

## SPORTING BULLETIN

### 2004 PROCAR CHAMPIONSHIP SERIES REGULATIONS

**REFERENCE:**

*CAMS 2004 Manual of Motorsport*

**RATIONALE:**

*To promulgate the Technical and Sporting Regulations for the 2004 PROCAR Championship Series.*

**AUTHORITY:**

*These Regulations were approved by Australian Motor Racing Commission at its meeting of December 3, 2003 (AMRC.402)*

**ACTION:**

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

*CAMS reserves all rights, including copyright, in any aspect of regulations or other material appearing in CAMS' bulletins or other publications which have been created by or for CAMS.*

*CAMS also notes that third parties may have copyright in such material which has been solely created by those third parties and provided to CAMS for publication.*



Originated by: Peter Lawrence  
Manager, Technical Services



Authorised by: Peter Ryan  
Manager Motorsport Operations

Distribution:

Board of CAMS	CEO (e)	National Managers (e)	NCR Review Committee
AMSC	State Managers (e)	Eligibility Committee (e)	Australian Rally Commission
Australian Off Road Commission	AMSAC	Technical Committee (e)	Australian Motor Racing Commission
John Benson (e)	Murray Finlay (e-not for Manual)	Peter Svensson (e)	Chairman, National Stewards Ctee. (e)
Auto Action	Motorsport News	Motor Racing Australia	PROCAR
Category Technical Commissioners	Category Race Directors	PROCAR/CAMS Liaison Committee	

<b>Definitions</b> .....	<b>6</b>
<b>PROCAR Champ Series - Contact Details</b> .....	<b>7</b>
<b>CHAPTER 1 GENERAL REQUIREMENTS</b> .....	<b>9</b>
<b>1.1 ADMINISTRATION</b> .....	<b>9</b>
1.1.1 THE CATEGORIES .....	9
1.1.2 APPLICABLE REGULATIONS .....	9
1.1.3 ELIGIBLE COMPETITORS .....	9
1.1.4 INSURANCE .....	9
1.1.5 REGISTRATION PERIOD .....	10
1.1.6 REGISTRATION FEES .....	10
1.1.7 VALID REGISTRATION .....	10
1.1.8 ROUND BY ROUND REGISTRATION .....	11
1.1.9 ALTERNATE DRIVERS .....	11
1.1.10 EVENT REGISTRATION .....	11
1.1.11 SERIES PERSONNEL .....	11
1.1.12 COMPLIANCE AND OFFENCES .....	12
1.1.13 PASSES .....	13
<b>1.2 GENERAL TECHNICAL REQUIREMENTS</b> .....	<b>13</b>
1.2.1 COMPONENT SEALING .....	13
1.2.2 SAFETY EQUIPMENT .....	13
1.2.2.1 General .....	13
1.2.2.2 Paddock/Garage Areas .....	14
1.2.3 REPLACEMENT CARS .....	14
1.2.4 RADIOS/FREQUENCIES .....	14
1.2.5 COMMUNICATION .....	14
1.2.6 TIMING .....	14
1.2.7 PROCAR TECHNICAL PASSPORT .....	15
1.2.8 CIRCUIT TESTING .....	15
1.2.9 REPLACEMENT COMPONENTS .....	15
1.2.10 VEHICLE RECOGNITION DOCUMENTS .....	15
1.2.11 VEHICLE ELIGIBILITY .....	15
1.2.12 EVENT PARITY SHEETS .....	16
1.2.13 CATEGORY SPECIFIC TECHNICAL REQUIREMENTS .....	16
<b>1.3 CHAMPIONSHIP/SERIES ROUND FORMAT</b> .....	<b>16</b>
1.3.1 SCRUTINY .....	16
1.3.2 DRIVERS BRIEFING .....	16
1.3.3 PRACTICE STARTS .....	17
1.3.4 SAFETY CAR .....	17
1.3.5 PIT LANE .....	17
1.3.6 JUDICIAL PROCEDURES .....	17
<b>1.4 COMMERCIAL REQUIREMENTS</b> .....	<b>18</b>
1.4.1 CHAMPIONSHIP/SERIES TITLE .....	18
1.4.2 PRESENCE AT START LINE AND PRESENTATION PODIUM .....	18
1.4.3 PADDOCK SIGNAGE .....	18
1.4.4 DRIVER'S AVAILABILITY .....	18
1.4.5 MEETING RIDE SESSIONS .....	18
1.4.6 RACE SUITS & UNIFORMS .....	19
1.4.7 TELEVISION/IN-CAR CAMERAS .....	19
1.4.8 ADVERTISING/SIGNAGE .....	20
1.4.9 PADDOCK LAYOUT AND USE .....	20
<b>1.5 AWARDS &amp; POINTSCORES</b> .....	<b>20</b>
1.5.1 RACES TO COUNT .....	20
1.5.2 OFFICIAL RESULTS .....	20
1.5.3 DISTRIBUTION OF PRIZES .....	20
1.5.4 DRIVERS' CHAMPIONSHIP/SERIES POINT SCORE .....	21
A-Board Layout .....	22

## Category Specific Regulations

<b>CHAPTER 2 NATIONS CUP .....</b>		<b>23</b>
<b>2.1</b>	<b>ADMINISTRATION .....</b>	<b>23</b>
2.1.1	THE CHAMPIONSHIP .....	23
2.1.2	PROCAR LICENCE TO COMPETE .....	23
2.2	TECHNICAL REQUIREMENTS.....	23
2.2.1	GENERAL .....	23
2.2.1.1	Parity .....	23
2.2.1.2	Data Logging Monitor .....	23
2.2.1.3	Ride Heights.....	24
2.2.1.4	Non-Genuine Parts .....	24
2.2.1.5	Hydraulic Lines .....	24
2.2.1.6	Accelerator Cable .....	24
2.2.1.7	Weight .....	24
2.2.1.8	Engine .....	25
2.2.1.9	Fuel Piping, Pumps and Tanks .....	27
2.2.1.10	Electrical .....	27
2.2.1.11	Transmission .....	28
2.2.1.12	Wheels and Tyres .....	28
2.2.1.13	Tyres .....	28
2.2.1.14	Cockpit.....	29
2.2.1.15	Safety Structures.....	29
2.2.1.16	Fuel.....	30
2.2.2	TECHNICAL REQUIREMENTS FOR GT CARS.....	30
2.2.2.1	Bodywork and Exterior Dimensions.....	30
2.2.2.2	Engine .....	31
2.2.2.3	Electrical Equipment .....	31
2.2.2.4	Transmission .....	31
2.2.2.5	Suspension and Steering .....	31
2.2.2.6	Brakes .....	32
2.2.2.7	Wheels .....	32
2.2.2.8	Cockpit.....	33
2.2.3	TECHNICAL REQUIREMENTS FOR TROPHY CARS .....	33
2.2.3.1	Bodywork and Exterior Dimensions.....	33
2.2.3.2	Engine .....	33
2.2.3.3	Electrical Equipment .....	33
2.2.3.4	Transmission .....	33
2.2.3.5	Suspension and Steering .....	33
2.2.3.6	Brakes .....	34
2.2.3.7	Wheels .....	34
2.2.3.8	Cockpit.....	35
<b>2.3</b>	<b>CHAMPIONSHIP ROUND FORMAT .....</b>	<b>35</b>
2.3.1	PROGRAM OF EVENTS.....	35
<b>2.4</b>	<b>COMMERCIAL REQUIREMENTS .....</b>	<b>36</b>
2.4.1	RACE VEHICLE IDENTIFICATION .....	36
<b>2.5</b>	<b>AWARDS &amp; POINTSCORES .....</b>	<b>37</b>
2.5.1	POINT SCORING.....	37
2.5.2	TROPHIES .....	37
2.5.3	PRIZE MONEY.....	37
	Nations Cup - Vehicle Identification Sheet.....	38

<b>CHAPTER 3</b>	<b>GT PERFORMANCE</b>	<b>39</b>
<b>3.1</b>	<b>ADMINISTRATION</b>	<b>39</b>
3.1.1	THE CHAMPIONSHIP	39
3.1.2	PROCAR LICENCE TO COMPETE	39
<b>3.2</b>	<b>TECHNICAL REQUIREMENTS</b>	<b>39</b>
3.2.1	GENERAL	39
3.2.1.1	Parity	39
3.2.1.2	Data Logging Monitor	39
3.2.1.3	Ride Heights	40
3.2.1.4	Non-Genuine Parts	40
3.2.1.5	Hydraulic Lines	40
3.2.1.6	Accelerator Cable	40
3.2.1.7	Bodywork and Exterior Dimensions	40
3.2.1.8	Weight	40
3.2.1.9	Engine	41
3.2.1.10	Fuel Piping, Pumps and Tanks	43
3.2.1.11	Electrical Equipment	43
3.2.1.12	Transmission	44
3.2.1.13	Suspension and Steering	44
3.2.1.14	Brakes	45
3.2.1.15	Wheels and Tyres	45
3.2.1.16	Cockpit	47
3.2.1.17	Safety Structures	47
3.2.1.18	Fuel	47
<b>3.3</b>	<b>CHAMPIONSHIP ROUND FORMAT</b>	<b>48</b>
3.3.1	PROGRAM OF EVENTS	48
<b>3.4</b>	<b>COMMERCIAL REQUIREMENTS</b>	<b>48</b>
3.4.1	RACE VEHICLE IDENTIFICATION	48
<b>3.5</b>	<b>AWARDS &amp; POINTSCORES</b>	<b>49</b>
3.5.1	POINT SCORING	49
3.5.2	TROPHIES	49
3.5.3	PRIZE MONEY	49
	GT Performance - Vehicle Identification Sheet	50
<b>CHAPTER 4</b>	<b>PRODUCTION</b>	<b>51</b>
<b>4.1</b>	<b>ADMINISTRATION</b>	<b>51</b>
4.1.1	THE CHAMPIONSHIP	51
<b>4.2</b>	<b>TECHNICAL REQUIREMENTS</b>	<b>51</b>
4.2.1	GENERAL	51
4.2.1.1	Parity	51
4.2.1.2	Data Logging Monitor	51
4.2.1.3	Ride Heights	52
4.2.1.4	Non-Genuine Parts	52
4.2.1.5	Weight	52
4.2.1.6	Engine	52
4.2.1.7	Electrical Equipment	53
4.2.1.8	Suspension and Steering	53
4.2.1.9	Brakes	53
4.2.1.10	Wheels and Tyres	53
4.2.1.12	Cockpit	54
4.2.1.13	Safety Structures	55
4.2.1.14	Fuel	55
4.2.1.15	Vehicle Eligibility Schedule	55

<b>4.3</b>	<b>CHAMPIONSHIP ROUND FORMAT</b> .....	<b>56</b>
4.3.1	PROGRAM OF EVENTS.....	56
<b>4.4</b>	<b>COMMERCIAL REQUIREMENTS</b> .....	<b>57</b>
4.4.1	RACE VEHICLE IDENTIFICATION .....	57
<b>4.5</b>	<b>AWARDS &amp; POINTSCORES</b> .....	<b>58</b>
4.5.1	POINT SCORING.....	58
4.5.2	TROPHIES .....	58
4.5.3	PRIZE MONEY.....	58
	Production - Vehicle Identification Sheet .....	59
<b>CHAPTER 5</b>	<b>V8 BRUTES</b> . . . . .	<b>60</b>
<b>5.1</b>	<b>ADMINISTRATION</b> .....	<b>60</b>
5.1.1	THE SERIES .....	60
5.1.2	PROCAR LICENCE TO COMPETE.....	60
<b>5.2</b>	<b>TECHNICAL REQUIREMENTS</b> .....	<b>60</b>
5.2.1	GENERAL.....	60
5.2.1.1	Parity.....	60
5.2.1.2	Data Logging Monitor .....	60
5.2.1.3	Ride Heights.....	61
5.2.1.4	Non-Genuine Parts .....	61
5.2.1.5	Bodywork and Exterior Dimensions.....	61
5.2.1.6	Weight .....	61
5.2.1.7	Engine.....	61
5.2.1.8	Electrical Equipment .....	62
5.2.1.9	Suspension and Steering .....	62
5.2.1.10	Wheels and Tyres .....	62
5.2.1.11	Cockpit.....	63
5.2.1.12	Safety Equipments .....	63
5.2.1.13	Fuel.....	63
<b>5.3</b>	<b>SERIES ROUND FORMAT</b> .....	<b>63</b>
5.3.1	PROGRAM OF EVENTS.....	63
<b>5.4</b>	<b>COMMERCIAL REQUIREMENTS</b> .....	<b>65</b>
5.4.1	RACE VEHICLE IDENTIFICATION .....	65
<b>5.5</b>	<b>AWARDS &amp; POINTSCORES</b> .....	<b>66</b>
5.5.1	POINT SCORING.....	66
5.5.2	TROPHIES .....	66
5.5.3	PRIZE MONEY.....	66
	V8 BRutes - Vehicle Identification Sheet .....	67

## **Definitions**

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

## PROCAR Champ Series - Contact Details

CATEGORY MANAGER - PROCAR Australia Pty Ltd

Chairman

Ray Magill

Technical Manager

Aaron Kelly

Category Administrator –Production & V8 BRutes

Steve Bettes

Category Administrator - GT Performance & Nations Cup

Craig Nayda

Administration Manager

Anne Reid

Administration Assistant

Debbie Blacksell

Executive Secretary

Julia Haines

### ADDRESS:

PO Box 197

MT GRAVATT QLD 4122

Ph: 07 3347 9100

Fax: 07 3347 9103

E-mail: [procar@procar.com.au](mailto:procar@procar.com.au)

Websites: [www.procar.com.au](http://www.procar.com.au)

[www.v8brutes.com](http://www.v8brutes.com)

[www.bathurst24hr.com](http://www.bathurst24hr.com)

### Category Technical Data Analyst

All Categories - Alan Draper

E-mail: [technical@procar.com.au](mailto:technical@procar.com.au)

### Series Communications

McCall Communications Pty Ltd

PO Box 5244, West Heidelberg, Vic, 3081

25 Kolora Rd, West Heidelberg, Vic 3081

PH: 03 94598999

FAX: 03 94577999

EMAIL: [info@mccall.com.au](mailto:info@mccall.com.au)

### Control Fuel and Supplier

BP Ultimate 98, supplied by BP Australia

### Data Logger Supplier

Motor Sport Electronics – Tim Madsen

19/70 Topham Road, NARELLAN NSW 2567

Ph: 02 4648 0030

Fax: 02 4648 0031

E-mail: [data@procar.com.au](mailto:data@procar.com.au)

### AUSTRALIAN MOTORSPORT GOVERNING BODY

Confederation of Australian Motor Sport Limited

Ben Alexander – Sporting Regulations

Peter Lawrence – Technical Regulations

E-mail: [benalex@cams.com.au](mailto:benalex@cams.com.au)

E-mail: [peterl@cams.com.au](mailto:peterl@cams.com.au)

PO Box 147, CAULFIELD EAST VIC 3145

Ph: 03 9593 7777

Fax: 03 9593 7700

**CATEGORY TECHNICAL COMMISSIONERS**

Australian Nations Cup Championship	John Torr	E-mail: <a href="mailto:technical@procar.com.au">technical@procar.com.au</a>
Australian GT Performance Championship	Glenn Pincott	
Australian Production Car Championship	Bob Hockley	
Australian V8 BRutes Series	Laurie Griffin	

**CATEGORY RACE DIRECTORS**

Australian Nations Cup Championship	Mike Dennis	E-mail: <a href="mailto:racedirector@procar.com.au">racedirector@procar.com.au</a>
Australian GT Performance Championship	Mike Dennis	
Australian Production Car Championship	Mike Dennis	
Australian V8 BRutes Series	Mick Hancock	

**SERIES STEWARD**

All Categories – Alan Vaughan E-mail: [stewards@procar.com.au](mailto:stewards@procar.com.au)

**TIMING SUPPLIER**

Dorian Industries Pty Ltd  
53 Glenvale Road, MULGRAVE VIC 3170  
Ph: 03 9562 2199



# CHAPTER 1

## General Requirements



### 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, 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 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. Round Format details will be advised by Bulletin.

#### 1.1.2 APPLICABLE REGULATIONS

- a. All Category Events are held under the International Sporting Code of the FIA ("the Code"); the 2004 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 supplemental to the CAMS Manual as provided for under NCR 4.
- 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. 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 1<sup>st</sup> December 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 include GST. Invoices will be issued to the Entrant of the car unless otherwise advised in writing, prior to the commencement of the Season.
- b. Teams registering more than one car, owned by the same person as per the CAMS Log Book (copy of Log Book required), for the full Season, are entitled to a 10% discount on the lower full Registration Fee/s for the second and all subsequent cars, regardless of Category.
- c. 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.

- d. 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.
- e. Registration Fees for each Category are as stated below, if paid in full 14 days prior to the first Round of the Championship/Series:
 

i)	Australian Nations Cup Championship	\$9,350
ii)	Australian GT Performance Championship	\$8,800
iii)	Australian Production Car Championship	\$4,400
iv)	Australian V8 BRutes Series	\$8,800

**1.1.7 VALID REGISTRATION**

- a. A competitor will only be considered as being registered to compete once in receipt of written acceptance by PROCAR of their valid registration application. Deposits or receipts for monies paid to PROCAR do not constitute acceptance of registration. Written acceptance by PROCAR of the registration application will result in the formation of a legally binding contract between the competitor and PROCAR.
- 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 whether valid or not.
- e. Unless specified in the relevant Category Licence to Compete, 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).
- f. PROCAR may charge 10% interest to be calculated and added monthly on outstanding fees and fines not 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 **will apply** per Round **which** 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. **In this instance any deposits/fees paid will be refunded.**
- d. Round by Round competitors will be eligible for prize money (payable to the Entrant), points and/or trophies.

### 1.1.9 ALTERNATE DRIVERS

- a. **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 prior to the commencement of Qualifying.**
- b. A non-refundable administration fee of \$330 (per alternate driver/per Round) must be paid to PROCAR.
- c. The nominated alternate driver will be eligible for prize money (payable to the Entrant), points and/or trophies.

### 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 e-mail and "on-line" through the PROCAR Website.
- c. 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, **eg.** 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, and the power to implement penalties in accordance with Article 1.1.12c Compliance and Offences, of these present Regulations.

- 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, Promoter and/or Category Manager as appropriate.
- A)** To have overriding authority in the following matters:
- i. 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);
  - ii. the stopping of any driver in accordance with the NCR;
  - iii. 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;
  - iv. the starting procedure;
  - v. the use of the safety car.
- B)** To impose drive through penalties as deemed appropriate for the following offences:
- i. false starts;
  - ii. failing to obey the direction of an official;
  - iii. failing to comply with the provisions of Appendix H (flag signals)
  - iv. breaches of the Code of Driving Conduct;
  - v. breaches of any specific instruction issued by the Race Director.
- C)** At the discretion of the Race Director alleged breaches of Regulation 1.1.11c ii) b) may be referred to the Stewards of the Meeting for further action.
- D)** 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 prior to the completion of the Round following the Round at which the incident occurred. In the case of the final Round of the Championship, within 72hrs of the completion of the final Round.
- E)** 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. The PROCAR Technical Manager will be the final arbiter in all issues relating to data interpretation from the Data Loggers.
- 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, which may 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 PASSES

Entrants will receive a minimum of 7 passes per vehicle entered to enable selected team members access to authorised areas.

## 1.2 GENERAL TECHNICAL REQUIREMENTS

- a. The entrant of the car must notify IN WRITING (e-mail: [technical@procar.com.au](mailto:technical@procar.com.au) or fax: 07 3347 9103) of any submission, notification, etc. listed in these Regulations.
- b. Any approval given under these Regulations must be in writing to the Entrant concerned. This will serve as official notification.

### 1.2.1 COMPONENT SEALING

- a. Any component may be sealed at the discretion of the CTC or PROCAR Technical Manager.
- b. Component seals may only be removed by the CTC, PROCAR Technical Manager or his nominees.
- c. The Entrant may only remove component seals once in receipt of the written approval of PROCAR. All requests for approval to remove component seals must be sent in writing to PROCAR by either, post, fax or e-mail ([technical@procar.com.au](mailto:technical@procar.com.au)).

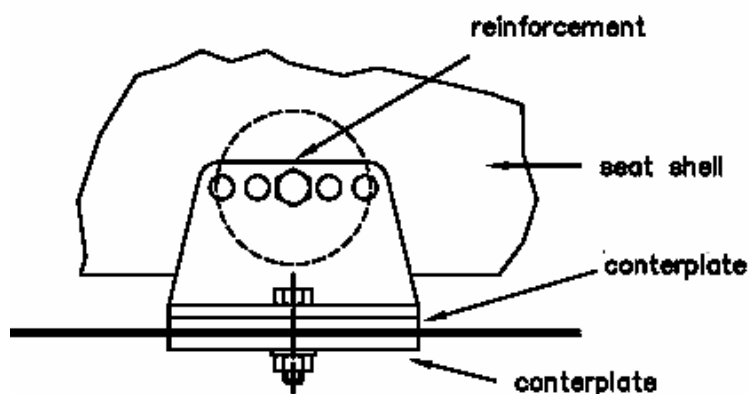
### 1.2.2 SAFETY EQUIPMENT

#### 1.2.2.1 General

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

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

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



**b. Roll Cage Padding**

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

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

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

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

**1.2.2.2 Paddock/Garage Areas**

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

**1.2.3 REPLACEMENT CARS**

- a. Replacement cars are not permitted once the originally entered car has passed scrutiny for the Round. 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 CTC. The seal number will be recorded in the race cars CAMS Log Book and PROCAR Technical Passport.

**1.2.4 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 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.

**1.2.5 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;

**1.2.6 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

Ph: 03 9562 2199

- b. It is the responsibility of the Entrant to advise on the Entry Form for each Event, the Dorian number to be used for that particular vehicle. It is not permitted to use the same Dorian unit/number in more than one car at an Event.

- c. 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.
- d. All time and grid sheets must be printed on PROCAR supplied letterhead, prior to copying and distribution.
- e. The location of the timing transmitter on the car is critical. The transmitter must be mounted on a plane perpendicular to the car's longitudinal centreline and passing through 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.

### 1.2.7 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. The Category Technical Commissioners will note in this Passport any permissions granted in their role as final arbiter within these present Regulations.
- c. This Passport will remain the property and in possession of PROCAR at all times.

### 1.2.8 CIRCUIT TESTING

The testing of any race car and/or driver deemed to be associated with the PROCAR Champ Series is NOT 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.

### 1.2.9 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, i.e. one which will not improve the performance of the car over the homologated component.
  - 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. Unless expressly permitted in these present Regulations, the use of any component not fitted as original by the manufacturer or modification to any competing race car is prohibited.

### 1.2.10 VEHICLE RECOGNITION DOCUMENTS

- a. 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.
- 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.

### 1.2.11 VEHICLE ELIGIBILITY

- a. Only cars listed on the Eligible Vehicle Lists published by PROCAR following approval 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 following the final Round of the Championship/Series.

- 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 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 with the written approval of CAMS.
- 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.
- f. Any aspect relating to the construction, modification and/or preparation of the vehicle that is not specifically authorised in the present regulations and the associated Vehicle Recognition Documents is prohibited.

### 1.2.12 EVENT PARITY SHEETS

The Event Parity 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. Entrants will be advised no later than ten (10) days prior to the day of the first race of the next Championship/Series Round via e-mail or fax, the PROCAR transmission report being proof of advice. The ten day requirement may be varied by CAMS in exceptional circumstances.

### 1.2.13 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. The Category Technical Commissioner has the right to remove components and send/take them to an appropriate facility, of the Category Technical Commissioners choice, for further inspection. The competitor concerned has the right to be present during any inspection. All costs associated with the inspection are to be borne by the competitor.
- c. All costs associated with any specialised and/or off track examination will be borne by the competitor. Further, if 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.
- d. 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.
- e. On being directed by any authorised official, to present the car for additional scrutiny, the competitor must take the car directly to the nominated place and without making any alterations to the car.
- f. Once a car has been scrutinised, it must not be removed from the circuit without prior written approval from the Category Technical Commissioner and/or 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.
- b.
  - i) The attendance sheet must be signed by the Driver and the Entrant to confirm attendance. Failure to sign or to attend any compulsory briefing will result in a fine of \$500 unless the Stewards vary or negate this fine.



- ii) Late attendance (after the briefing has commenced) at any compulsory briefing will result in a fine of \$250 unless the Stewards vary or negate this fine.

### 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 Race Meeting Standing Regulation 6.14.

### 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. During any session, only crew associated with a car participating in that particular session are permitted in 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.
- e. Cars may only enter and exit the fast lane when they are within a maximum of 3 pit bays away from their allocated pit bay (working area).

### 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 must be in full, namely:

- i) "2004 (Sponsor name) Nations Cup Championship".
- ii) "2004 (Sponsor name) Australian GT Performance Championship".
- iii) "2004 (Sponsor name) Australian Production Car Championship".
- iv) "2004 (Sponsor name) V8 BRutes Series".

### **1.4.2 PRESENCE AT START LINE AND PRESENTATION PODIUM**

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

### **1.4.3 PADDOCK SIGNAGE**

- a. At each circuit, each team must provide next to their garage, marquee or transporter the team's flag and any 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 display an overhead garage sign 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;
- iv) Pre-Event Promotions, when required;
- v) Autograph Sessions

### **1.4.5 MEETING RIDE SESSIONS**

- a. Meeting ride sessions may be held at each round. These sessions will be subject to the procedures for meeting 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. If advised in writing by PROCAR prior to the Round, it will be compulsory to participate in the Meeting Ride Session to assist with PROCAR nominated guests.
- c. If the Driver of the car requires parental consent on the Entry Form to enter the Event, then that driver will not be permitted to participate in the meeting ride session at that Round.
- d. Competitors may bring a maximum of two (2) pre-nominated passengers per race car entered for the Round, per PROCAR Meeting Ride Session (in addition to nominated PROCAR passengers). Passengers between 16-18 years of age require their parent/guardian signature to participate. Passengers under 16 years of age are not permitted. PROCAR sponsors will take priority. All passengers will be directed to race cars, by PROCAR Officials.
- e. With the exception of PROCAR guests, passengers must be bona-fide guests or team sponsors; team members or technical consultants/suppliers do not qualify. If it is deemed by PROCAR that the passengers are not bona-fide guests, then that particular driver and/or Entrant will be referred to the Stewards of the Meeting.
- f. It is the Entrants responsibility to ensure that guests present themselves to the PROCAR Site Office at the appropriate time, to sign the Passenger in Vehicle Indemnity Form. Guests will receive a PROCAR wristband, which will be affixed prior to leaving the PROCAR Office. Passengers who are not wearing a

PROCAR wristband will not be permitted access to the circuit in a race car. It is the Entrants responsibility to ensure that all guests attend the pre-ride briefing prior to participating in the session.

- g. All participating race cars must comply with their relevant Technical Requirements at all times
- h. The following items are also required for Meeting Ride Sessions:
  - i) full racing harness fitted to the passenger seat,
  - ii) window net on the passenger side door,
  - iii) sufficient fuel,
  - iv) an experienced team member to assist in securing the passenger and general pitting procedures.
- i. All passengers must be attired with a race suit, racing gloves, enclosed shoes and a helmet compliant with Schedule D of the CAMS Manual.
- j. No cars are permitted on the circuit without passengers, except for one observation lap prior to commencement of the ride session, which must not be at full racing speed and only at the sole discretion of the Race Director.
- k. The Race Director has the ability to implement NCR 183 Breach of Rules of Section 4 Penalties, of the CAMS Manual for fraudulent activities if it is deemed that the participant has not completed the disclaimer and been fitted with an official PROCAR wristband.
- l. Notwithstanding the selection criteria or determination above, PROCAR at its sole discretion reserves the right to accept or decline cars and or passengers.
- m. PROCAR and or CAMS reserves the right to prohibit any Driver from participating in the Meeting Ride session at their discretion.
- n. Meeting Rides are to be completed at approx 80% of the driver and car ability and for this purpose Sessions may be timed. Unless expressly approved by 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 Meeting Ride Session at that Circuit. Non-compliance with any of the above items will result in a fine of \$250 per offence and/or any additional penalties as determined by the Stewards of the Meeting. Continued non-compliance by any driver will result in a suspension from Meeting Ride participation for 12 months.
- o. If PROCAR or the Race Director deems that a driver is exhibiting inappropriate driving during these sessions, PROCAR and/or the Race Director will suspend the participant from participating in meeting rides for a period as they see fit.

#### 1.4.6 RACE SUITS & UNIFORMS

- a. Competitors must wear their race suits fully done up at the neck, or Team Uniform including any nominated PROCAR official sponsor apparel (eg. Caps), during any press conference, media/television interview, podium presentation, etc.
- b. It is compulsory for all race teams to be outfitted in team uniform at race events. This includes but is not restricted to; caps, jackets, collared shirts, trousers, belts, socks, shoes and team overalls. Championship/Series entered competitors are permitted to use the PROCAR & relevant Category logos on Team uniforms. This permission is conditional on the logos being used on the sleeves of uniforms only.
- c. At any public relations activity it will be a requirement to present the team in full uniform, in accordance with this Regulation.

#### 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 approved by PROCAR (refer to Category Specific Vehicle ID Sheets these Regulations);
  - iii) that no other in-car video or film cameras will be permitted without express written permission by PROCAR.

- g. The installation of in-car cameras must be approved by the Category Technical Commissioner or Chief Scrutineer.

#### **1.4.8 ADVERTISING/SIGNAGE**

- a. All signage on cars, clothing, boards, flags, etc must comply with the requirements depicted on their **Category Specific Race Vehicle 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 **Manager** of all occasions and locations when race cars are on display and any private public relations events involving the race car and/or driver.

#### **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. **This includes, but is not limited to Pit Lane/Paddock garage/carport allocation which will be grouped by Category in designated Category areas.**
- b. **Where requests are made for Pit Lane facilities, allocation will be determined by strict Championship Point order, within the relevant Category.**
- c. Competitors are required to sign the PROCAR register immediately on their arrival at each circuit.
- d. Only one transporter per car entered, **is permitted in the paddock area. Other team vehicles must park in the designated parking area.**
- e. Race cars, transporters, 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 2004 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 or inquiry and results thereof concerning any PROCAR competitors in any 2004 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 **and GST invoice (where applicable)** 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	12 <sup>th</sup>	10
2 <sup>nd</sup>	24	13 <sup>th</sup>	9
3 <sup>rd</sup>	20	14 <sup>th</sup>	8
4 <sup>th</sup>	18	15 <sup>th</sup>	7
5 <sup>th</sup>	17	16 <sup>th</sup>	6
6 <sup>th</sup>	16	17 <sup>th</sup>	5
7 <sup>th</sup>	15	18 <sup>th</sup>	4
8 <sup>th</sup>	14	19 <sup>th</sup>	3
9 <sup>th</sup>	13	20 <sup>th</sup>	2
10 <sup>th</sup>	12	21 <sup>st</sup>	1
11 <sup>th</sup>	11		
Pole Position		3 points	

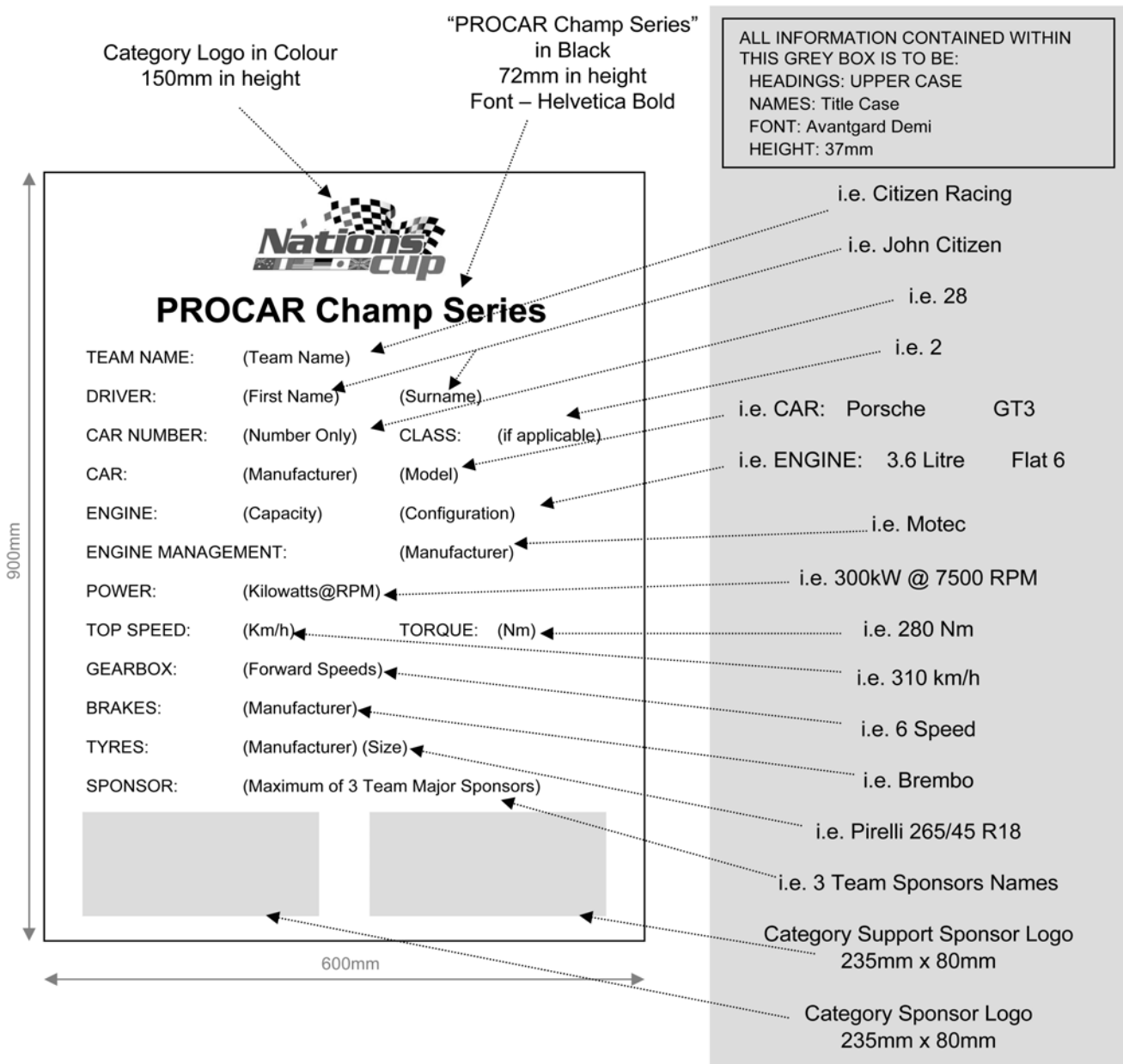
- b. Points will be awarded to the drivers classified as finishers in the final results of each race.
- c. The same point score structure will apply for all Nations Cup and Production Car Classes.
- d. All rounds will attract the full amount of points available for the Round, regardless of the number of races at each Event, within the relevant Category.
- e. **Round Ties**  
A tie will be resolved by giving the higher place to the higher placed driver from the Qualifying Session for that Round.
- f. **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.
- g. Classified finishers are as determined in the CAMS Manual.

## 'A' Board Presentation Layout & Instructions

**NOTE:**

All items to be signwritten in black unless specified otherwise

All items are compulsory and must be completed



**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. The Championship Calendar and Race Formats will be issued by Bulletin prior to the commencement of the Season. PROCAR, in consultation with, and with the agreement of CAMS, reserves the right to abandon or alter any 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**

In all cases, when interpreting the following regulations, all components on cars eligible to compete must be original equipment supplied by the manufacturer unless otherwise specified in the relevant VRD.

**2.2.1.1 Parity**

- a. Parity adjustments will be published on the EPS (refer Article 1.2.11).
- b. PROCAR, subject to the approval of CAMS, reserves the right to modify the EPS up to and including five (5) times during the Season. Such modifications may include any number of changes included on any one particular Sheet. The addition of new vehicles to the EPS does not constitute a modification to the Sheet. EPS modification may include any number of the following: engine RPM maximum limit, engine air intake restrictor/s size and maximum boost pressure levels for supercharged cars.
- c. Adjustments 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 Trophy Class if it is deemed that this car cannot cost effectively be made competitive with the majority of the cars in GT Class. This car may then have performance adjustments applied to make it competitive with the other cars in Trophy Class. Any modification made to the EPS to accommodate this move will not be counted in the five (5) modifications listed in b. above.
- e. PROCAR reserves the right to have restrictor/s fitted to the engine air intake system of any car model.

**2.2.1.2 Data Logging Monitor**

- a. Cars must be fitted with a PROCAR approved data logging monitor ("data logger"). The data logger must record engine speed in RPM (Revolutions Per Minute), road speed, throttle position, brake light signal, lateral and longitudinal G Forces, and any other information as PROCAR deems necessary.
- b. Supercharged cars must record engine boost pressure levels and are required to install a pressure take off barb manufactured by TUBE-FIT (Part #21603-0402, available from any Repco Store) in accordance with the location specified in the relevant VRD. The pressure line joining the pressure take off barb to the data logger must not contain any join and must only be used to supply a pressure signal to the data logger. A restrictor manufactured by PROCAR (Part #PC03-SCRS) must be installed in the pressure line within 25 mm of the end of the pressure take off barb.
- c. Cars fitted with engine air intake restrictors must record engine air intake box pressure. The take off point must be in accordance with the location specified in the relevant VRD. The pressure line joining the take off point to the data logger must not contain any join and must only be used to supply a pressure signal to the data logger.

- d. The data logger, sensors and associated components, must be purchased by the Entrant to a standard as determined by PROCAR, and will remain the property of the Entrant.
- e. The data logger must be installed on the passenger's side floor of the car, near the passenger's door and at a location, which is as close as possible to parallel with the racetrack surface. The CTC will be the final arbiter as to the location of the data logger in each car.
- f. It is the sole responsibility of the Entrant to ensure the data loggers associated sensors are mounted and wired in accordance with the diagram supplied by the manufacturer or as instructed by the CTC or his nominee. Any failure which causes a loss of data, inaccurate data or any data which has been tampered with, will be deemed as a breach of these regulations and will be subject to such penalties as determined by the Stewards of the Meeting.
- g. The data logger may be interrogated, downloaded or reset by the CTC, PROCAR Data Analyst, PROCAR Technical Manager or his nominee at any time during a race meeting, including during competition, by telemetry.
- h. At the completion of any session, the Entrant may request to view data recorded by their car to ensure compliance. Alternatively, software is available to be downloaded via a link on the PROCAR website to enable Entrants to access their own data.
- i. PROCAR reserves the right to remove, replace, alter or modify any portion of data logger or associated software and/or firmware.
- j. The PROCAR data logger and accessories are manufactured to a specification approved by PROCAR exclusively by:  
Motor Sport Electronics ("MSE")  
19/70 Topham Rd  
Narellan NSW 2567  
Telephone: 02 4648 0030 Fax: 02 4648 0031
- k. Cars which have been operated in such a manner as to supply power to the driven wheels whilst exceeding the engine RPM maximum limit and/or maximum boost pressure level, will be subject to such penalties as determined by the Stewards of the Meeting.
- l. The minimum penalty for a car in breach of any of the above in any session, will be exclusion from that session.

### 2.2.1.3 Ride Heights

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

- i) No part of the car is permitted to touch the ground when the tyres are deflated on the driver's side. This test will be carried out on a flat surface, in race trim, with the driver seated in the driver's seat and all relevant Success Ballast on board.
- ii) The minimum penalty for a car failing a Ride Height check during or after any session, (provided the failure is not due to accidental damage) will be exclusion from that session.

### 2.2.1.4 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 CTC will be the final arbiter in relation to the use of these items.
- c. The use of non-genuine parts must not result in unauthorised modification to other components.

### 2.2.1.5 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.

### 2.2.1.6 Accelerator Cable

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

### 2.2.1.7 Weight

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

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

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



b. **Competition Weight**

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

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

c. **Success Ballast**

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

- |                             |                                  |
|-----------------------------|----------------------------------|
| <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 will be re-calculated after each race.
- iii) Competitors are responsible for the supply and installation of the relevant Success Ballast.
- iv) Success Ballast will be calculated on provisional race results. No allowances will be made for any **penalty resulting from an inquiry or judicial proceeding.**
- v) Fitment of all Ballast must be in accordance with Section 6 (General Requirements for Cars and Drivers) of the CAMS Manual. The Ballast may be sealed at the discretion of the CTC.

d. **Adjusted Competition Weight**

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

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

i) In Summary, car weights must be as follows:

- A) **Meeting Ride Sessions**  
Minimum Homologated Weight
- B) **Practice Sessions**  
Minimum Homologated Weight
- C) **Qualifying**  
Minimum Homologated Weight
- D) **Race One at each Event**  
Minimum Homologated Weight
- E) **Race Two and all subsequent Races at each Event**  
Minimum Homologated Weight or Adjusted Competition Weight (whichever is the greater)

2.2.1.8 **Engine**a. **Engine Modifications**

All engines and component parts must be original equipment supplied by the manufacturer unless specified otherwise in the relevant VRD.

b. **Engine Shrouds**

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

c. **Cylinder Block and Cylinder Head**

- i) With the written approval of the PROCAR Technical Manager in consultation with the CTC, it is permitted to re-bore the cylinder block. All tolerances granted by the car manufacturer are superseded by this regulation.
- ii) With the written approval of the PROCAR Technical Manager in consultation with the CTC, the re-sleeving of cylinder bores may be permitted. Certain restrictions may be applied with regard to the type of material used.
- iii) It is permitted to "surface grind" the head gasket contact face of both the cylinder block and cylinder head, provided that the combined total thickness of material removed does not exceed 0.5mm, and the engines compression ratio remains within manufacturer limits. All tolerances granted by the car manufacturer in respect to removal of material from the above mentioned surfaces **are** superseded by this regulation.

d. **Crankshaft and Bearings**

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

**e. Lubrication**

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

**f. Engine Pulleys**

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

**g. Engine Sealing**

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

**h. Replacement Engines**

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

**i. Normally Aspirated Engines**

If cars are required to run engine air intake restrictors, they must comply with the following:

- i) The engine air intake system must be fitted with one or two air restrictors 3 mm long with maximum internal diameters as specified on the EPS.
- ii) All the air feeding the engine must pass through these restrictors, which must be made of metal or metal alloy.
- iii) The intake system is defined by the assembly including the restrictor/s and the manifold up to the intake ports on the cylinder head/s.
- iv) It must comply with the following points:
  - A) The transversal distance between the axes of the control diameters of the restrictors must not be greater than 1000 mm.
  - B) Its internal total volume, measured from the control diameter of the restrictor/s to the intake ports on the cylinder head/s, must not be greater than 50 Litres.
  - C) The longitudinal distance from the control diameter of the restrictor/s to the centreline of the first cylinder must not be greater than 600 mm.

**j. Supercharged Engines**

- i) If cars are required to run engine air intake restrictors, they must comply with the following:
  - A) The engine air intake system must be fitted with one or two air restrictors 3 mm long with maximum internal diameters as specified on the EPS.
  - B) All restrictors must be placed no further than 50 mm from the forward face of the compressor wheel blades.
  - C) All the air feeding the engine must pass through these restrictors, which must be made of metal or metal alloy.
- ii) Supercharged cars must not be equipped with any device which allows the boost pressure, or the electronic management system controlling the boost pressure, to be adjusted while the car is in motion.
- iii) Variable diameter inlets and adjustable internal vanes on turbochargers are forbidden. If the original car is fitted with such a system, this system must be rendered inoperative.
- iv) With the written approval of the CTC, minor modifications to the operation of the supercharger boost control system are permitted, to enable a supercharged car to conform with the maximum supercharger boost pressure levels permitted, as published on the relevant EPS.

**k. Temperature of the Charge**

- i) Apart from intercoolers, any device, system, procedure, construction or design the purpose and/or effect of which is any decrease whatsoever of the temperature of the intake air and/or of the charge (air and/or fuel) of the engine is forbidden.
- ii) Internal and/or external spraying or injection of water or any substance whatsoever is forbidden (other than fuel for the normal purpose of combustion in the engine).

**l. Electronic Engine Control Unit**

- i) The use of after market Electronic Engine Control Unit/s is permitted, unless otherwise specified in the relevant VRD.
- ii) No additional input other than the original equipment supplied by the manufacturer is permitted unless otherwise specified in the relevant VRD.
- iii) All associated wiring is free.
- iv) The use of Traction Control/Launch Control is prohibited.
- v) At all times during the season, access to the car's Electronic Engine Control Unit will be granted to

the CTC or his nominee. The Entrant's Notebook Computer will be used for any inspections. If the Entrant cannot provide their Notebook Computer an alternative will be sourced by the PROCAR Technical Manager.

m. **Exhaust**

- i) In all cases, the requirements of Regulation 13 and 17 of Schedule B of Section 6 (General Requirements) of the CAMS Manual must be respected.
- ii) **A) Normally Aspirated cars.**  
The exhaust system is free downstream of the exit of the exhaust manifold. This location will be specified in the relevant VRD.
- B) Supercharged cars.**  
The exhaust system is free downstream of the exit of the turbo waste gate housing. This location will be specified in the relevant VRD.

### 2.2.1.9 Fuel Piping, Pumps and Tanks

a. **Fuel Tanks**

- i) The fitment of additional and/or replacement fuel tank/s is permitted, provided the additional and/or replacement fuel tank/s are to FT3 or FT3-1999 specification. No additional modifications are permitted to facilitate the fitment of the additional and/or replacement tank/s other than the drilling of holes, of the minimum necessary dimensions, for mounting purposes and for the passage of fuel lines only, unless otherwise specified in the relevant VRD.
- ii) Fuel capacities are calculated on corrected engine capacity and 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.**
- iii) Engine capacities for all forced induction and rotary engines are calculated on the following basis;
  - Forced induction petrol engines - engine capacity multiplied by 1.7
  - Forced induction diesel engines - engine capacity multiplied by 1.5
  - Rotary engines – engine capacity multiplied by 1.8

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

b. **Fuel Pump/s**

Fuel Pump/s are free, provided they respect the original number and are mounted within 500 mm of the fuel tank outlet. No other modifications except those for mounting purposes are permitted unless otherwise specified in the relevant VRD.

c. **Dry-Break Fittings**

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

### 2.2.1.10 Electrical

a. **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 by race control. The CTC 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.

b. **Car Data**

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

- H) Pressure inputs used solely for the purpose of measuring fluid pressures of engine and drive line components.
  - I) Throttle position/s
  - J) Manifold Pressure
  - K) Fuel used signal
  - L) Steering Angle Sensor
- ii) To aid in the policing of the above rule, sensors other than those permitted in i) are not to be fitted. Additionally the software for the **data storage device** must not show any pin allocations set up to read sensors other than those mentioned in i) above.
  - iii) At all times during the season access to the car's Data storage devices will be granted to the CTC or his nominee. The Entrant's Notebook Computer will be used for any inspections. If the Entrant cannot provide their Notebook Computer an alternative will be sourced by the PROCAR Technical Manager. **Neither PROCAR nor CAMS, nor their servants or agents shall bear responsibility for any subsequent engine management issues related to the use of such an alternative Notebook Computer.**
  - iv) **The use of any form of real time telemetry or the transmission of any data to or from the car while in motion, by any means, unless approved by PROCAR, is forbidden.**

### 2.2.1.11 Transmission

#### a. **Flywheel**

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

#### b. **Clutch**

The clutch system is free provided the method of actuation remains as fitted standard by the car manufacturer, unless otherwise specified in the relevant VRD.

#### c. **Ratios**

Gearbox and final drive ratios must be as specified in the relevant VRD.

#### d. **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.

#### e. **Transmission Coolers**

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

### 2.2.1.12 Wheels and Tyres

#### **Jacking**

It is permitted to fit an onboard air jacking system provided it **fits within the outer dimensions of the car**. No compressed gas storage containers may be carried on board the car, and the couplings on the car must be located in a manner which ensures minimal hazard to persons who may be close to the car.

### 2.2.1.13 Tyres

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

#### a. **Slick Racing Tyres**

- i) Subject to v) below, each **car** is permitted **up to 8 (new or used)** slick racing tyres **at each Round**, for qualifying and racing. The CTC or his nominee must mark these tyres at each Round. It is the Entrants responsibility to ensure that this occurs.
- ii) After an Entrant has contested their first Round of the 2004 Championship, only previously used and marked tyres for that particular car, or any number of the 8 slick racing tyres described in i) above are permitted in all sessions prior to qualifying, including meeting ride sessions, unless permission is granted **otherwise** by the CTC.

- iii) In Summary, slick racing tyres may be used as follows:
  - A) **Meeting Ride Sessions**  
Only previously used and marked tyres, or;  
Any number of the 8 tyres marked for the specific Round
  - B) **Practice Sessions**  
Only previously used and marked tyres, or;  
Any number of the 8 tyres marked for the specific Round
  - C) **Qualifying**  
Only any number of the 8 tyres marked for the specific Round
  - D) **Racing**  
Only any number of the 8 tyres marked for the specific Round
- iv) If the tyres are not marked for any reason or the markings become illegible, it is the Entrant's responsibility to notify the CTC immediately.
- v) With the written permission of the CTC, Entrants are permitted to use additional replacement tyres, if the CTC is satisfied that:
  - A) Due to an unintentional and/or exceptional occurrence, the tyre in question can no longer be used;
  - B) The replacement tyre is of the same type and of similar wear (prior to the unintentional and/or exceptional occurrence) of the existing tyre;
  - C) The driver has completed the first lap of a race at the present Event.

b. **Wet/Grooved Tyres**

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

### 2.2.1.14 Cockpit

a. **Equipment permitted in the cockpit**

- i) The only components which can be added in the cockpit are:
  - A) Safety equipment and structures
  - B) Tool kit
  - C) Seat, instruments and any other controls necessary for driving including the brake power distributor switch
  - D) Electronic equipment
  - E) Driver cooling system
  - F) Ballast
  - G) Pneumatic jacks and their pipes
  - H) Battery
  - I) Driver ventilation equipment
  - J) Door trims may be replaced with different material.
- ii) None of the above items may hinder cockpit exit or driver's visibility.
- iii) The above components must be covered where necessary by a rigid protective material to minimise injury and their mountings must be able to withstand 25 g deceleration.

### 2.2.1.15 Safety Structures

- a. All roll over protection structures must comply with the requirements of Schedule J (Roll Over Protection) of Section 6 (General Requirements) of the CAMS Manual and the following regulations, unless otherwise stated on the relevant VRD.
- b. The structure may be welded to the bodyshell only at the following areas:
  - i) the ends of any hoop or brace;
  - ii) any point/s along the main hoop, front longitudinal or lateral hoops, including a lateral tension member connecting each longitudinal leg;
  - iii) the ends of any point/s along any longitudinal members which act as side "anti-intrusion" bars.
- c. To achieve the efficient mounting on the bodyshell of the front legs (of a lateral front hoop or a longitudinal front leg) it will be permitted to modify the dashboard or any associated component by distorting it or cutting away the minimum amount of material necessary, provided that it is professionally re-trimmed.

- d. To achieve the efficient mounting of a dash bar designed to reinforce the front leg, it is permitted to distort or cut away the minimum amount of material necessary from the heater box and/or associated components. The action and operation of the components must remain as intended by the car manufacturer.
- e. The roll over protection structure must be completely contained longitudinally between the front firewall bulkhead and the top mounting points of the rear suspension. It will not be permitted for any member of a roll over protection structure to pierce any front firewall or bulkhead. The structure may penetrate a rear bulkhead.

### 2.2.1.16 Fuel

- a. PROCAR Control Fuel will be available at each event and must be used at that event only. With the exception of cars as specified in part d below, no other fuel may be used in any competing car at any time during the event.
- b. Re-fuelling and de-fuelling is not permitted during qualifying sessions, sprint races or before the completion of post qualifying or post race scrutiny unless authorised by the CTC.
- c. The CTC may examine fuel at any time. To minimise delay, it is mandatory that Entrants fit a fuel sampling coupling (Snap-Tite PNQD588-06D). The Entrant shall be held solely responsible should participation by their car, in any session, be delayed due to the inability to draw fuel samples easily.
- 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.

## 2.2.2 TECHNICAL REQUIREMENTS FOR GT CARS

### 2.2.2.1 Bodywork and Exterior Dimensions

All bodywork must remain original as fitted by the car manufacturer unless otherwise specified in the relevant VRD.

All cars must mount the rear wing specified in the relevant VRD, which will comply with the following.

The rear wing is made up of the following elements:

Wing, end plates, vertical supports, and must comply with the following criteria:

- i) It may replace an existing wing but not be added to it.
- ii) Its overall width must not exceed 90 % of the overall width of the car with a tolerance of 16 mm.
- iii) It must be 50 mm forward of the rearmost point of the bodywork.
- iv) Its highest point must be situated 100 mm lower than the highest point of the roof of the car.

If the original car has an air inlet on the roof, this inlet will not be considered for determining the highest point of the roof.

#### a. Wing

- i) it is made from a maximum of two elements (main wing and angle bracket).
- ii) an angle bracket ("L" shaped section of 10 x 20 maximum dimensions) may be added on the trailing edge of the main wing over all or part of its length, but must not protrude more than 10 mm beyond the surface of the main wing. It must be secured through a mechanical assembly (screw/nut or rivet).
- iii) it must be contained within a parallelogram of 450 x 150 mm with a wing section chord of a maximum of 300 mm.

#### b. End plates and vertical supports

- i) the maximum authorised dimensions for the end plates are 150 mm in height, 450 mm in length and they must have a minimum thickness of 10 mm.
- ii) vertical supports must not exceed 520 mm in length, measured horizontally.
- iii) the surfaces of vertical supports and end plates must be flat and parallel to the longitudinal axis of the car.
- iv) the edges of the end plates must be rounded with a constant radius of 5 mm minimum.
- v) the leading edges of the vertical supports must be rounded with a constant radius and the trailing edges may be bevelled along a 20 mm maximum length.

If the original rear wing is fitted, it must comply with the above points.

In the case of an open car, all the above points must be complied with, the height of the rear wing being measured relative to the highest point of the windscreen surround.

**2.2.2.2 Engine****a. Position**

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

**b. Temperature of the Charge**

The pipes between the supercharging device, the intercooler and the manifold are free, but their only function must be to channel the intake air.

**c. Cooling**

- i) The method of cooling must be retained.
- ii) Water radiators may be replaced but their number and location must remain original.
- iii) In addition, their positions may be modified inside the volumes of the original radiators.
- iv) Any modifications carried out to accommodate a different radiator must not alter the structural integrity of the car and the bodywork.
- v) The pipes for channelling air to the radiators are free, but if not original equipment supplied by the manufacturer, they must be made from fire-resistant, fibreglass based composite material.
- vi) The method of operation of the original engine cooling fan/s is free. Alternately it is permitted to remove the cooling fan/s.
- vii) The fitment of a protective screen mounted in front of the radiator is permitted. The CTC will be the final arbiter regarding the type and location.
- viii) The thermostat, its operation and method of control is free.

**2.2.2.3 Electrical Equipment****a. Battery**

The battery, its location and its associated cabling is free.

**b. Retractable headlights**

Retractable headlights may be replaced with fixed headlights, on condition that the original location is retained. The original location may be made larger, but the shape of the bonnet must be retained.

**2.2.2.4 Transmission****Position**

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

**2.2.2.5 Suspension and Steering****a. Sprung suspension**

Cars must be fitted with sprung suspension.

The springing medium must not consist solely of bolts located through flexible bushes or mountings.

There must be movement of the wheels to give suspension travel in excess of any flexibility in the attachments.

**b. Suspension type and mounting**

- i) The whole principle of the original suspensions must be retained.
- ii) All suspension components, with the exception of parts specifically mentioned below, must be original equipment supplied by the manufacturer unless otherwise stated on the relevant VRD. These parts may be strengthened provided the original part can still be identified. The suspension reinforcements must not allow two separate parts to be joined together to form one.
- iii) Wheel bearings and wheel hubs may be replaced.
- iv) The position of the suspensions anchorage points on the chassis may be changed according to the relevant VRD or as follows:  
The centre of the new anchorage point must be included in a 20 mm radius sphere, the centre of which is the centre of the original anchorage point.  
The mountings of these anchorage points on the chassis (brackets) may be modified but not moved. Increasing the diameter of the fixing screws of the anchorage points on the chassis is permitted.
- v) Rubber joints may be replaced by ball joints.
- vi) Anti-roll bars and their mountings are free, but they must keep the location of the original anti-roll bars. The addition of an anti-roll bar if the original axle does not have one is permitted, but the mountings of this bar must be bolted or welded to the chassis and must not have any other function.
- vii) The material and dimensions of the springs are free.  
A maximum of 2 springs per wheel is allowed.

- viii) A) Shock absorbers are free provided their working principle and their number remain original. If, on the original vehicle, springs and shock absorbers are separated, they may be replaced by combined spring/shock absorber elements, without any other modification. The modification of spring, shock absorber and anti-roll bars adjustments from the cockpit is prohibited.
- B) The use of electronically controlled shock absorber systems is forbidden.

**c. Chromium plating**

Chromium plating of steel suspension members is forbidden.

**d. Suspension members**

All suspension members must be made from a homogeneous metallic material.

**e. Steering**

All steering components must be original equipment supplied by the manufacturer but they may be strengthened provided the original parts can still be identified.

The steering lock must be dismantled.

The steering wheel may be replaced and it may be fitted with a quick release system.

For the fitting of such a system, a local modification of the steering column is allowed.

**f. Power steering**

Power steering may be disconnected.

It is permitted to replace a mechanical power steering pump with an electrical power steering pump and vice versa.

The fitment of a power steering oil cooler is permitted, provided that it complies with the relevant VRD.

**g. Four-wheel steering**

The use of four-wheel steering is forbidden.

If the original vehicle is fitted with such a system, it must be rendered inoperative.

### 2.2.2.6 Brakes

**a. Brake System**

With the exception of brake calipers and brake disc dimensions, which must comply with the relevant VRD, the complete braking system is free.

**b. Separate circuits**

i) All cars must incorporate at least two separate circuits operated by the same pedal. This system must be designed so that if leakage or failure occurs in one circuit, the pedal shall still operate the brakes on at least two wheels.

ii) A) The balance of the braking forces between the front and rear axles may only be adjusted by the driver through direct intervention on the position of the centre of the joint, on the linkage lever of the hydraulic pumps of the front and rear circuits.

B) All other systems are prohibited, including inertial mechanical systems.

**c. Anti-Lock Braking and Power Assisted Braking**

i) Any anti-lock braking function is forbidden. The anti-lock braking system must be rendered inoperative as specified in the relevant VRD.

ii) Power assisted braking systems are permitted to be rendered inoperative.

**d. Brake discs**

The brake discs must be made from ferrous material.

### 2.2.2.7 Wheels

**a. Dimensions**

i) Wheel rims are free provided the diameter and maximum width remain original as fitted by the car manufacturer, or as otherwise specified in the relevant VRD.

ii) Any device, system, procedure, construction or design the purpose and/or effect of which alters the air flow through the wheels, is forbidden.

iii) In the event that a control tyre is introduced, PROCAR in consultation with CAMS reserves the right to adjust the wheel specifications for individual models.

**b. Wheel Attachments**

Wheel attachment is free but if a single wheel nut is used, a safety pin fitted with a spring must be in place on the nut or the stub axle whenever the car is running and must be replaced after each wheel change.

These pins must be painted dayglo red or orange.

Alternatively, another method of retaining the wheels attachment system may be used, provided it has been approved by CAMS.

### 2.2.2.8 Cockpit



**a. Equipment in the cockpit**

- i) The original dashboard must be retained, but not its instrumentation.
- ii) Original heating, ventilation and demisting systems may be dismantled, but an adequate ventilation and demisting system must be retained.
- iii) The following must be removed from the cockpit:
  - A) Roof padding and lining
  - B) Carpets and insulating material
- iv) The following may also be removed from the cockpit:
  - A) Seats
  - B) All trim
  - C) Air conditioning
  - D) Window winding mechanisms, central locking systems and any other systems fitted to the original car solely for the comfort of the driver or passengers.
  - E) Supplementary Restraint Systems

**2.2.3 TECHNICAL REQUIREMENTS FOR TROPHY CARS****2.2.3.1 Bodywork and Exterior Dimensions**

All bodywork must remain original as fitted by the car manufacturer unless otherwise specified in the relevant VRD.

**2.2.3.2 Engine****a. Position**

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

**b. Cooling**

- i) With the written approval of the CTC, the fitment of a protective screen mounted in front of the radiator is permitted.
- ii) The thermostat, its operation and method of control are free.
- iii) The method of operation of the original engine cooling fan/s, is free.
- iv) The manner in which the radiator pressure is maintained is free, provided that no modifications are made to the radiator.

**2.2.3.3 Electrical Equipment****Battery**

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

**2.2.3.4 Transmission****Position**

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

**2.2.3.5 Suspension and Steering****a. 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.

**b. Torsion Bars**

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

**c. Spring Platforms**

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

**d. Shock Absorbers**

- i) Shock absorbers are free provided that the number, design, principal function and the attachment points, are not modified.
- ii). Where an original shock absorber forms an integral part in the attachment of the wheel hub assembly to the chassis/body work (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.
- iii) Any device, system, procedure, construction or design the purpose and/or effect of which alters the operation and/or function of the upper insulating mount of a MacPherson strut system is forbidden.
- iv) The fitment of external hydraulic canisters to the dampers is permitted, provided that no additional modifications are made to facilitate the fitment, (except for the drilling of holes for mounting purposes).

**e. Attachment Points**

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

**2.2.3.6 Brakes**

All brake systems must remain original equipment as fitted by the car manufacturer unless otherwise specified in the relevant VRD.

**a. ABS and Power Assisted Braking**

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

**b. Brake Pads**

- i) After market brake pads are permitted, providing that the contact surface area of the pad material does not exceed that of the original equipment as fitted by the car manufacturer unless otherwise specified in the relevant VRD.
- ii) The modification or removal of anti-rattle or protection plates is permitted.

**c. Brake Rotors**

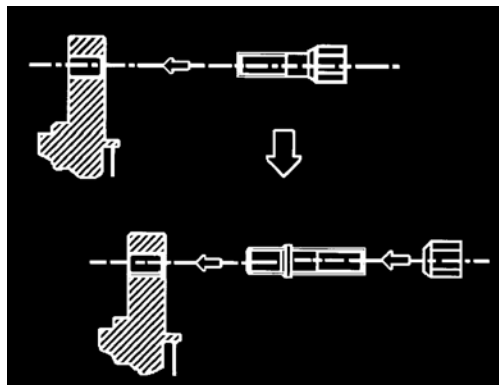
The only non-genuine Brake Rotors permitted for use, are specified in the relevant VRD.

**2.2.3.7 Wheels****a. Dimensions**

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

**b. Wheel Attachments**

- i) 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).
- ii) The use of centre lock wheel systems is permitted, provided they comply strictly with the relevant VRD.



FIA Yearbook of Auto Sport 254-1

### 2.2.3.8 Cockpit

#### a. Equipment in the cockpit

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

## 2.3 CHAMPIONSHIP ROUND FORMAT

### 2.3.1 PROGRAM OF EVENTS

- a. The final program of events for each Championship Round will be determined between the Promoter, Category Manager and if appropriate, CAMS and published in the Supplementary Regulations for each Event. Generally each Event will be 3 days with Practice on Friday, Qualifying on Saturday and Racing on Sunday.
- b. **Practice**
  - i) Where possible at least two 20 minute non-qualifying (timed) practice sessions will be held at each round (normally Friday).
  - ii) An additional 15 minute Practice Session may be included on the program, where time permits.
- c. **Qualifying**
  - i) One 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.
  - ii) In order to qualify, a driver must:
    - A) complete at least 3 laps in the race car in practice or qualifying; and
    - B) achieve 130% of the best qualifying time achieved by the fastest qualified car during the qualifying session;
    - C) failing (B) above, achieve 115% of the fastest qualified car, in the relevant Class, during the qualifying session.
  - iii) 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.
  - iv) Three (3) Championship points will be awarded to the driver who achieves pole position for Race 1 from the Qualifying Session and will count towards the Nations Cup GT Class Championship Point Score.

- v) Three (3) Championship points will be awarded to the driver who achieves the fastest qualifying time for Race 1 from the Qualifying Session in **Trophy Class** and will count towards the Nations Cup **Trophy Class** point score.

d. **Grid**

- i) The grid will be determined in order as follows:
  - A) First Race: based on Qualifying Session;
  - B) Second Race: by the finishing order of Race 1, followed by any non-finishers in the order of the number of laps completed.
  - C) 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.
  - D) Should more than one (1) non-finisher complete the same number of laps of the previous race, positions at the rear of the grid will be determined by qualifying times.
  - E) Any car failing to start Race 1 or 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.
- ii) The responsibility for having the Stewards of the Meeting approve a start from the rear of the grid for whatever reason, clearly remains that of the Entrant, via the 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.
- iii) If it is determined by the Clerk of Course, Race Director or Stewards of the Meeting 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.

e. **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 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 2003 **GT Class** 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 and on the rear window of the car as depicted on the Identification Sheet. **GT Class** windscreen numbers will be Day-Glo yellow. **Trophy Class** windscreen numbers will be Day-Glo orange.

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 with the base of the number panel as close as practical to parallel to the track surface. **GT Class** number panels will have a white area and **Trophy Class** will have a black area for the display of the competition number.
- 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. **GT Class** are to use black and **Trophy Class** are to use white for their competition number.

d. **Driver surname**

Each race car must have the driver's surname displayed, centred on the lower edge of the rear facing window in accordance with the dimensions specified for rear side windows in Schedule K (Markings on Automobiles) of Section 6 (General Requirements) of the CAMS Manual. The CTC, at his sole discretion, may vary this regulation if he deems that rear vision may be impaired. The Entrant must seek a written variance to this regulation from the CTC who will be the final arbiter.

e. **Championship number plates**

Championship number plates/stickers as provided by PROCAR must be attached to the front and rear of race cars in such a way that they are legible from the front and rear of the car from a distance of 10 meters, TOTALLY legible **and not cut in any way**. PROCAR will determine if placement is incorrect and advise of the required course of rectifying action.

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 display additional signage as depicted on the Identification Sheet.

## 2.5 AWARDS & POINTSCORES

### 2.5.1 POINT SCORING

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

b. The maximum number of race points available for any one car at each Round of the Championship is 90 Points.

### 2.5.2 TROPHIES

a. The supply and presentation of trophies is the responsibility of the Promoter 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> from GT Class and 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> from Trophy Class at each Round. These drivers are required to attend the podium for post-race presentations.

c. Annual trophies will be presented for the Championship at the end of the season 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> in GT Class and 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in Trophy Class

### 2.5.3 PRIZE MONEY

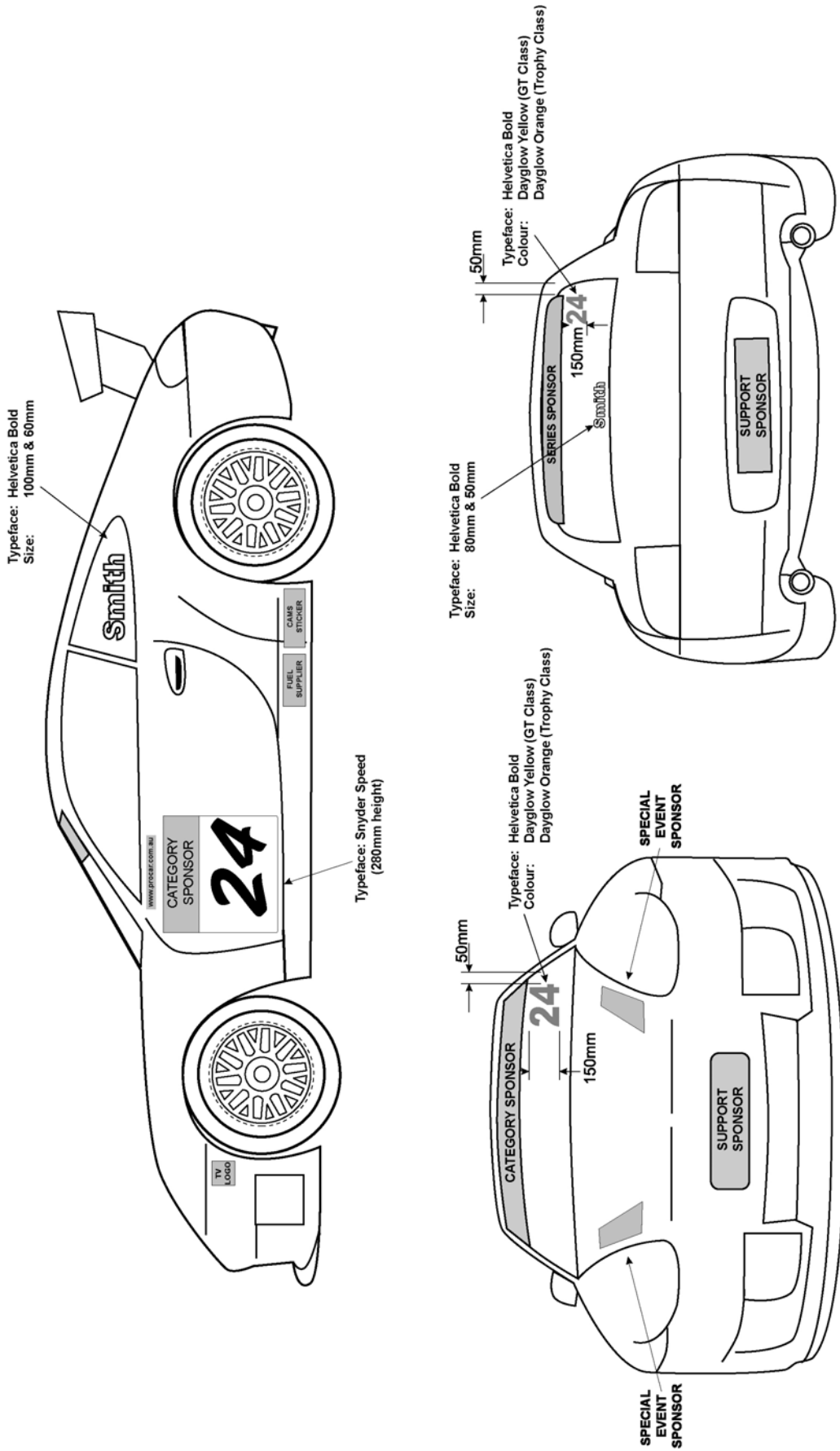
a. A prize pool will be provided by PROCAR.

b. Race day prize money will be awarded to the Entrant of the car whose total point score places them 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> from GT Class and 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> from Trophy Class at each Round.

c. At the end of the season, PROCAR will distribute Annual Championship prize money to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in each Class.

d. The prize pool will be advised prior to the commencement of the Championship and may be increased during the currency of the 2004 Championship dependent on additional sponsorship.

**Nations Cup**  
**VEHICLE IDENTIFICATION SHEET**



**CHAPTER 3****GT Performance****Category Specific Regulations****3.1 ADMINISTRATION****3.1.1 THE CHAMPIONSHIP**

The Championship consists of 8 Rounds in various formats. The Championship Calendar and Race Formats will be issued by Bulletin prior to the commencement of the Season. PROCAR, in consultation with, and with the agreement of CAMS, reserves the right to abandon or alter any 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 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**

In all cases, when interpreting the following regulations, all components on cars eligible to compete, must be original equipment supplied by the manufacturer unless otherwise specified in the relevant VRD.

**3.2.1.1 Parity**

- a. Parity adjustments will be published on the EPS (refer Article 1.2.11).
- b. PROCAR, subject to the approval of CAMS, reserves the right to modify the EPS up to and including five (5) times during the Season. Such modifications may include any number of changes included on any one particular Sheet. The addition of new vehicles to the EPS does not constitute a modification to the Sheet. EPS modification may include any number of the following: engine RPM maximum limit, minimum homologated weight, ride heights and maximum boost pressure levels for supercharged cars.
- c. Adjustments apply to all competing cars of the particular make and model.
- d. PROCAR reserves the right to review and alter VRD for performance reasons. Such reviews will be conducted only after Round 3 and after Round 6.

**3.2.1.2 Data Logging Monitor**

- a. Cars must be fitted with a PROCAR approved data logging monitor ("data logger"). The data logger must record engine speed in RPM (Revolutions Per Minute), road speed, throttle position, brake light signal, lateral and longitudinal G Forces, and any other information as PROCAR deems necessary.
- b. Supercharged cars must record engine boost pressure levels and are required to install a pressure take off barb manufactured by TUBE-FIT (Part #21603-0402, available from any Repco Store) in accordance with the location specified in the relevant VRD. The pressure line joining the pressure take off barb to the data logger must not contain any join and must only be used to supply a pressure signal to the data logger. A restrictor manufactured by PROCAR (Part #PC03-SCRS) must be installed in the pressure line within 25 mm of the end of the pressure take off barb.
- c. The data logger, sensors and associated components, must be purchased by the Entrant to a standard as determined by PROCAR, and will remain the property of the Entrant.
- d. The data logger must be installed on the passenger's side floor of the car, near the passenger's door and at a location, which is as close as possible to parallel with the racetrack surface. The CTC will be the final arbiter as to the location of the data logger in each car.
- e. It is the sole responsibility of the Entrant to ensure the data loggers associated sensors are mounted and wired in accordance with the diagram supplied by the manufacturer or as instructed by the CTC or his nominee. Any failure which causes a loss of data, inaccurate data or any data which has been tampered with, will be deemed as a breach of these regulations and will be subject to such penalties as determined by the Stewards of the Meeting.

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

### 3.2.1.3 Ride Heights

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

### 3.2.1.4 Non-Genuine Parts

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

### 3.2.1.5 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.

### 3.2.1.6 Accelerator Cable

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

### 3.2.1.7 Bodywork and Exterior Dimensions

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

### 3.2.1.8 Weight

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

- a. **Minimum Homologated Weight**



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

b. **Competition Weight**

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

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

c. **Success Ballast**

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

<b>1<sup>st</sup> Place</b>	4% of Minimum Homologated weight
<b>2<sup>nd</sup> Place</b>	3% of Minimum Homologated weight
<b>3<sup>rd</sup> Place</b>	2% of Minimum Homologated weight

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

d. **Adjusted Competition Weight**

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

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

- i) In Summary, car weights must be as follows:
  - A) **Meeting Ride Sessions**  
Minimum Homologated Weight
  - B) **Practice Sessions**  
Minimum Homologated Weight
  - C) **Qualifying**  
Minimum Homologated Weight
  - D) **Race One at each Event**  
Minimum Homologated Weight
  - E) **Race Two and all subsequent Races at each Event**  
Minimum Homologated Weight or Adjusted Competition Weight (whichever is the greater)

### 3.2.1.9 Engine

a. **Engine Modifications**

All engines and component parts must be original equipment supplied by the manufacturer unless specified otherwise in the relevant VRD.

b. **Position**

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

c. **Engine Shrouds**

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

d. **Cylinder Block and Cylinder Head**

- i) With the written approval of the PROCAR Technical Manager in consultation with the CTC, it is permitted to re-bore the cylinder block. All tolerances granted by the car manufacturer are superseded by this regulation.
- ii) With the written approval of the PROCAR Technical Manager in consultation with the CTC, the re-sleeving of cylinder bores may be permitted. Certain restrictions may be applied with regard to the type of material used.
- iii) It is permitted to "surface grind" the head gasket contact face of both the cylinder block and cylinder head, provided that the combined total thickness of material removed does not exceed 0.5 mm, and the engines compression ratio remains within manufacturer's limits. All tolerances granted by the car manufacturer in respect to removal of material from the above mentioned surfaces is superseded by this regulation.

e. **Crankshaft and Bearings**

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

f. **Lubrication**

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

g. **Engine Pulleys**

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

h. **Engine Sealing**

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

i. **Replacement Engines**

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

j. **Supercharged Engines**

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

k. **Electronic Engine Control Unit**

- i)
  - A) For cars issued with a CAMS Log Book prior to 1<sup>st</sup> January 2003  
After market Electronic Engine Control Units are permitted. Freedom is granted in relation to the wiring, up to 100 mm from the original Electronic Engine Control Unit electrical connectors. It is not permitted to replace, modify or add any input and/or output devices utilised by the Electronic Engine Control Unit.
  - B) For cars issued with a CAMS Log Book on or after the 1<sup>st</sup> January 2003  
After market Electronic Engine Control Units are permitted, provided that no modifications are made to the original Electronic Engine Control Unit electrical connectors. It is not permitted to replace, modify or add any input and/or output devices or associated wiring utilised by the Electronic Engine Control Unit. At any given time the original Electronic Engine Control Unit must be capable of being fitted and performing its original functions.
- ii) No additional input or output other than those specified in the relevant VRD is permitted.
- iii) Cars must not be equipped with Electronic Engine Control Units which allows adjustment while the car is in motion.
- iv) The use of Traction Control/Launch Control is prohibited, unless the system is originally fitted. In this case, the Traction Control/Launch Control system may be operated by the original Electronic Engine Control Unit only.
- v) At all times during the season access to the car's Electronic Engine Control Unit will be granted to the CTC or his nominee. The Entrant's Notebook Computer will be used for any inspections, if the Entrant cannot provide their Notebook Computer an alternative will be found by the 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.**

l. **Cooling System**

- i) With the written approval of the CTC, the fitment of a protective screen mounted in front of the radiator is permitted.
- ii) The thermostat, its operation and method of control are free.
- iii) The method of operation of the original engine cooling fan/s, is free.
- iv) The manner in which the radiator pressure is maintained is free, provided that no modifications are made to the radiator.

m. **Exhaust**

- i) In all cases, the requirements of Regulation 13 and 17 of Schedule B of Section 6 (General Requirements) of the CAMS Manual must be respected.
- ii) A) Normally Aspirated cars.  
The exhaust system is free downstream of the exit of the exhaust manifold. This location will be specified in the relevant VRD.
- B) Supercharged cars.  
The exhaust system is free downstream of the exit of the turbo waste gate housing. This location will be specified in the relevant VRD.

**3.2.1.10 Fuel Piping, Pumps and Tanks**a. **Fuel Tanks**

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

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

**Note: Fuel capacity means the total amount of fuel to be carried on board the car at any given time. This is not tank capacity but includes all fuel contained in all pumps, lines and anti-surge tanks etc.**
- iii) Engine capacities for all forced induction and rotary engines are calculated on the following basis;
  - Forced induction petrol engines - engine capacity multiplied by 1.7
  - Forced induction diesel engines - engine capacity multiplied by 1.5
  - Rotary engines – engine capacity multiplied by 1.8

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

b. **Fuel Pump/s**

Fuel Pump/s are free, provided they respect the original number and are mounted within 500 mm of the fuel tank outlet. No other modifications except those for mounting purposes are permitted unless otherwise specified in the relevant VRD.

c. **Dry-Break Fittings**

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

**3.2.1.11 Electrical Equipment**a. **Battery**

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

b. **Rain Light**

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

c. **Lighting**

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

d. **Car Data**

- i) The use of data storage devices including multi display dashes with the ability to store car data is permitted, the only inputs allowed are as follows:
  - A) G Forces
  - B) 2 x Wheel Speed
  - C) Trigger device for lap timing
  - D) Brake Light Signal
  - E) Engine RPM
  - F) 2 x Exhaust gas oxygen sensor

- G) Temperature inputs used solely for the purpose of measuring fluid temperatures of engine and drive line components, exhaust temperatures and intake air temperature
  - H) Pressure inputs used solely for the purpose of measuring fluid pressures of engine and drive line components.
  - I) Throttle position/s
  - J) Manifold Pressure
  - K) Fuel used signal
  - L) Steering Angle Sensor
- ii) To aid in the policing of the above rule, sensors other than those permitted in i) are not to be fitted. Additionally the software for the **data storage device** must not show any pin allocations set up to read sensors other than those mentioned in i) above.
  - iii) At all times during the season access to the car's Data storage devices will be granted to the CTC or his nominee. The Entrant's Notebook Computer will be used for any inspections. If the Entrant cannot provide their Notebook Computer an alternative will be found by the PROCAR Technical Manager.
  - iv) The use of any form of real time telemetry or the transmission of any data **to or from the car while in motion, by any means**, unless approved by PROCAR, is forbidden.

### 3.2.1.12 Transmission

#### a. **Position**

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

#### b. **Ratios**

Gears and ratios must be original equipment supplied by the manufacturer unless otherwise specified in the relevant VRD.

#### c. **Flywheel**

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

#### d. **Clutch**

Clutch driven plate/s are free, 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.

#### e. **Final Drive Differentials**

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

#### f. **Transmission Coolers**

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

### 3.2.1.13 Suspension and Steering

#### a. **Coil Springs**

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

#### b. **Torsion Bars**

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

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

#### c. **Spring Platforms**

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

d. **Shock Absorbers**

- i) Shock absorbers are free provided that the number, design, principal function and the attachment points, are not modified.
- ii) Where an original shock absorber forms an integral part in the attachment of the wheel hub assembly to the chassis/body work, (i.e. MacPherson Strut), the shock absorber assembly, in its entirety, may be replaced. No additional modifications are permitted to facilitate the fitment of the replacement shock absorber assembly. The resulting replacement shock absorber assembly should be fully interchangeable with the standard unit as fitted by the car manufacturer.
- iii) Any device, system, procedure, construction or design the purpose and/or effect of which alters the operation and/or function of the upper insulating mount of a MacPherson strut system is forbidden.
- iv) The fitment of external hydraulic canisters to the dampers is permitted, provided that no additional modifications are made to facilitate the fitment, (except for the drilling of holes for mounting purposes).

e. **Attachment Points**

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

**3.2.1.14 Brakes**

All brake systems must remain original equipment as fitted by the car manufacturer unless otherwise specified in the relevant VRD.

a. **ABS and Power Assisted Braking**

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

b. **Brake Pads**

- i) After market brake pads are permitted, providing that the contact surface area of the pad material does not exceed that of the original equipment as fitted by the car manufacturer unless otherwise specified in the relevant VRD.
- ii) The modification or removal of anti-rattle or protection plates is permitted.

c. **Brake Rotors**

The only non-genuine Brake Rotors permitted for use, are specified in the relevant VRD.

**3.2.1.15 Wheels and Tyres**a. **Dimensions**

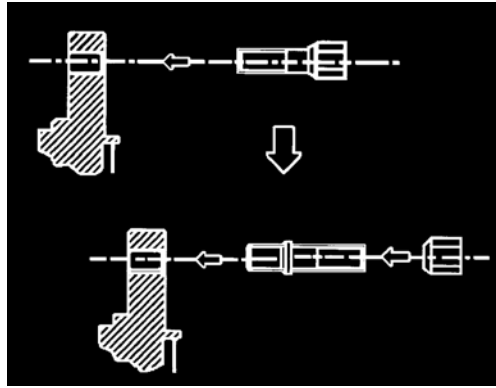
- i) Wheel rims are free provided the diameter, maximum width and offset (with a tolerance of 5 mm) remain original as fitted by the car manufacturer, or as otherwise specified in the relevant VRD.
- ii) Any device, system, procedure, construction or design the purpose and/or effect of which alters the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

b. **Jacking**

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

c. **Wheel Attachment**

- i) Any device, system, procedure, construction or design the purpose and/or effect of which allows the wheel nuts/studs to be in place as the wheel is being fitted to or removed from the car is forbidden.
- ii) 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

d. **Tyres**

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

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

e. **Slick Racing Tyres**

- i) Subject to v) below, each car is permitted up to 6 (new or used) slick racing tyres at each Round, for qualifying and racing. The CTC or his nominee must mark these tyres at each Round. It is the Entrants responsibility to ensure that this occurs.
- ii) Tyres for all Practice Sessions are free provided they respect 3.2.1.15.d ii) above.
- iii) In Summary, slick racing tyres may be used as follows:
  - A) **Meeting Ride Sessions**  
Tyres are free
  - B) **Practice Sessions**  
Tyres are free
  - C) **Qualifying**  
Only any number of the 6 tyres marked for the specific Round
  - D) **Racing**  
Only any number of the 6 tyres marked for the specific Round
- iv) If the tyres are not marked for any reason or the markings become illegible, it is the Entrant's responsibility to notify the CTC immediately.
- v) With the written permission of the CTC, Entrants are permitted to use additional replacement tyres, if the CTC is satisfied that:
  - A) Due to an unintentional and/or exceptional occurrence, the tyre in question can no longer be used;
  - B) The replacement tyre is of the same type and of similar wear (prior to the unintentional and/or exceptional occurrence) of the existing tyre;
  - C) The driver has completed the first lap of a race at the present Event.

f. **Wet/Grooved Tyres**

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

**3.2.1.16 Cockpit****a. Equipment in the cockpit**

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

**b. Equipment permitted in the cockpit**

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

**3.2.1.17 Safety Structures**

- a. All roll over protection structures must comply with the requirements of Schedule J (Roll Over Protection) of Section 6 (General Requirements) of the CAMS Manual and the following Regulations.
- b. The structure may be welded to the bodyshell only at the following areas:
  - i) the ends of any hoop or brace;
  - ii) any point/s along the main hoop, front longitudinal or lateral hoops, including a lateral tension member connecting each longitudinal leg;
  - iii) the ends of any point/s along any longitudinal members which act as side "anti-intrusion" bars.
- c. To achieve the efficient mounting on the bodyshell of the front legs (of a lateral front hoop or a longitudinal front leg) it will be permitted to modify the dashboard or any associated component by distorting it or cutting away the minimum amount of material necessary, provided that it is professionally re-trimmed.
- d. To achieve the efficient mounting of a dash bar designed to reinforce the front leg, it is permitted to distort or cut away the minimum amount of material necessary from the heater box and/or associated components. The action and operation of the components must remain as intended by the car manufacturer.
- e. The roll over protection structure must be completely contained longitudinally between the front firewall bulkhead and the top mounting points of the rear suspension. It will not be permitted for any member of a roll over protection structure to pierce any front firewall or bulkhead. The structure may penetrate a rear bulkhead.

**3.2.1.18 Fuel**

- a. PROCAR Control Fuel will be available at each event and must be used at that event only. No other fuel may be used in any competing car at any time during the event.
- b. Re-fuelling and de-fuelling is not permitted during qualifying sessions, sprint races or before the completion of post qualifying or post race scrutiny unless authorised by the CTC.
- c. The CTC may examine fuel at any time. To minimise delay, it is mandatory that Entrants fit a fuel sampling coupling (Snap Tite PNQD588-06D). The Entrant shall be held solely responsible should participation by their car, in any session, be delayed due to the inability to draw fuel samples easily.

### 3.3 CHAMPIONSHIP ROUND FORMAT

#### 3.3.1 PROGRAM OF EVENTS

- a. The final program of events for each Championship Round will be determined between the Promoter, Category Manager and if appropriate, CAMS, and published in the Supplementary Regulations for each Round. Generally each Event will be 3 days with Practice on Friday, Qualifying on Saturday and Racing on Sunday.
- b. **Practice**
- i) Where possible at least two 20 minute non-qualifying (timed) practice sessions will be held at each round (normally Friday).
  - ii) An additional 15 minute Practice Session may be included on the program where time permits.
- c. **Qualifying**
- i) One 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.
  - ii) In order to qualify, a driver must:
    - A) complete at least 3 laps in the race car in practice or qualifying; and
    - B) achieve 130% of the best qualifying time achieved by the fastest qualified car during the qualifying session;
  - iii) Subject to grid capacity limits, the Stewards of the Meeting may, in consultation with 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.
  - iv) Three (3) Championship points will be awarded to the driver who obtains the pole position for Race 1 from the Qualifying Session.
- d. **Grid**
- i) The grid will be determined in order as follows:
    - A) First Race: based on the qualifying session;
    - B) Second Race: by the finishing order of Race 1, followed by the non-finishers in the order of the number of laps completed.
    - C) 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.
    - D) Should more than one (1) non-finisher complete the same number of laps of the previous race, positions at the rear of the grid will be determined by qualifying times.
    - E) Any car failing to start Race 1 or Race 2 may start the subsequent Race from the rear of the grid. Should more than one car be affected in this way such cars will be placed at the rear of the grid in order of their qualifying times for Race 1.
  - ii) The responsibility for having the Stewards of the Meeting approve a start from the rear of the grid for whatever reason, clearly remains that of the entrant, via the 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.
  - iii) 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.
- e. **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 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 2003 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 **and on the rear window** of the car as depicted on the **Identification Sheet**

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.

d. **Driver surname**

Each race car must have the driver's surname displayed, centred on the lower edge of the rear facing window in accordance with the dimensions specified for rear side windows in Schedule K (Markings on Automobiles) of Section 6 (General Requirements) of the CAMS Manual. The CTC, at his sole discretion, may vary this regulation if he deems that rear vision may be impaired. The driver must seek a written variance to this regulation from the CTC **who will be the final arbiter**

e. **Championship number plates**

Championship number plates measuring 400mm x 130mm as provided by PROCAR must be attached to the factory supplied number plate mounting positions on the front and rear of race cars. The number plate must be at a 90° angle to the ground and not altered in any way save for the drilling of mounting holes. These must be within 20mm of the upper edge and symmetrically disposed about the centreline of the supplied number plate.

f. **Non-complying/inappropriate signage**

Entrants and/or drivers are not permitted to practice, qualify or race if the race car does not comply with the signage requirements 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 **display additional signage 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. **The maximum number of race points available for any one car at each Round of the Championship is 90 Points.**

### 3.5.2 TROPHIES

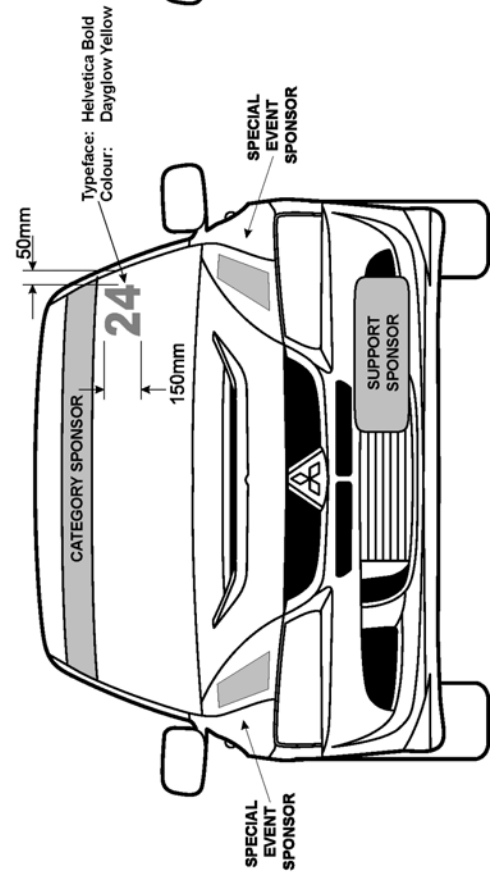
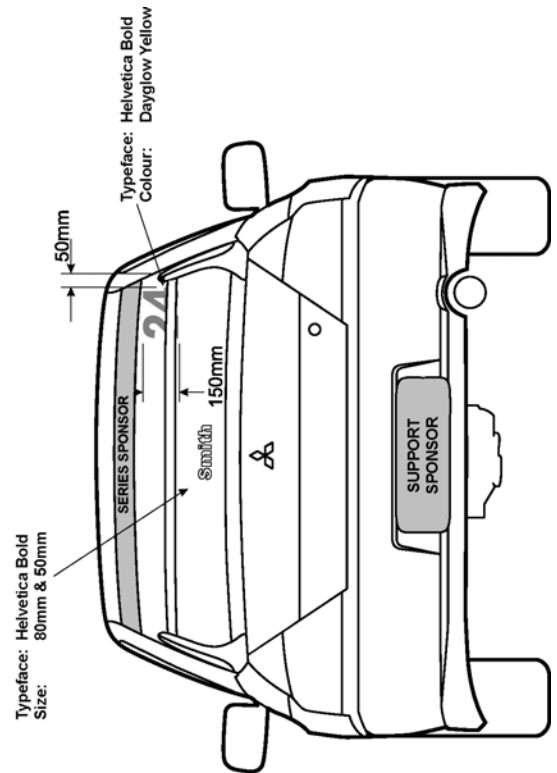
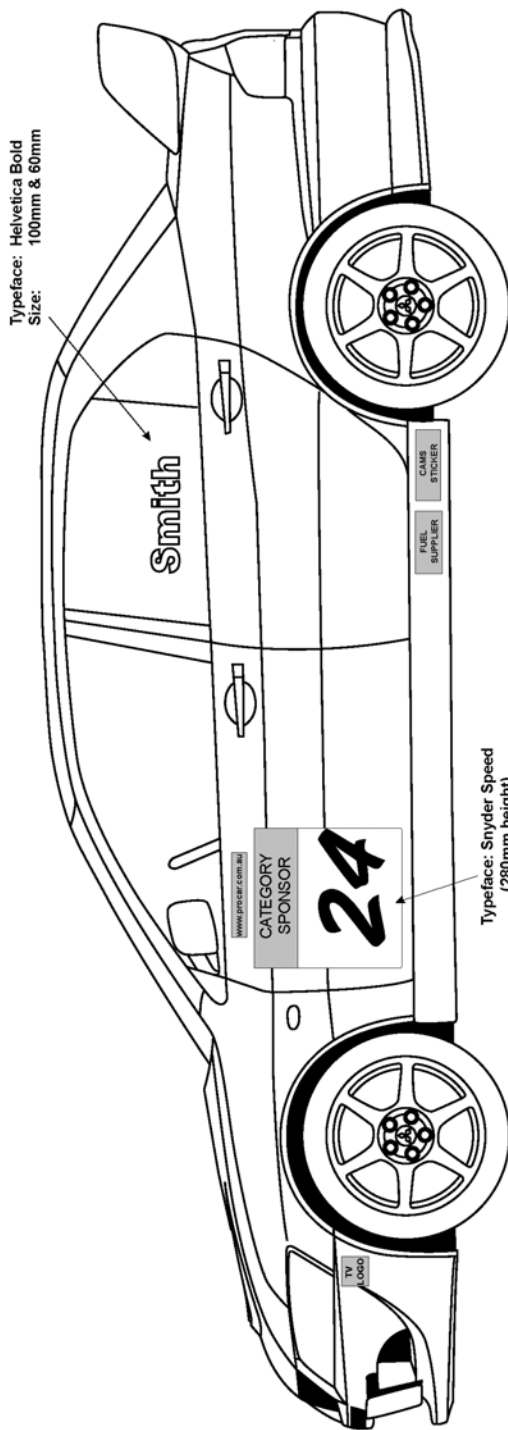
- a. The supply and presentation of trophies is the responsibility of **the Promoter** and will be provided for presentation at the end of each round.
- b. Race day trophies will be presented on track to the drivers whose total point score places them 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup>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

### 3.5.3 PRIZE MONEY

- a. A prize pool will be provided by PROCAR.
- b. Race day prize money will be awarded to the **Entrant of the car** whose total point score places them 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> Outright at each Round.
- c. At the end of the season, PROCAR will distribute **Annual Championship** prize money to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> placegetters in the Championship.
- d. The prize pool will be advised prior to the commencement of the Championship and may be increased during the currency of the 2004 Championship dependent on additional sponsorship.



# VEHICLE IDENTIFICATION SHEET



**CHAPTER 4****Production**

## Category Specific Regulations

### 4.1 ADMINISTRATION

#### 4.1.1 THE CHAMPIONSHIP

The Championship consists of 8 Rounds in various formats. The Championship Calendar and Race Formats will be issued by Bulletin prior to the commencement of the Season. PROCAR, in consultation with, and with the agreement of CAMS, reserves the right to abandon or alter any race schedule and/or include Non-Championship Events.

### 4.2 TECHNICAL REQUIREMENTS

#### 4.2.1 GENERAL

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.

##### 4.2.1.1 Parity

- a. Parity adjustments will be published on the EPS (refer Article 1.2.11).
- b. PROCAR, subject to the approval of CAMS, reserves the right to modify the EPS up to and including five (5) times during the Season. Such modifications may include any number of changes included on any one particular Sheet. The adding of new vehicles to the EPS does not constitute a modification to the Sheet. EPS modification may include any number of the following: engine RPM maximum limit, minimum homologated weight, ride heights and maximum boost pressure levels for supercharged cars.
- c. Adjustments apply to all competing cars of the particular make and model.
- d. Subject to the approval of CAMS, PROCAR reserves the right to move a model of car to an alternate Class if it is deemed that this car cannot cost effectively be made competitive with the majority of the cars in its original Class. This car may then have performance adjustments applied to make it competitive with the other cars in the alternate Class. Any modification made to the EPS to accommodate this move will not be counted in the five (5) modifications listed in b. above.

##### 4.2.1.2 Data Logging Monitor

- a. Cars must be fitted with a PROCAR approved data logging monitor (“data logger”). The data logger must record engine speed in RPM (Revolutions Per Minute), road speed, throttle position, brake light signal, lateral and longitudinal G Forces, and any other information as PROCAR deems necessary.
- b. Supercharged cars must record engine boost pressure levels and are required to install a pressure take off barb manufactured by TUBE-FIT (Part #21603-0402, available from any Repco Store) in accordance with the location specified in the relevant VRD. The pressure line joining the pressure take off barb to the data logger must not contain any join and must only be used to supply a pressure signal to the data logger. A restrictor manufactured by PROCAR (Part #PC03-SCRS) must be installed in the pressure line within 25 mm of the end of the pressure take off barb.
- c. The data logger, sensors and associated components, must be purchased by the Entrant to a standard as determined by PROCAR, and will remain the property of the Entrant.
- d. The data logger must be installed on the passenger’s side floor of the car, near the passenger’s door and at a location, which is as close as possible to parallel with the racetrack surface. The CTC will be the final arbiter as to the location of the data logger in each car.
- e. It is the sole responsibility of the Entrant to ensure that the data logger and it’s associated sensors are mounted and wired in accordance with the diagram supplied by the manufacturer or as instructed by the CTC or his nominee. Any failure which causes a loss of data, inaccurate data or any data which has been tampered with, will be deemed as a breach of these regulations and will be subject to such penalties as determined by the Stewards of the Meeting.
- f. The data logger may be interrogated, downloaded or reset by the CTC, PROCAR Data Analyst, PROCAR Technical Manager or their nominee at any time during a race meeting, including during competition, by telemetry.

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

#### 4.2.1.3 Ride Heights

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

#### 4.2.1.4 Non-genuine Parts

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

#### 4.2.1.5 Weight

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

- a. **Minimum Homologated Weight**
  - i) At all times cars must comply with their Minimum Homologated Weight as specified on the EPS.
  - ii) PROCAR reserves the right to impose additional weight to an individual competitor based on dominant Race performances.
  - iii) The minimum penalty for a car failing a Weight check during or after any session, (provided the failure is not due to accidental damage) will be exclusion from that session.

**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 CTC.**

#### 4.2.1.6 Engine

- a. **Engine Sealing**  
 All car engines must be sealed prior to the completion of the cars first Championship Round. It is the responsibility of the Entrant to ensure that the drilling of any bolts or components to accommodate the fitment of these seals at the locations detailed in the relevant VRD is performed prior to the cars first competition Round.
- b. **Replacement Engines**  
 It is not permitted to replace an engine without the Entrant first notifying and obtaining written approval of the CTC or his nominee (who may retain the replaced engine for closer scrutiny).
- c. **Supercharged Engines**
  - i) Supercharged cars must not be equipped with any device which allows the boost pressure, or the electronic management system controlling the boost pressure, to be adjusted while the car is in motion.

- ii) With the written approval of the CTC, minor modifications to the operation of the supercharger boost control system are permitted, to enable a supercharged car to conform with the maximum supercharger boost pressure levels permitted, as published on the relevant EPS.

d. **Exhaust**

- i) All cars must be fitted with a minimum of one (1) and a maximum of two (2) control catalytic converters.
- ii) The following table is a list of control catalytic converters permitted.

MANUFACTURER	NAME	PART NO.	SIZE (in inches)	
			INLET	OUTLET
TBA				
TBA				
TBA				

- iii) Any device, system, procedure, construction or design the purpose and/or effect of which alters the function and/or operation of the control catalytic converter/s is forbidden.
- iv) The exhaust system should incorporate one or more of the control catalytic converters, which should be functioning at all times and through which all exhaust gasses should pass.
- v) The centre point of the control catalytic converter/s core/s must be mounted within 300 mm of the centre point of the original equipment catalytic converter/s core/s supplied by the manufacturer.
- vi) The fitment of the control catalytic converter/s must contain a flange capable of being un-bolted, within 300 mm of the centre point of the control catalytic converter/s core/s.

#### 4.2.1.7 Electrical Equipment

a. **Rain Light**

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

b. **Data**

- i) The use of data storage devices other than the approved “data logger” including multi display dashes with the ability to store car data are forbidden.
- ii) The use of any form of real time telemetry or the transmission of any data to or from the car while in motion, by any means, unless approved by PROCAR, is forbidden.

#### 4.2.1.8 Suspension and Steering

a. **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).

b. **Attachment Points**

- i) 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.
- ii) 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.

#### 4.2.1.9 Brakes

a. **Brake Rotors**

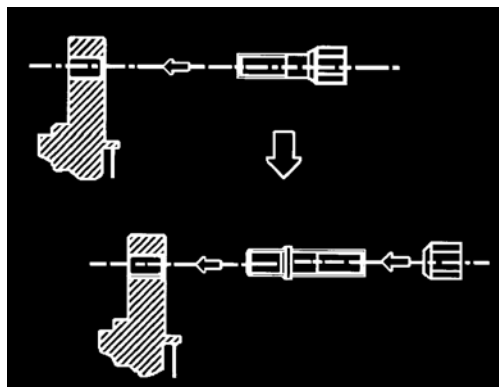
The use of non-genuine brake rotors is permitted, providing the weight, dimensions, basic design and material is the same as the original.

#### 4.2.1.10 Wheels and Tyres

Any device, system, procedure, construction or design the purpose and/or effect of which alters the air flow through the wheels, is forbidden.

a. **Wheel Attachments**

- i) Any device, system, procedure, construction or design the purpose and/or effect of which allows the wheel nuts/studs to be in place as the wheel is lifted onto or off the car is forbidden.
- ii) 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*

b. **Tyres**

- i) 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.
- ii) Subject to (e), Entrants are allowed 6 marked tyres, per participating car, for qualifying and racing at each Round.
- iii) A minimum of 2 new, previously unmarked tyres must be presented for marking at each Championship Event.
- iv) If the tyres are not marked for any reason or the markings become illegible, the Entrant must notify the CTC immediately.
- v) With the written permission of the CTC, Entrants are permitted to use additional replacement tyres if the Commissioner is satisfied that:
  - A) due to an unintentional and/or exceptional occurrence, the tyre in question can no longer be used;
  - B) the replacement tyre is of the same type and of similar wear prior to i) above of the existing tyre; and/or
  - C) the driver has completed the first lap of a Championship Race at the present Event.
- vi) Should an Entrant be permitted an additional replacement tyre, then the driver affected must start the subsequent race from the rear of the grid.
- vii) Tyre heating/retention devices and chemical treatments are strictly prohibited.
- viii) 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.
- ix) If Qualifying and/or Racing is split across multiple days, marked tyres may be sealed or impounded overnight. This will be Subject to the CTC's discretion.
- x) 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.

#### 4.2.1.12 Cockpit

a. **Equipment in the cockpit**

- i) The original dashboard including instrumentation and central console and all associated components must be retained.
- ii) The following may be removed from the cockpit:
  - A) Sound System and associated components
  - B) Air conditioning
  - C) Supplementary Restraint Systems
  - D) Boot lining, spare wheel and wheel changing equipment
- iii) The removal of above items is permitted, provided that no additional modifications are made to facilitate their removal. Any removed components (i.e. Sound Systems) must be replaced by a suitable panel. The CTC will be the final arbiter in relation to the suitability of the replacement panels.

**b. Equipment permitted in the cockpit**

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

**4.2.1.13 Safety Structures**

- a. All roll over protection structures must comply with the requirements of Schedule J (Roll Over Protection) of Section 6 (General Requirements) of the CAMS Manual and the following Regulations.
- b. The structure may be welded to the bodyshell only at the following areas:
  - i) the ends of any hoop or brace;
  - ii) any point/s along the main hoop, front longitudinal or lateral hoops, including a lateral tension member connecting each longitudinal leg;
  - iii) the ends of any point/s along any longitudinal members which act as side "anti-intrusion" bars.
- c. To achieve the efficient mounting on the bodyshell of the front legs (of a lateral front hoop or a longitudinal front leg) it will be permitted to modify the 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 CTC.
- 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 CTC and the matter will be entered into the cars Log Book and Technical Passport.

**4.2.1.14 Fuel**

- a. PROCAR Control Fuel will be available at each event and must be used at that event only. No other fuel may be used in any competing car at any time during the event
- b. Re-fuelling and de-fuelling is not permitted during qualifying sessions, sprint races or before the completion of post qualifying or post race scrutiny unless authorised by the CTC.
- c. The CTC may examine fuel at any time. To minimise delay, it is mandatory that Entrants fit a fuel sampling coupling (Snap Tite PNQD588-06D). The Entrant shall be held solely responsible should participation by their car, in any session, be delayed due to the inability to draw fuel samples easily.

**4.2.1.15 Vehicle Eligibility Schedule**

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 final program of events for each Championship Round will be determined between the Promoter, Category Manager and if appropriate, CAMS and published in the Supplementary Regulations for each Event. Generally each event will be 2 days with Practice and Qualifying on Saturday and Racing on Sunday.
- b. **Practice**  
Where possible at least two 20 minute non-qualifying (timed) practice sessions will be held at each Round (normally Saturday).
- c. **Qualifying**
- i) 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.
  - ii) In order to qualify, a driver must:
    - A) complete at least 3 laps in the race car in practice or qualifying; and
    - B) achieve 130% of the best qualifying time achieved by the fastest qualified car during the qualifying session;
    - C) failing (B) above, achieve 115% of the average of the fastest qualified car, in the relevant Class, during the qualifying session.
  - iii) 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.
  - iv) Three (3) Championship points will be awarded to the driver who achieves pole position for Race 1 from the Qualifying session, in each Class.
  - v) No Championship points will be awarded to the driver who achieves pole position for Race 1 from the Qualifying session, for Outright Championship.
- d. **Grid**
- i) 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.
    - A) 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.
    - B) 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.
    - C) 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):
    - D) **Formula:  $(FQX - FQY) \times (\text{number of laps scheduled for the race} \times 0.50) = Z$**
    - E) Where - FQX = Fastest qualifying time for the Class (time must be in seconds to 1/10000<sup>th</sup>, eg; 75.2133sec).
    - F) FQY = Fastest qualifying time of the slower Class (time must be in seconds to 1/10000<sup>th</sup>, eg; 75.2133sec).
    - G) 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.
    - H) 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.
    - I) 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.
    - J) 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.
  - ii) In the case of massed start races the grid will be determined as follows:
    - A) First Race: based on the qualifying session;
    - B) Second Race: by the finishing order of Race 1, followed by the non-finishers in the order of the number of laps completed;
    - C) Should more than one (1) non-finisher complete the same number of laps of the previous race, positions at the rear of the grid will be determined by qualifying times.



- D) 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.
- iii) 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.
- iv) 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.
- e. **Race Starting Procedure**
- i) 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.
- ii) A) 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.
- B) 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 either the dropping of a green flag or the illumination of the green "start" light.
- C) 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.
- iii) In the case of a massed start races will be started using the standing start procedure detailed in the Race Meeting Standing Regulations of the CAMS Manual.

## 4.4 **COMMERCIAL REQUIREMENTS**

### 4.4.1 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 2003 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 and on the rear window of the car as depicted on the Identification Sheet.
- 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 and Class letter as per the Identification Sheet. Any deviation from this standard will require replacement, and subsequent numbers at the Entrant's cost.
- d. **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 CTC, 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 CTC who will be the final arbiter.
- e. **Championship number plates**
- Championship number plates measuring 400mm x 130mm as provided by PROCAR must be attached to the factory supplied number plate mounting positions on the front and rear of race cars. The number plate must be at a 90° angle to the ground and not altered in any way save for the drilling of mounting holes. These must be within 20mm of the upper edge and symmetrically disposed about the centreline of the supplied

number plate.

f. **Non-complying/inappropriate signage**

Entrants and/or drivers are not permitted to practice, qualify or race if the race car does not comply with the signage requirements 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 additional signage as depicted on the Identification Sheet.

## **4.5 AWARDS & POINTSCORES**

### **4.5.1 POINT SCORING**

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

b. The maximum number of race points available for any one car at each Round of the Championship is 60 Points.

### **4.5.2 TROPHIES**

a. The supply and presentation of trophies is the responsibility of the Promoter 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. These drivers are required to attend the podium for post-race presentations.

c. Annual trophies will be presented for the Championship at the end of the season as follows:

- i) Drivers' Outright Championship trophies: will be awarded to the driver finishing 1<sup>st</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 2004 Australian Manufacturers Championship Trophy will be awarded as per Chapter 6 of these Regulations.

### **4.5.3 PRIZE MONEY**

a. A prize pool will be provided by PROCAR.

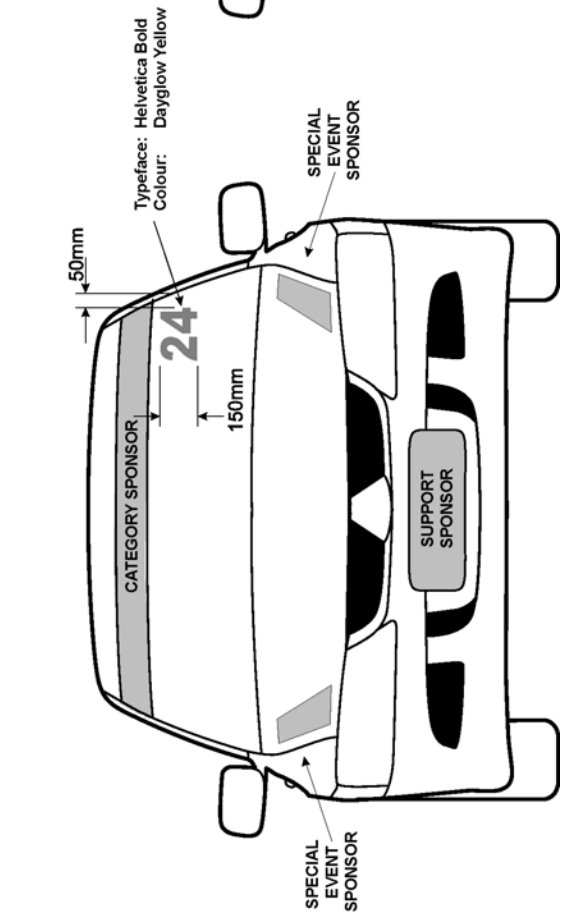
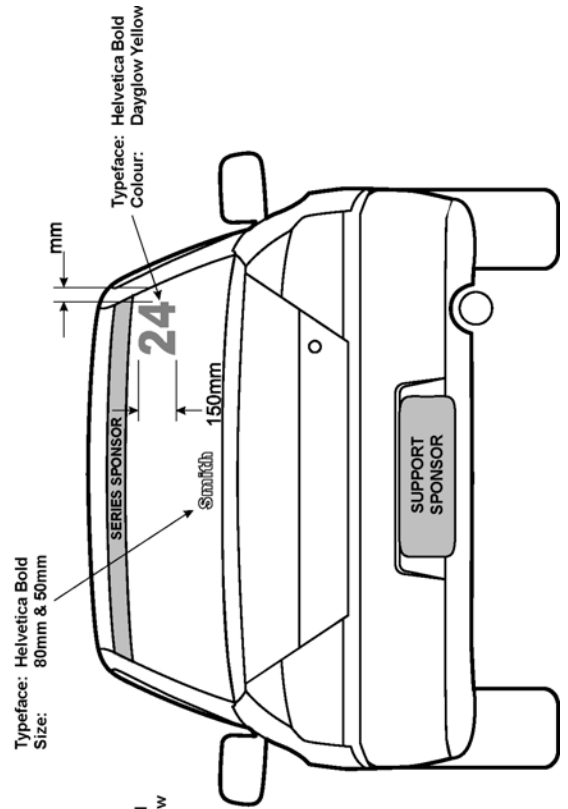
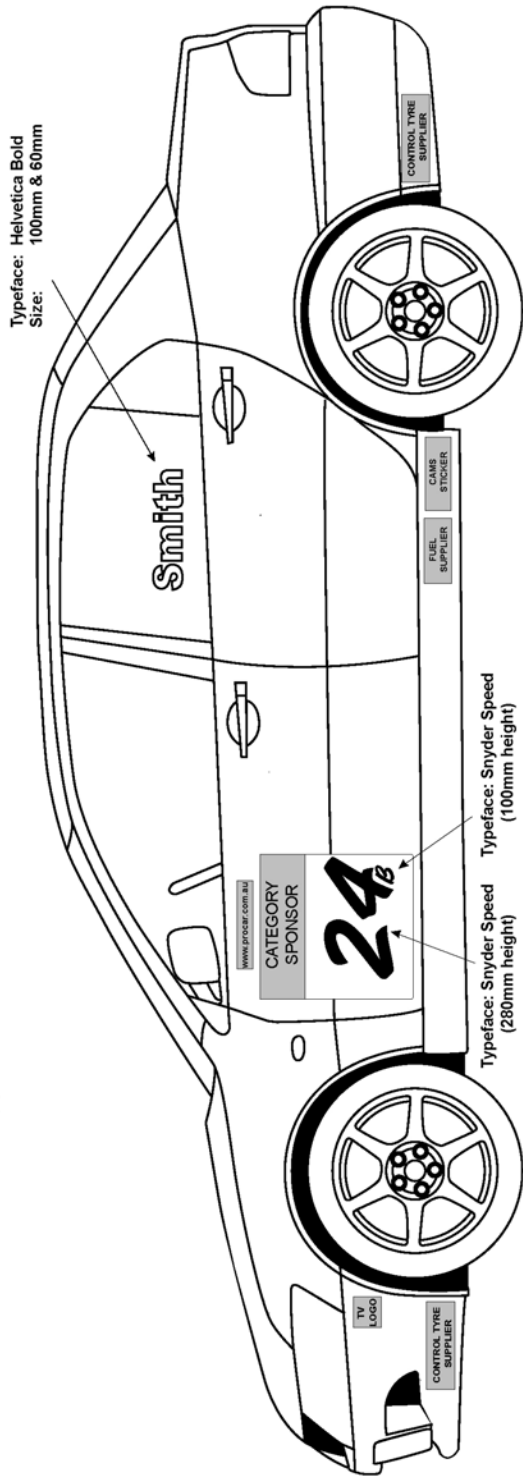
b. Race day prize money will be awarded to the Entrant of the car whose total point score places them 1<sup>st</sup> in each Class at each Round.

c. At the end of the season, PROCAR will distribute Annual Championship 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 2004 Championship dependent on additional sponsorship.

**VEHICLE IDENTIFICATION SHEET**



**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., **The Series Calendar and Race Formats will be issued by Bulletin prior to the commencement of the Season.**

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

**In all cases, when interpreting the following regulations, all components on cars eligible to compete, must be original equipment supplied by the manufacturer unless otherwise specified in the relevant VRD.**

##### 5.2.1.1 Parity

- a. **Parity adjustments will be published on the EPS (refer Article 1.2.11).**
- b. **PROCAR, subject to the approval of CAMS, reserves the right to modify the EPS up to and including five (5) times during the Season. Such modifications may include any number of changes included on any one particular Sheet. EPS modification may include any number of the following: engine RPM maximum limit, Electronic Engine Control Program and ride heights.**
- c. Adjustments apply to all competing cars of the particular make and model.

##### 5.2.1.2 Data Logging Monitor

- a. The Electronic Engine Control Unit specified in the relevant VRD will be used as the approved data logging monitor ("data logger"). The data logger must record engine speed in RPM (Revolutions Per Minute), road speed, throttle position, brake light signal, lateral and longitudinal G Forces, and any other information as PROCAR deems necessary
- b. Any failure which causes a loss of data, inaccurate data or any data which has been tampered with, will be deemed as a breach of these regulations and will be subject to such penalties as determined by the Stewards of the Meeting.
- c. The data logger may be interrogated, downloaded or reset by the CTC, PROCAR Data Analyst, PROCAR Technical Manager or his nominee at any time during a race meeting, including during competition, by telemetry.
- d. At the completion of any session, the Entrant may request to view data recorded by their car to ensure compliance. Alternatively, software is available to be downloaded via a link on the PROCAR website to enable Entrants to access their own data.
- e. PROCAR reserves the right to remove, replace, alter or modify any portion of data logger or associated software and/or firmware.
- f. Cars which have been operated in such a manner as to supply power to the driven wheels whilst exceeding the **engine RPM maximum limit** will be subject to such penalties as determined by the Stewards of the Meeting.
- g. The minimum penalty for a car in breach of any of the above in any session, will be exclusion from that session.

### 5.2.1.3 Ride Heights

- a. Ride Height will be measured as specified in the relevant VRD
- b. At all times cars must comply with their Minimum Ride Heights as detailed in the EPS.
- c. The minimum penalty for a car failing a Ride Height check during or after any session, (provided the failure is not due to accidental damage) will be exclusion from that session.

### 5.2.1.4 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, battery, globes & window glass.
- b. The parts must be standard replacement parts, must respect the configuration and functional dimensions of the parts they replace and be of similar material. The CTC will be the final arbiter in relation to the use of these items.
- c. Nuts, bolts and washers must be of the same material and otherwise be identical to the original item they replace.
- d. The use of non-genuine parts must not result in unauthorised modification to other components.

### 5.2.1.5 Bodywork and Exterior Dimensions

- a. It is permitted to reshape the wheel arch beading against the inside of the mudguard, provided that the plastic inner liner is retained with no modifications.
- b. The windscreen must be of laminated glass.

### 5.2.1.6 Weight

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

#### a. Minimum Homologated Weight

- i) At all times cars must comply with their Minimum Homologated Weight as specified on the EPS.
- ii) PROCAR reserves the right to impose additional weight to an individual competitor based on dominant Race performances.
- iii) The minimum penalty for a car failing a Weight check during or after any session, (provided the failure is not due to accidental damage) will be exclusion from that session.

**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 CTC.**

### 5.2.1.7 Engine

#### a. Engine Modifications

All engines and component parts must be original equipment supplied by the manufacturer unless specified otherwise in the relevant VRD.

#### b. Engine Shrouds

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

#### c. Engine Sealing

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

#### d. Replacement Engines

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

#### e. 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 All requests for approval to remove component seals must be sent in writing to PROCAR by either, post, fax or e-mail ([technical@procar.com.au](mailto:technical@procar.com.au)).

#### f. Electronic Engine Control Unit

- i) Only the Electronic Engine Control Unit as specified in the relevant VRD and as fitted by the PROCAR designated supplier is permitted.
- ii) All software (engine maps) contained in the MoTeC® units is owned by PROCAR.

#### g. Cooling System

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

**5.2.1.8 Electrical Equipment****a. Rain Light**

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

**b. Car Data**

- i) The use of data storage devices other than the approved “data logger” including multi display dashes with the ability to store car data are forbidden.
- ii) The use of any form of real time telemetry or the transmission of any data to or from the car while in motion, by any means, unless approved by PROCAR, is forbidden.

**5.2.1.9 Suspension and Steering****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.

**5.2.1.10 Wheels and Tyres****a. 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 150 mm x 150 mm and must follow the contours of the original structure.

**b. Wheel Attachment**

Any device, system, procedure, construction or design the purpose and/or effect of which allows the wheel nuts/studs to be in place as the wheel is lifted onto or off the car is forbidden.

**c. Tyres**

- i) The only tyre permitted at all times is the control tyre manufactured by Dunlop.
- ii) The tyre size is **245/40/17**
- iii) The Dunlop part number is **508834**
- iv) 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 Championship may make an initial purchase of five (5) tyres.
- v) Two (2) new tyres must be marked by the CTC 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 CTC or his nominee and used anywhere on the car at any time during the competition.
- vi) The Entrant is responsible for ensuring that this marking occurs.
- vii) 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.
- viii) Two (2) tyres used and marked for that particular car at a previous round of the Championship must be fitted to the rear of the car. For all Entrants competing in the first round of the Championship, or any Entrants who have not previously competed in any previous Championship, 2 previously used, unmarked tyres may be fitted to the rear of the car.
- ix) The Entrant is responsible for ensuring that these tyres are re-marked as appropriate.
- x) The three (3) Tread Depth Indicators must be visible on the rear tyres at the start of Qualifying and each Race. The CTC will be the final arbiter.
- xi) 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.
- xii) If the tyres are not marked for any reason or the markings become illegible, the Entrant must notify the CTC or his nominee immediately.
- xiii) With the written permission of the CTC, Entrants are permitted to use additional replacement tyres if the Commissioner is satisfied that:
  - A) due to an unintentional and/or exceptional occurrence, the tyre in question can no longer be used and;
  - B) the replacement tyre is brand new and unused; and/or
  - C) the driver has completed the first lap of a Championship race at the present event.
- xiv) Should an Entrant be permitted an additional replacement tyre, then the driver affected must start the subsequent race from the rear of the grid.
- xv) Tyre heating/retention devices and chemical treatments are strictly prohibited.
- xvi) If Qualifying and/or Racing is split across multiple days, marked tyres may be sealed or impounded overnight. This will be subject to the CTC's discretion.
- xvii) No additional tyres will be permitted for wet conditions.

**5.2.1.11 Cockpit****a. Equipment in the cockpit**

- i) The original dashboard including instrumentation and central console and all associated components must be retained.
- ii) The following may be removed from the cockpit:
  - A) Only those items specified in the relevant VRD.

**b. Equipment permitted in the cockpit**

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

**5.2.1.12 Safety Equipment**

All vehicles must be installed and fitted with the Rollcage, Harness, Drivers Seat, Window Net, Isolation Switch and Rainlight, or any other safety item as specified on the relevant VRD.

**5.2.1.13 Fuel**

- a. PROCAR Control Fuel will be available at each event and must be used at that event only. No other fuel may be used in any competing car at any time during the event
- b. Re-fuelling and de-fuelling is not permitted during qualifying sessions, sprint races or before the completion of post qualifying or post race scrutiny unless authorised by the CTC.
- c. The CTC may examine fuel at any time. To minimise delay, it is mandatory that Entrants fit a fuel sampling coupling (Snap Tite PNQD588-06D). The Entrant shall be held solely responsible should participation by their car, in any session, be delayed due to the inability to draw fuel samples easily.

**5.3 SERIES ROUND FORMAT****5.3.1 PROGRAM OF EVENTS**

- a. The final program of events for each Series Round will be determined between the Promoter, Category Manager and if appropriate, CAMS and published in the Supplementary Regulations for each Event. Generally each Event will be 3 days with Practice on Friday, Qualifying on Saturday and Racing on Sunday.
- b. **Practice**
  - i) Where possible at least two 20 -minute non-qualifying (timed) practice sessions will be held at each round (normally Friday).
  - ii) An additional 15 minute Practice Session may be included on the program, where time permits.
- c. **Qualifying**
  - i) One Qualifying Session of a 20 minute duration will be held at each round (normally Saturday).
  - ii) In order to qualify, a driver must:
    - A) complete at least 3 laps in the race car in practice or qualifying; and
    - B) achieve 130% of the best qualifying time achieved by the fastest qualified car during the qualifying session;
  - iii) Subject to grid capacity limits, the Stewards of the Meeting may, in consultation with 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.
  - iv) 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.
    - A) The Top 8 (eight) fastest race cars and drivers from Qualifying Session 1 (Q1) will participate in the Top 8 Eliminator™.
    - B) 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.
    - C) 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

D) 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

E) The final Heat will determine the pole sitter.

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

- F) The losers from each Heat will fill the respective qualifying positions as detailed in items iii), iv) and v) above.
- G) 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.
- H) 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.
- I) 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.
- J) 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.
- K) 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.
- L) 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.
- M) 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.

d. **Grid**

i) The grid will be determined as follows:

- A) 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.
- B) 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.
- C) 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.
- D) Should more than one (1) non-finisher complete the same number of laps of the previous race, positions at the rear of the grid will be determined by qualifying times.



- E) 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
  - F) 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.
    - ii) The responsibility for having the Stewards of the Meeting approve a start from the rear of the grid for whatever reason, clearly remains that of the Entrant, via the 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.
    - iii) 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 i.e. 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 .
- e. **Race Starting Procedure**
- Each V8 BRutes 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 2003 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-pointscore events that follow the final round of the Series.
  - iv) Each race car must display their competition number on the windscreen **and on the rear window** of the car as depicted on the Identification Sheet.
- 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.
- d. **Driver nickname**

Each race car must display the driver's nickname centred on the **upper** edge of the rear facing window, **and on each door 50 mm below the external lower window trim**. The height and format of the nickname shall be per Figure K-4 of Schedule K of the CAMS Manual.

The CTC, 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 CTC **who will be the final arbiter**.

- e. **Signage on Race Cars**

PROCAR reserves the right to reserve the sills and/or mudguards on both sides of every race car to display the **Championship** support sponsor's signage, as provided by PROCAR.

f. **Series Number Plates**

Championship number plates measuring 400mm x 130mm as provided by PROCAR must be attached to the factory supplied number plate mounting positions on the front and rear of race cars. The number plate must be at a 90° angle to the ground and not altered in any way save for the drilling of mounting holes. These must be within 20mm of the upper edge and symmetrically disposed about the centreline of the supplied number plate.

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. Notwithstanding the above, PROCAR may impose fines for non-compliance.

h. **Additional Signage**

It will be compulsory for all race cars to carry additional signage 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. **The maximum number of race points available for any one car at each Round of the Series is 90 Points**

c. **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.

d. Where 2 drivers per car, compete in a Round 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 Series points for fifth position, and visa-versa. Where both drivers drive in a race, both drivers will be allocated Series points.

### 5.5.2 TROPHIES

a. The supply and presentation of trophies is the responsibility of **the Promoter** 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. **These** drivers are required to attend the podium **for** 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.

### 5.5.3 PRIZE MONEY

a. A prize pool will be provided by PROCAR.

b. Race day prize money will be awarded to the **Entrant of the car** whose total point score places them 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> Outright at each Round.

c. At the end of the season, PROCAR will distribute **Annual** Series 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 2004 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.

# 8 BRUTES VEHICLE IDENTIFICATION SHEET

