")  
22 Deep Pool Way  
MOUNT ANNAN NSW 2567  
Telephone: 02 4648 0030  
Fax: 02 4648 0031  
  
Purchase, payment and installation in accordance with this ruling is the responsibility of the Entrant.
- n. The Entrant is required to register with PROCAR the serial number of the data logger on the Race Vehicle Specification/Registration Form.
- o. The data logger must remain in situ and operational at all times during warm up, practice, qualifying and racing, or as directed by PROCAR.
- p. The Category Technical Commissioner will be the final arbiter in relation to all determinations regarding approved data loggers and any data interpretations arising therefrom.
- q. Any failure to provide the required data from the data logger will be noted by the Category Technical Commissioner and a report will be made to the Clerk of Course and copied to the Stewards of the Meeting, who may take further action.
- r. At the completion of any practice session, the Entrant may request to view data recorded by their car to ensure compliance. Alternatively, software is available from the supplier of the data logger to enable Entrants to access the data. It is a breach of these Regulations, if any person causes or attempts to cause, any alteration to data recorded during any official practice, qualifying or race sessions.
- s. PROCAR reserves the right to remove, replace, alter or modify any portion of data logger or associated software and/or firmware.

- t. All data loggers, sensors and their associated wiring must be installed as detailed in the associated bulletin, which will accompany the data logger (or upgrade kit) when purchased. Failure to do so is in breach of these Regulations and will be referred to the Stewards of the Meeting.

### **5.2.1.8 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.

## **5.2.2 ENGINE**

### **5.2.2.1 Engine Rebuilds**

Engines can only be dismantled and/or rebuilt by the PROCAR designated engine builder. In exceptional circumstances, permission may be granted for engine maintenance to be carried out elsewhere. Permission must first be gained by the Entrant from the PROCAR Technical Manager.

### **5.2.2.2 Engine Shrouds**

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

### **5.2.2.3 Lubrication**

All modifications to this system will be as detailed in the relevant Vehicle Recognition Document.

### **5.2.2.4 Cooling System**

With the written approval of the Category Technical Commissioner, the fitment of a protective screen mounted in front of the radiator is permitted.

### **5.2.2.5 Electronic Engine Control Unit**

- a. Only the Electronic Engine Control Unit as listed in the relevant Vehicle Recognition Document and as fitted by the PROCAR designated supplier is permitted.
- b. All software (engine maps) contained in the MoTeC® units is owned by PROCAR.

### **5.2.2.6 Exhaust**

- a. Only the exhaust system as detailed in the relevant Vehicle Recognition Document may be used.
- b. 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.

### **5.2.2.7 Engine Sealing**

All car engines must be drilled by the Entrant prior to their first competition Round, to allow the Category Technical Commissioner to fit seals. It is the responsibility of the Entrant to determine from the Category Technical Commissioner the appropriate location for drilling.

### **5.2.2.8 Replacement Engines**

It is not permitted to replace an engine without the Entrant first notifying and obtaining written approval of the Category Technical Commissioner or PROCAR Technical Manager (who may retain the replaced engine for closer scrutiny).

## **5.2.3 TRANSMISSION**

### **5.2.3.1 Flywheel**

The flywheel must be original, or as supplied by the PROCAR nominee and as detailed in the relevant Vehicle Recognition Document. A minimum weight will be set to allow this unit to be machined when servicing the clutch system. This weight will be detailed in the relevant Vehicle Recognition Document.

### **5.2.3.2 Clutch**

The clutch system must be as detailed in the relevant Vehicle Recognition Document.

### **5.2.3.3 Ratios**

Gearbox and final drive ratios must be as detailed in the relevant Vehicle Recognition Document.

### **5.2.3.4 Final Drive**

The action of the Final Drive Differential Unit must remain as detailed in the relevant Vehicle Recognition Document.

## **5.2.4 BRAKES**

- a. All brake systems must be fitted and operate as detailed in the relevant Vehicle Recognition Document.
- b. For Round 1 of the 2003 BRute Series only, brake pads as specified on the 2002 Recognition Documents (Endless®) are permitted as an alternative to those shown on the 2003 Recognition Documents (Ferodo®).

## **5.2.5 SUSPENSION**

### **5.2.5.1 Shock Absorbers and Springs**

- a. All shock absorbers, springs and bump stops must be as detailed in the relevant Vehicle Recognition Document.
- b. All other suspension components must remain original unless otherwise detailed in the relevant Vehicle Recognition Document.

### **5.2.5.2 Ride Heights**

- a. Ride heights are free provided the car complies with the following ground clearance rule;
  - i) When the tyres are deflated on the drivers side, no part of the car may touch the ground. This test will be carried out with the driver seated in the driver's seat and all relevant Ballast on board.
- b. The minimum penalty for a car failing the Ride height check during or after a qualifying session (provided the failure is not due to accidental damage), will be a forfeit of the qualifying times for that session.
- c. The minimum penalty for a car failing the Ride height check after any race (provided the failure is not due to accidental damage), will be exclusion from the race in which the breach has occurred.

### **5.2.5.3 Wheel Camber**

The maximum permissible negative camber permitted on each front wheel is 5.5° (degrees). All measuring equipment for scrutiny purposes will be supplied by PROCAR and available to all Entrants at any time during race meetings.

## **5.2.6 BODYWORK**

### **5.2.6.1 Interior**

- a. With the written approval of the Category Technical Commissioner, it is permitted to modify driver operated controls for the sole purpose of driver comfort, provided that the original function of each control remains as the manufacturer intended.
- b. It is permitted for additional instruments and/or switches to be installed on a separate panel, providing all original instruments and switches remain in the original location. Any wiring associated with additional instruments and/or switches must be harnessed separately to that of the car manufacturers original wiring harness.
- c. The removal of all air conditioning components is permitted, provided that the function and operation of all heaters, fans and vents are retained. Changes to the appearance of the dashboard to facilitate the removal are not permitted.
- d. The fitment of a non-genuine steering wheel is permitted.



- e. The removal of all airbags and associated components, who's sole purpose is the operation of the air bag system, is permitted, providing no additional modifications are made to facilitate the removal.
- f. The drivers seat must remain as supplied by the PROCAR designated supplier and as stated on the relevant Vehicle Recognition Document. The passengers seat may be replaced by a seat which is aesthetically similar and complies with Schedule C of Section 6 (General Requirements) of the CAMS Manual.
- g. The front passenger seat belts may be replaced with a full racing harness that complies with Schedule I (Safety Harness/Window Nets) of Section 6 (General Requirements) of the CAMS Manual.

### **5.2.6.2 Exterior**

- 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.
- b. The windscreen must be of laminated glass unless otherwise supplied as standard by the relevant car manufacturer.

## **5.2.7 FUEL SYSTEM**

### **5.2.7.1 Fuel Tanks**

The Fuel system must remain as detailed in the relevant Vehicle Recognition Document.

### **5.2.7.2 Fuel**

- a. PROCAR Control Fuel will be available and must be used. The supplier and grade of fuel will be advised prior to the opening of entries for the season.
- 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 Category Technical Commissioner.
- c. The Category Technical Commissioner 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.

## **5.2.8 WHEELS**

### **5.2.8.1 Wheel Rims**

- a. The specified control wheel rim is the original wheel rim fitted as standard by the car manufacturer. Any replacement or spare wheels must be identical.
- b. The retention by any means of wheel nuts/studs into a wheel rim that is to be fitted to a car is prohibited.

## **5.2.9 TYRES**

### **5.2.9.1 Control Tyre**

- a. The control tyre manufacturer is Dunlop.
- b. The tyre size is **245/40/17**
- c. The part number is **508834**

### **5.2.9.2 Racing**

- a. Each Entrant may purchase up to three (3) new tyres at each event, per participating car, save that Entrants who have not previously competed in the current Series may make an initial purchase of five (5) tyres.
- b. Two (2) new tyres must be marked by the Category Technical Commissioner or his nominee and must be fitted to the front of the car for Qualifying and each Race in the present event. The third (3<sup>rd</sup>) or fifth (5<sup>th</sup>) tyre as described in 5.2.9.2a. may be marked by the Category Technical Commissioner or his nominee and used anywhere on the car at any time during the competition.

- c. The Entrant is responsible for ensuring that this marking occurs.
- d. The two (2) new front tyres so marked may only be rotated side to side, not front to rear, of the car for the remainder of the present event.
- e. Two (2) tyres marked for that particular car at a previous round of the Series must be fitted to the rear of the car. For all Entrants competing in the first round of the Series, or any Entrants who have not previously competed in any previous Series, 2 previously used, un-marked tyres may be fitted to the rear of the car.
- f. The Entrant is responsible for ensuring that these tyres are re-marked as appropriate.
- g. The three (3) Tread Depth Indicators must be visible on the rear tyres at the start of Qualifying and each Race. The Category Technical Commissioner will be the final arbiter.
- h. The buffing or cleaning of any tyre to remove rubber is prohibited.
- i. If the tyres are not marked for any reason or the markings become illegible, the Entrant must notify the Category Technical Commissioner or his nominee immediately.
- j. With the written permission of the Category Technical Commissioner, Entrants are permitted to use additional replacement tyres if the Commissioner is satisfied that:
  - i) due to an unintentional and/or exceptional occurrence, the tyre in question can no longer be used and;
  - ii) the replacement tyre is brand new and unused; and/or
  - iii) the driver has completed the first lap of a Series race at the present event.
- k. Should an Entrant be permitted an additional replacement tyre, then the driver affected must start the subsequent race from the rear of the grid.
- l. Tyre heating/retention devices and chemical treatments are strictly prohibited.
- m. If Qualifying and/or Racing is split across multiple days, marked tyres may be sealed or impounded overnight. This will be subject to the Category Technical Commissioners discretion.
- n. No additional tyres will be permitted for wet conditions.

## **5.2.10 ELECTRICAL**

### **5.2.10.1 Battery**

The battery must remain the same size as original.

## **5.2.11 CAR DATA**

- a. The use of multi display dashes with the ability to store car data is prohibited.
- b. The use of any form of real time telemetry or the transmission of any data between the pits and the race car, unless approved by PROCAR, is strictly forbidden.

## **5.2.12 VEHICLE ELIGIBILITY SCHEDULE**

### **5.2.12.1 Eligible Vehicle List**

<b>V8 BRutes</b>									
<b>Make</b>	<b>Model</b>	<b>Spec</b>	<b>Tr</b>	<b>Dr</b>	<b>Body</b>	<b>Eng</b>	<b>Cyl</b>	<b>Cap</b>	<b>Ind</b>
Ford	AU	XR8 Pursuit ( Manual )	5m	R	Ute	V	8	4944	EFI
Holden	VU	SS ( Manual )	6m	R	Ute	V	8	5667	EFI
Holden	VY	SS ( Manual )	6m	R	Ute	V	8	5667	EFI

#### **NOTE:**

PROCAR reserves the right to limit the number of vehicles of any one make or model. This list may be restricted by the imposition of a "PROCAR Licence To Compete" agreement. All vehicles listed may be subject to performance modifications as detailed on the PROCAR Recognition Documents and attachments. These documents will be determined by PROCAR and the CAMS Manager-Technical Services. This may result in changes to the "Spec" description.

## **5.3 SERIES ROUND FORMAT**

### **5.3.1 Program of Events**

a. The following Program is provisional. The final program of events for each Series Round will be determined between the Promoter, Category Manager and approved by CAMS.

b. **Non qualifying day (usually Friday)**

Safety Check
Non-qualifying Practice 1 (20 min)
Non-qualifying Practice 2 (20 min)

c. **Qualifying day (usually Saturday)**

Scrutiny in garages
Compulsory Drivers' Briefing
Non-qualifying Practice 3 (15 min) (where time permits)
Qualifying Session 1 (20 min)
Qualifying Session 2 (30 min – Top 8 Eliminator™, where applicable)

d. **Race day (usually Sunday)**

#### **Format Legend**

U1	3x 15 min Races
U2	2x 15 min Races 1x 30 min Race (compulsory pit stop with optional driver change, refer 5.3.2c)
Note:	All above Race duration's <u>do not</u> include Race Start Procedure
	Podium ceremony

### **5.3.2 Race Distances**

a. The format of each round of the Series will be as shown above, expressed as a number of laps or time appropriate to the host circuit, as outlined below. PROCAR in consultation with the Promoter or Host Circuit may alter this format as it deems appropriate, including the introduction of long distance races.

b. In the event of oversubscription, PROCAR (in consultation with CAMS) with the agreement of the relevant promoter, reserves the right to alter the format of races to include additional or potential elimination races.

c. Where there is an optional driver change either of the following is to be carried out:

- i) a complete driver change, or
- ii) where only one driver is entered, that driver must stop the race car at his pit bay, exit the car completely, shut the race car door, then open the door and re-enter the race car – ensuring that all seat belts and window nets are re-fastened.

### **5.3.3 Practice**

At least two 20-minute non-qualifying (timed) practice sessions will be held at each round (normally Friday).

### **5.3.4 Qualifying**

a. One Qualifying Session of a 20-minute duration will be held at each round (normally Saturday).

b. In order to qualify, a driver must:

- i) complete at least 3 laps in the race car in practice or qualifying; and
- ii) achieve 130% of the best qualifying time achieved by the fastest qualified car during the qualifying session;

c. Subject to grid capacity limits, the Stewards of the Meeting may, in consultation with PROCAR, 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. PROCAR reserves the right to run a second Qualifying Session, that will be known as the "Top 8 Eliminator™". In this instance, the following will apply.

- i) The Top 8 (eight) fastest race cars and drivers from Qualifying Session 1 (Q1) will participate in the Top 8 Eliminator™.

- ii) The Eliminator will consist of 7 (seven) one lap Sprints, known as "Heats". Each Heat will be a Rolling Start for 2 race cars, behind the Safety Car, with 1 (one) Warm Up lap followed immediately by 1 (one) Sprint lap.
- iii) Heat participants will be determined by Qualifying times/positions from Q1. The results from each of the 7 (seven) Heats will determine the final top 8 qualifying positions for the Grid Ballot Draw.

HEAT NO.	Q1 POSITION	LOSER FILLS QUALIFYING POSITION
1	1 & 5	5
2	2 & 6	6
3	3 & 7	7
4	4 & 8	8

- iv) The winners from each of the above Heats will move into the next Heat as follows:

HEAT NO.	WINNER FROM HEAT NO.	LOSER FILLS QUALIFYING POSITION
5	1 & 2	3
6	3 & 4	4

- v) The final Heat will determine the pole sitter.

HEAT NO.	WINNER FROM HEAT NO.	LOSER FILLS QUALIFYING POSITION
7	5 & 6	2

- vi) The losers from each Heat will fill the respective qualifying positions as detailed in items iii), iv) and v) above.
- vii) Each Heat will commence from Pit Exit, with the relevant 2 contending race cars formed up behind the Safety Car. On instruction from the Race Director, the Safety Car will exit Pit Lane followed by the pair of Heat contenders, with the faster qualifier in "pole" position, and commence the Warm Up Lap.
- viii) The Safety Car will exit the Circuit at the end of the Warm Up Lap. The Sprint lap will commence when the race cars cross the Start Line immediately after the Safety Car has exited the Circuit.
- ix) After the Safety Car has left the Circuit, it will make its way to Pit Exit, where the next 2 Heat contenders are to form up behind it. Each car will have a maximum of 90 seconds to be positioned behind the Safety Car, once the call to do so is given by the Officials.
- x) Should a Heat contender fail to make their Heat, they will automatically forfeit their Heat and take the losing qualifying position. No Heat will be re-run.
- xi) On instruction from the Race Director the Safety Car will move onto the Circuit, followed by the next 2 Heat contending race cars, to commence the next Warm Up lap. This will usually happen while a Heat is currently being contested on the Circuit.
- xii) In the event of a Heat being jump started, the offending driver and car will automatically be allocated qualifying Position 8. Should more than one competitor be affected in this way, the order at the rear of the top 8 shall be determined by the times set in Q1.
- xiii) The following bonus points will be awarded to the top 4 highest qualifiers at the end of the Top 8 Eliminator™, which will contribute to the Championship Point score - 1st – 5 points, 2nd – 3 points, 3rd – 1 point, 4th – 1 point.

### **5.3.5 Grid**

- a. The grid will be determined as follows:
- i) First Race: will be determined by a ballot type draw which will be drawn in two parts, in order of fastest to slowest qualifier. The first part of the draw will be conducted for the top 50% of the qualified field, determined by the number of cars entered. The top 50% of the grid positions only will be available to be drawn. The second part of the draw will be conducted for the remaining 50% of the qualified field, with the remaining 50% of the grid positions available for the draw. In the event that there is an odd number of cars entered, then the extra car will be included in the second part of the draw. Drivers who have not Qualified, but have received permission from the Stewards to start the first race, will be permitted to draw last from the second part of the ballot draw, however will start Race 1 from the rear of the grid. A PROCAR Official may conduct the draw under the supervision of a competitor from each marque, dependant on time constraints. The time of the draw will be advised to competitors by way of the PROCAR Pre-Round Newsletter.

- ii) Second Race: reverse order within each part, of the Race 1 grid, with the exception of non-finishers from Race 1, who are placed at the rear of the grid in the order of the number of laps completed.
  - iii) Third Race: based on the aggregate Grid Determination Point score relevant to the finishing positions in Race 1 & Race 2 with the exception of non-finishers from Race 2, who are placed at the rear of the grid in the order of the number of laps completed. This point score is for Race 3 grid determination only and not part of the Series Scoring System. Tie break determined by qualifying times.
  - iv) Grid Determination Points: will be awarded on a descending scale, commencing at the number of cars that entered for the respective Round. For example, 20 cars entered, 20 points awarded to 1<sup>st</sup> place finisher, 19 points for 2<sup>nd</sup>, 18 points for 3<sup>rd</sup>, and so on. Grid Position Points will not be allocated to non-finishers or non-starters. Cars with zero grid position points will be placed at the rear of the grid in order of their Qualifying times
  - v) Any car failing to start either 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 or at PROCAR's discretion in consultation with the Stewards of the Meeting.
- b. 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 Race Director 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 PROCAR that permission has been granted.
- c. If it is determined by the Clerk of Course, Race Director or Stewards that an Entrant and/or driver may or must start from the rear of the grid, the "rear of the grid" will consistently be determined as rear of all cars ie. the true rear of the grid. When cars are placed at the rear of the grid in either Race 1 or Race 2 any vacated grid position is to remain vacant .

### **5.3.6 Race Starting Procedure**

Each V8 BRute race will be started using the Standing Start procedures as detailed in the Race Meeting Standing Regulations 6.4(i) in the CAMS Manual.

## **5.4 COMMERCIAL REQUIREMENTS**

### **5.4.1 Race Vehicle Identification**

- a. **Windscreen strip**  
All race cars must display the windscreen strips provided by PROCAR 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 PROCAR, from 2 – 99. Three Digit competition numbers will only be considered on special application. The application in the first instance is to PROCAR, who will then seek approval from CAMS.
  - ii) Number "1" is reserved for the 2001 Series Winner. If the Series Winner elects not to use that number, it will not be reallocated. If the Series Winner elects to use it, their existing number can be reserved for resumption with PROCAR's approval.
  - iii) The number "1" will be relinquished at the completion of the Series and the new Series Winner can therefore commence use of this number at any PROCAR Non-Series events that follow the final round of the Series.
  - iv) Each race car must display their competition number on the windscreen of the car in accordance with Schedule K of the CAMS Manual.
- c. **Number panels**
- i) PROCAR will provide 3 number panels (1 spare) at the start of the Series for display on each of the front doors commencing at the leading edge, or as approved by PROCAR.
  - ii) Any trimming necessary for affixing the panels must not deface the Series wording or logo.
  - iii) Entrants are responsible for the supply and for affixing to the number panels their Series competition number as per the Identification Sheet.
  - iv) Entrants are responsible for affixing a CAMS sticker adjacent to the number panel on **both** sides of the race car.
- d. **Driver nickname**  
Each race car must display the driver's nickname centred on the lower edge of the rear facing window and the leading edge of the roof, above the driver's and passenger's side windows in accordance with Schedule K (Markings on Automobiles) of Section 6 (General Requirements) of the CAMS Manual. The Category Technical Commissioner, at his sole discretion, may vary this regulation if he deems that rear vision may be impaired. The Entrant must seek a written variance to this regulation from the Category Technical Commissioner and advise PROCAR of the outcome.

- e. **Signage on Race Cars**
- i) Series number plates as provided by PROCAR must be attached to the front and rear of the race car at a 90° angle to the ground and not altered in any way, unless written approval is provided by PROCAR.
  - ii) PROCAR reserves the right to reserve the sills and/or mudguards on both sides of every race car to display the Series support sponsor's signage, as provided by PROCAR.
- 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 depicted on the Identification Sheet or exhibits inappropriate signage. Notwithstanding the above, PROCAR may impose fines for non-compliance.
- g. **Additional Signage**  
It will be compulsory for all race cars to carry the host television broadcasters logo sticker on the race cars. Location will be as depicted on the Identification Sheet.

## **5.5 AWARDS & POINTSCORES**

### **5.5.1 Point Scoring**

- a. Refer Chapter 1, 1.5 Awards & Pointscores for points table.
- b. **Bonus Points**  
Bonus Top 8 Eliminator™ Points for drivers completing the Eliminator in the following positions - 1st = 5 points; 2nd = 3 points; 3rd = 1 point; 4th = 1 point.
- c. Where 2 drivers per car, compete in a Round (Race Format U2), each driver will be allocated the total number of points, relative to their car's finishing position in each race. For example, if Driver 1 drives in Race 1 and finishes fifth, Driver 2 will also be allocated Championship points for fifth position, and visa-versa. Where both drivers drive in a race, both drivers will be allocated Championship points.

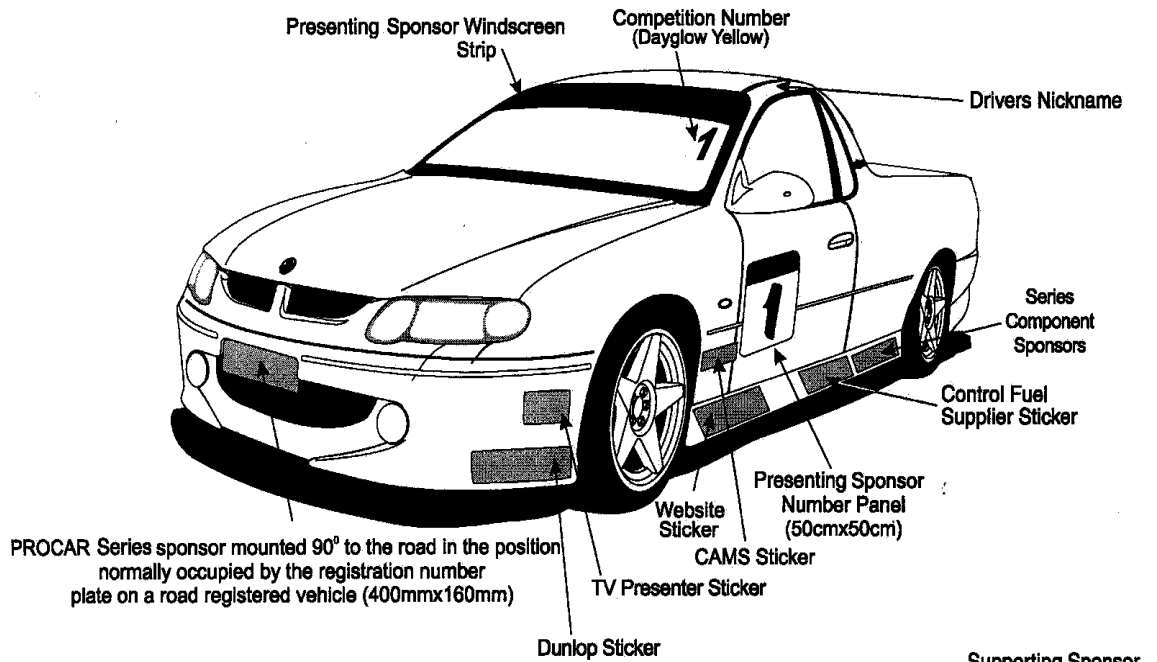
### **5.5.2 Trophies**

- a. The supply and presentation of trophies is the responsibility of PROCAR and will be provided for presentation at the end of each round.
- 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. Drivers finishing 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> are required to **attend** the podium post-race presentations.
- c. Annual trophies will be presented for the Series at the end of the season as follows:
- i) Drivers' Outright Series trophies: will be awarded to the drivers finishing 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> overall.
- d. A Manufacturer's trophy will be awarded to the manufacturer who has attained the highest number of points during the Series. Points are awarded on the same scale as those awarded for the Drivers Series.
- e. Additional awards **may** include, but are not restricted to, Rookie of the Year, Best Presented Award (each Round) and Best Presented Overall (year end), all subject to sponsorship. To be eligible for Best Presented Awards, race cars must display the relevant Sponsor's sticker on the car as directed by PROCAR and in accordance with Schedule K (Markings on Automobiles) of Section 6 (General Requirements) of the CAMS Manual.

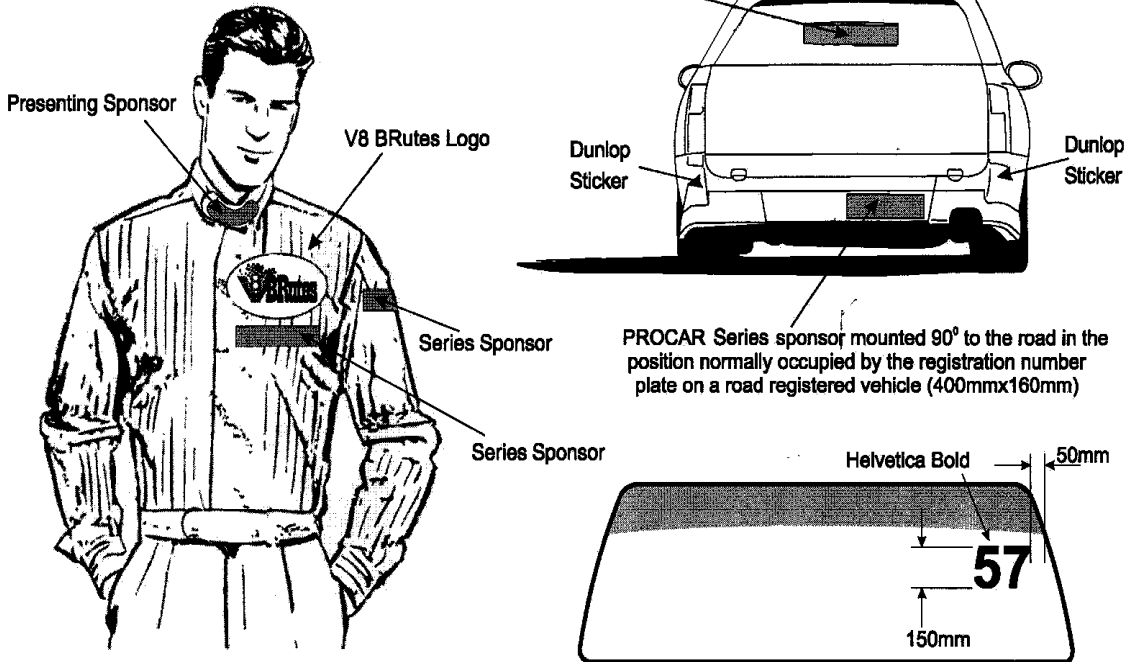
### **5.5.3 Prize Money**

- a. A prize pool will be provided by PROCAR.
- b. **Race day** prize money will be awarded to the driver whose total point score places them 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> **Outright** at each Round. **Prize money** will be paid to the Entrant of the car.
- c. At the end of the season, PROCAR will distribute prize money to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> placegetters **in the Series**.
- d. The prize pool will be advised prior to the commencement of the Series and may be increased during the currency of the 2003 Series dependent on additional sponsorship.
- e. Prize money will only be awarded to those drivers/entrants registered with PROCAR for the full Series. All winners must be classified as finishers in each race.

# V8 BRUTES IDENTIFICATION SHEET - VEHICLE & RACE SUIT



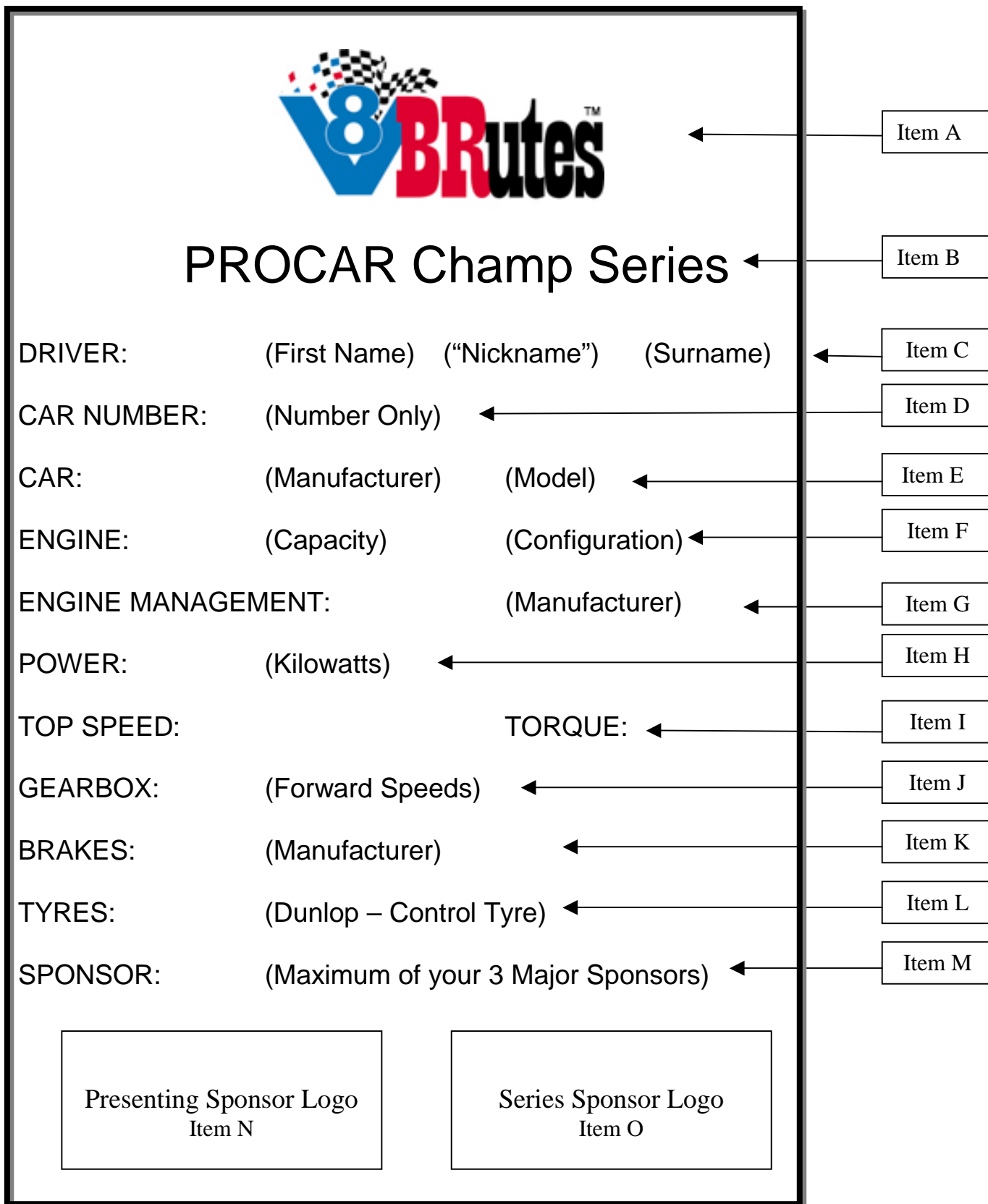
## RACE SUIT IDENTIFICATION



RACING NUMBERS (280mm high) - TYPE: SNYDER SPEED (black)

# 1234567890

# “A-Board” Presentation Layout





## “A – BOARD” INSTRUCTIONS

Item A	Category logo Compulsory on all A-Boards (In Colour) 150mm in height
Item B	The words “PROCAR Champ Series”, Font Helvetica to a height of 72mm in Black lettering
Item C	Headings to be all in Upper Case – Font Avantgard-demi to a height of 37mm. Drivers First Name, “Nick Name” and Surname to be in Upper & Lower case – Font Helvetica-med to a height of 35mm
Item D	CAR NUMBER: ie. 22
Item E	CAR: Manufacturer ie. Holden, Model ie. Commodore VU SS
Item F	ENGINE: Capacity ie. 5 Litre, Configuration ie. V8
Item G	ENGINE MANAGEMENT: Manufacturer ie. Motec
Item H	POWER: Kilowatts @ Revs ie. 240kW @ 6000 RPM
Item I	TOP SPEED: KMH Torque: NM
Item J	GEARBOX: Number of Forward Gears ie. 6 Speed
Item K	BRAKES: Manufacturer ie. AP
Item L	TYRES: Manufacturer ie. Dunlop (Control Tyre) and Size
Item M	SPONSOR: Maximum of 3 of your major sponsors
Item N	PRESENTING SPONSOR LOGO: (TBA) in colour 235mm wide x 80mm in height
Item O	SERIES SPONSOR LOGO: (TBA) in colour 235mm wide x 80mm in height

“A – Board” size should be 900mm x 600mm White in Colour.

“A – Board’s” to be signwritten in Black, no colour except logo’s.

All the headings are compulsory to complete, they are not optional.



## 2003 PROCAR CHAMP SERIES

*Held under the International Sporting Code of the FIA and the National Competition Rules of CAMS*

### REGISTRATION CHECKLIST

✓ **Before lodging your registration please complete this checklist ✓  
to ensure that you have provided all requested items**

**Form 1: Registration Declaration - fully completed**

**Form 2: Registration Form - fully completed**

- Photocopy of CAMS driver's licence
- Photocopy of CAMS entrant's licence
- Compulsory E-mail address
- Registration fee (Payable to PROCAR Australia Pty Ltd)

**Form 3: Race Vehicle Specification/Registration Form - fully completed**

- Photo of race vehicle
- Photocopy of the CAMS log book (**page 9**)
- Copy of work shop manual (English Translation)
- Diagram of wet tyre pattern (if applicable)

**Form 4: Team and Transport Form - fully completed**

- Team manager career history/profile
- Parent/guardian signature on Form 1 if any team member is under 18

**Form 5: Driver Profile Form - fully completed**

**Form 6: Driver Medical Information Form - fully completed**

**Form 7: In-car Camera Request Form - fully completed (if required)**

**Form 8: Corporate Hospitality Form - fully completed (if required)**



## 2003 PROCAR CHAMP SERIES

Held under the International Sporting Code of the FIA and the National Competition Rules of CAMS

# REGISTRATION DECLARATION

PLEASE PRINT

### 1. Acknowledgment of risk

I acknowledge that motor racing is dangerous and that accidents causing death, bodily injury, disability and property damage can and do happen.

### 2. My acknowledgement and compliance with regulations

I have read and agree to be bound by and comply with at all times:

- a. the 2003 Category Sporting Regulations (including registration forms);
- b. the 2003 CAMS Manual of Motor Sport;
- c. supplementary and further regulations issued by a promoter; and
- d. all supplements, bulletins, briefings and amendments issued from time to time by CAMS Ltd, PROCAR Australia and promoters.
- e. and should any discrepancy be present between a set of Regulations, supplements, bulletins, briefings or amendments held by a competitor and those held by PROCAR, the Regulations, supplements, bulletins, briefings or amendments held by PROCAR will take precedence.

### 3. My team members' acknowledgement and compliance with regulations

I will use my best endeavours to ensure that all persons associated with my participation in the Championship/Series have read and comply with, at all times, the above documents.

### 4. Release from liability for my death, injury, loss or damage

I acknowledge and agree as a condition of entry that neither CAMS Ltd, PROCAR Australia, the promoters, the sponsor organisations, the land owners or lessees, nor their respective servants, officials, representatives or agents ("the organisers") shall be under any liability for my death or any bodily injury, loss or damage which may be sustained or incurred by me, as a result of my participation in or being present at the Championship/Series, except in regard to any rights I may have arising under the *Trade Practices Act 1974*.

### 5. Indemnity against third party death, injury, loss or damage

I agree to indemnify the organisers against all claims, liabilities, costs, expenses and demands in respect of the death, bodily injury, loss or damage of a third party sustained or incurred as a result of my participation in or being present at the Championship/Series.

_____ <b>Signature of driver</b>	_____ <b>Signature of entrant</b>
_____ <b>Print name</b>	_____ <b>Print name</b>
<b>Date:</b> _____	<b>Date:</b> _____
<b>If the entrant, driver or any member of the team is under the age of 18 years, this form must be counter-signed by the relevant parent or guardian</b>	
<b>Signature:</b> _____ <b>Print name:</b> _____	
<b>Parent/guardian of:</b> <input type="checkbox"/> Entrant <input type="checkbox"/> Driver <input type="checkbox"/> Team member	
<b>Address:</b> _____ <b>Postcode:</b> _____	
<b>Phone: Work:</b> _____ <b>Home:</b> _____ <b>Mobile:</b> _____	



## 2003 PROCAR CHAMP SERIES

Held under the International Sporting Code of the FIA and the National Competition Rules of CAMS

# REGISTRATION FORM

PLEASE PRINT

Please tick which Category/s you will be competing in:

NATIONS CUP     GT PERFORMANCE     PRODUCTION     V8 BRUTES

NAME OF DRIVER: \_\_\_\_\_

Postal address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Telephone: Work: \_\_\_\_\_ Home: \_\_\_\_\_ Mobile: \_\_\_\_\_

Facsimile: \_\_\_\_\_ Email: \_\_\_\_\_

CAMS driver's licence Level & number: \_\_\_\_\_ **MUST ATTACH PHOTOCOPY OF LICENCE**

NAME OF TEAM: \_\_\_\_\_ Manager: \_\_\_\_\_

Postal address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Telephone: Work: \_\_\_\_\_ Home: \_\_\_\_\_ Facsimile: \_\_\_\_\_

Mobile: \_\_\_\_\_ Email: \_\_\_\_\_

Mobile and Email may be passed onto third party.

NAME OF ENTRANT: \_\_\_\_\_

Prize money cheques will be drawn in this name unless notified otherwise in writing.

Postal address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Telephone: Work: \_\_\_\_\_ Home: \_\_\_\_\_ Mobile: \_\_\_\_\_

Facsimile: \_\_\_\_\_ Email: \_\_\_\_\_

CAMS entrant's licence number: \_\_\_\_\_ **MUST ATTACH PHOTOCOPY OF LICENCE**

NAME OF MAJOR SPONSOR: \_\_\_\_\_ Contact: \_\_\_\_\_

Postal address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Telephone: Work: \_\_\_\_\_ Home: \_\_\_\_\_ Mobile: \_\_\_\_\_

Facsimile: \_\_\_\_\_ Email: \_\_\_\_\_

Preferred racing number:    Preference 1: \_\_\_\_\_ Preference 2: \_\_\_\_\_

*(2002 Championship/Series Entrants will be given preference over number allocations. #1 not available.)*

PLEASE SEND ALL CORRESPONDENCE TO:

DRIVER    and/or     ENTRANT    and/or     TEAM MANAGER

**COMPULSORY E-MAIL:** \_\_\_\_\_ **& FAX:** \_\_\_\_\_

*(E-mail address will NOT be kept confidential)*

**MUST ATTACH PAYMENT OF REGISTRATION FEE (Refer Category Sporting Regulations, Article 1.1.6)**

*10% discount (on full Championship Registration) for 2<sup>nd</sup> and subsequent race vehicles under same entrant licence as per the CAMS log book (copy required)*



# 2003 PROCAR CHAMP SERIES

Held under the International Sporting Code of the FIA and the National Competition Rules of CAMS

## RACE VEHICLE SPECIFICATION / REGISTRATION

PLEASE PRINT

Name of entrant: \_\_\_\_\_

City where car based: \_\_\_\_\_ Data logging monitor serial number: \_\_\_\_\_

CAMS log book number: \_\_\_\_\_ *MUST ATTACH PHOTOCOPY OF LOG BOOK-PAGE 9*

Pit/radio frequency: \_\_\_\_\_ Licensed for use where: \_\_\_\_\_

Dorian timing module number: \_\_\_\_\_  Owned  Leased

Pit lane timing equipment frequency: \_\_\_\_\_

Copy of work shop manual (translated to English): \_\_\_\_\_ Attached:  Yes  No

*Please tick which Category you will be competing in:*

NATIONS CUP  GT PERFORMANCE  PRODUCTION  V8 BRUTES

*NOTE: If competing in more than one Category, please complete one sheet per vehicle*

Year model: \_\_\_\_\_ Make: \_\_\_\_\_ Model Name: \_\_\_\_\_  
eg. 2002 eg. Holden eg. Commodore VX

Designation: \_\_\_\_\_ Body type: \_\_\_\_\_ Colour: \_\_\_\_\_  
eg. SS eg. Coupe, sedan, etc

Engine capacity: \_\_\_\_\_ cm3  Normally aspirated  Turbo  Supercharged

**V8 BRute Competitors Only, are not required to complete below**

Kerb weight of car: \_\_\_\_\_ Gear box: \_\_\_\_\_ (forward speeds)  
As per homologation papers/official documents

Left hand drive  Right hand drive  Rear drive  Front drive  All wheel drive

Country of vehicle manufacture: \_\_\_\_\_

Brakes: \_\_\_\_\_ Size: \_\_\_\_\_  
Type: \_\_\_\_\_ Front: \_\_\_\_\_ Rear: \_\_\_\_\_

No. of pistons in calliper: \_\_\_\_\_ Front: \_\_\_\_\_ Rear: \_\_\_\_\_

Diameter of disc rotor: \_\_\_\_\_ Front: \_\_\_\_\_ Rear: \_\_\_\_\_

Thickness of disc rotor: \_\_\_\_\_ Front: \_\_\_\_\_ Rear: \_\_\_\_\_

Wheel sizes (diameter/width) Front: \_\_\_\_\_ Rear: \_\_\_\_\_

**Production Competitors Only, are required to complete below**

Tyre sizes: \_\_\_\_\_ Front: \_\_\_\_\_ Rear: \_\_\_\_\_  
(As per the Manufacturers specification) Width, profile, wheel diameter



# 2003 PROCAR CHAMP SERIES

Held under the International Sporting Code of the FIA and the National Competition Rules of CAMS

## TEAM AND TRANSPORT

PLEASE PRINT

<i>Please tick which Category/s you will be competing in:</i>			
<input type="checkbox"/> NATIONS CUP	<input type="checkbox"/> GT PERFORMANCE	<input type="checkbox"/> PRODUCTION	<input type="checkbox"/> V8 BRUTES

Team name: \_\_\_\_\_

### RACE VEHICLE TRANSPORTER DETAILS:

Make of vehicle: \_\_\_\_\_ Registration number: \_\_\_\_\_

Length of vehicle: \_\_\_\_\_ Type of vehicle: \_\_\_\_\_

Length of awning: \_\_\_\_\_ Width of awning: \_\_\_\_\_

Side awning:  Driver Left  Driver Right Type of transporter: \_\_\_\_\_  
eg. truck, trailer, van

### SUPPORT VEHICLE:

Make of vehicle: \_\_\_\_\_ Registration No: \_\_\_\_\_

Length of vehicle: \_\_\_\_\_ Type of vehicle: \_\_\_\_\_

Will be hired vehicle:  Yes  No

### PADDOCK GARAGE FACILITIES:

Marquee:  Own marquee: size: \_\_\_\_\_

Hired marquee: size required: \_\_\_\_\_ flooring required: \_\_\_\_\_

### We draw your attention to Regulation 1.4.9 (Minimum standard of garaging)

Not all circuits have carport/garage structures. In this instance, PROCAR will organise, at the competitor's expense, a communal structure. Please indicate if you wish to reserve a bay/s for each round. **If you enter for that Round, you WILL be charged. It is the competitor's responsibility to notify PROCAR in writing 21 days PRIOR TO each round, of any changes for garage invoicing.**

Communal  Free standing

Rounds:  1  2  3  4  5  6  7  8 All

### STAFF INFORMATION:

Name of race car driver: \_\_\_\_\_

Name of team manager: \_\_\_\_\_  
*MUST ATTACH CAREER HISTORY / PROFILE*

Name of pit lane staff 1: \_\_\_\_\_  Under 18

Name of pit lane staff 2: \_\_\_\_\_  Under 18

Name of pit lane staff 3: \_\_\_\_\_  Under 18

Name of pit lane staff 4: \_\_\_\_\_  Under 18

If names are not known or could change, please indicate team name for Championship Pass issuance. Lost or stolen PROCAR Hard Cards will be replaced at a cost of \$50 per card (competitors expense).

**IF ANY TEAM MEMBER IS UNDER THE AGE OF 18 YEARS (PLEASE INDICATE), A PARENT OR GUARDIAN MUST COUNTER SIGN AT THE BOTTOM OF THE REGISTRATION DECLARATION FORM (FORM 1).**



# 2003 PROCAR CHAMP SERIES

Held under the International Sporting Code of the FIA & the National Competition Rules of CAMS

## DRIVER PROFILE

THIS FORM MAY BE PASSED ON TO THIRD PARTIES

PLEASE PRINT

<i>Please tick which Category/s you will be competing in:</i>			
<input type="checkbox"/> NATIONS CUP	<input type="checkbox"/> GT PERFORMANCE	<input type="checkbox"/> PRODUCTION	<input type="checkbox"/> V8 BRUTES

Name of driver: \_\_\_\_\_ Nickname: \_\_\_\_\_

Date of birth: \_\_\_\_\_ Age: \_\_\_\_\_

Nationality: \_\_\_\_\_ State of residence: \_\_\_\_\_

Occupation: \_\_\_\_\_ Name of business: \_\_\_\_\_

Website/homepage: \_\_\_\_\_ Link to PROCAR website:  Yes  No

Marital status: \_\_\_\_\_ Name of partner/spouse: \_\_\_\_\_

Children: \_\_\_\_\_

Interests/hobbies outside motorsport: \_\_\_\_\_

Major sponsor: \_\_\_\_\_

Car Class eligibility: \_\_\_\_\_ Car colour: \_\_\_\_\_

Car make: \_\_\_\_\_ Car model: \_\_\_\_\_

Car's racing history (previous owners, etc): \_\_\_\_\_

2002 Championship placing & Category (if applicable): \_\_\_\_\_

Results outside PROCAR Categories (attach any additional information): \_\_\_\_\_

Racing debut and experience (attach any additional information): \_\_\_\_\_

Career highlights (attach any additional information): \_\_\_\_\_

Motor sport identity most admired and why: \_\_\_\_\_

Ultimate racing ambition: \_\_\_\_\_

CONTINUED ON PAGE 2



## **2003 PROCAR CHAMP SERIES DRIVER PROFILE - PAGE 2**

**Favourite Race Track?**

---

**Favourite moment in Motorsport career?**

---

**Worst moment in a race car?**

---

**How did you get into Motorsport?**

---

**First time in a race car and what type of car?**

---

**Who is your favourite race car driver and why?**

---

**Which driver (in your Category) do you most like to race against and why?**

---

**What is your Motorsport ambition?**

---

**Do you have any superstitions, good luck charms, etc? What are they?  
(ie lucky red undies, etc)**

---

**Who has helped you most in Motorsport?**

---

**Best and worst cars you've raced?**

---

**What was your first road car and what do you drive now?**

---

**Favourite TV Show?**

---

**Thing that frustrates you the most?**

---

**Dream Car?**

---

**Worst habit?**

---





## 2003 PROCAR CHAMP SERIES

Held under the International Sporting Code of the FIA and the National Competition Rules of CAMS

### DRIVER MEDICAL INFORMATION

INFORMATION WILL BE MADE AVAILABLE TO HEALTH PROFESSIONALS

PLEASE PRINT

Please tick which Category/s you will be competing in:

NATIONS CUP     GT PERFORMANCE     PRODUCTION     V8 BRUTES

NAME OF DRIVER: \_\_\_\_\_ Date of birth: \_\_\_\_\_ Weight: \_\_\_\_\_ Height: \_\_\_\_\_

Residential address: \_\_\_\_\_

Telephone: \_\_\_\_\_ Mobile: \_\_\_\_\_

NEXT OF KIN: \_\_\_\_\_ Relationship: \_\_\_\_\_

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Telephone: Work: \_\_\_\_\_ Home: \_\_\_\_\_ Mobile: \_\_\_\_\_

NAME OF GENERAL PRACTITIONER: \_\_\_\_\_

Surgery address: \_\_\_\_\_ Postcode: \_\_\_\_\_

Surgery telephone: \_\_\_\_\_ After hours: \_\_\_\_\_

What is your blood group? ▶	
Do you have false teeth, caps or crowns? ▶	<input type="checkbox"/> No <input type="checkbox"/> Yes. Give details:
Do you smoke? ▶	<input type="checkbox"/> No <input type="checkbox"/> Yes. How many per day? _____
Have you ever had neck problems or broken bones? ▶	<input type="checkbox"/> No <input type="checkbox"/> Yes. Give details:
Do you have any allergies eg. penicillin/iodine? ▶	<input type="checkbox"/> No <input type="checkbox"/> Yes. Give details:
When did you last have a tetanus injection? ▶	

CONTINUED ON PAGE 2



# 2003 PROCAR CHAMP SERIES DRIVER MEDICAL INFORMATION - PAGE 2

INFORMATION WILL BE MADE AVAILABLE TO HEALTH PROFESSIONALS

**PLEASE PRINT**

Do you take any prescribed medication or drugs on a regular basis? ▶

- No
- Yes. Give details:

Do you have any medical conditions or illnesses? ▶

- No
- Yes. Give details:

Do any complications arise if you are administered a general anaesthetic? ▶

- No
- Yes. Give details:

Have you used steroids (hydrocortisone / Prednisone)? ▶

- No
- Yes:   When?: \_\_\_\_\_  
                  For how long?: \_\_\_\_\_

Any other relevant or important medical details: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

1.       I have provided all relevant and important medical details.
2.       I agree that PROCAR will not be liable for any medical treatment I receive and will not be responsible or liable for the confidentiality of this information once handed to health professionals.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_



# 2003 PROCAR CHAMP SERIES

*Held under the International Sporting Code of the FIA and the National Competition Rules of CAMS*

## IN-CAR CAMERA REQUEST

PLEASE PRINT

Name of entrant: \_\_\_\_\_

Name of sponsor: \_\_\_\_\_

Car number (if known): \_\_\_\_\_

Round:     1     2     3     4     5     6     7     8                      All

**1. I have read and understand the conditions and restrictions on the allocation and use of in-car cameras contained in Regulation 1.4.7 (Television/In-car Cameras).**

**2. In particular, I acknowledge that:**

- a. the allocation of in-car cameras is at the sole discretion of PROCAR;
- b. restrictions apply to the placement of sponsor identification inside the race vehicle;
- c. a number of cameras will form part of the advertising packages for the televised program screening nationally;
- d. this Form is for additional cameras available for purchase per round at a cost of approximately \$1500;
- e. the television production company will use its best endeavours to utilise in-car camera footage, where appropriate.

Signature on behalf of Entrant: \_\_\_\_\_

Print name: \_\_\_\_\_

Forward invoice to: \_\_\_\_\_



# 2003 PROCAR CHAMP SERIES

Held under the International Sporting Code of the FIA and the National Competition Rules of CAMS

## CORPORATE HOSPITALITY

### PLEASE PRINT

During the 2003 Championship season, PROCAR will host a Corporate Suite for the Presenting and associated sponsors. Competitors are encouraged to involve their sponsors in this Corporate facility. PROCAR is governed by the pricing structure and location designated by each individual circuit. The price listed below is an indication only based on the 2002 season and are subject to change for 2003. PROCAR reserves the right to utilise syndicated facilities at selected circuits.

The cost generally includes a three-course buffet lunch with morning/afternoon tea and will include alcohol. The price will be fixed. There will be no separate prices for "non-drinkers".

The Corporate facility will be decorated with Presenting Sponsor and PROCAR promotional material. Additional brochures from other associated sponsors are encouraged. The facility is only open on Sundays. Some circuits include Saturday circuit access with their corporate tickets, but not all. Around lunch time on Sunday drivers are encouraged to visit the Corporate Suite, answer questions, sign autographs, etc. Corporate guests are encouraged to visit the Paddock Area to see the race vehicles "up close".

Individual race meeting Corporate Hospitality booking forms will be sent by e-mail direct to each Championship/Series registered entrant, however, you can indicate how many tentative tickets you would like to book on a per Round basis when you send in your registration forms. This will be a great assistance to PROCAR, as facilities fill rapidly. The average cost at PROCAR Champ Series events will be approximately \$220 GST inclusive per ticket, per round.

I would like to reserve the number of tickets at the rounds indicated below in the PROCAR Corporate Suite, hosted by PROCAR.

<i>ROUND 1</i>	<i>ROUND 2</i>	<i>ROUND 3</i>	<i>ROUND 4</i>	<i>ROUND 5</i>	<i>ROUND 6</i>	<i>ROUND 7</i>	<i>ROUND 8</i>

Confirmed     Tentative

**Payment in full will be required prior to each round.  
NO TICKETS will be issued prior to receipt of payment.  
NO CHILDREN UNDER THE AGE OF 16 YEARS.**

Entrant Name: \_\_\_\_\_ Date: \_\_\_\_\_

Company/sponsor name: \_\_\_\_\_

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

E-mail Address: \_\_\_\_\_ Contact Number: \_\_\_\_\_

Signature: \_\_\_\_\_

Print name: \_\_\_\_\_