

## SPORTING BULLETIN

### SPORTING REGULATIONS FOR THE 2006 AUSTRALIAN CARRERA CUP CHAMPIONSHIP

**REFERENCE:**

*2006 CAMS Manual of Motor Sport*

**RATIONALE:**

*To promulgate the 2006 Australian Carrera Cup Championship Sporting Regulations.*

**AUTHORITY:**

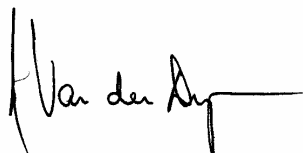
*Approved by the Australian Motor Race Commission at their meeting held on 8 February 2006.*

**ACTION:**

*These are the definitive regulations for the 2006 Australian Carrera Cup Championship as managed by Cup Cars Australia Pty Ltd and sanctioned by CAMS.*



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**DEFINITIONS**

“ASN” means a national automobile club or other national body recognised by the FIA as the sole holder of motor sporting authority in a country.

“CAMS” means the Confederation of Australian Motor Sport Ltd, the ASN for Australia.

“Car” means a Porsche 911 GT3 Cup Car, manufactured by Porsche AG specifically for the purposes of racing.

“Championship” means the 2006 Wright Patton Shakespeare Carrera Cup Australia Championship.

“Competition” means a Meeting in which a Car takes part and which has a competitive nature or is given a competitive nature by the publication of results.

“Competitor” means as defined in the current CAMS Manual of Motor Sport.

“CTM” means the Category Technical Manager.

“Driver” means a person nominated as the driver of a Car in any Competition.

“Competitor” means as defined in the current CAMS Manual of Motor Sport.

“FIA” means the Federation Internationale de l’Automobile.

“Meeting”:

- (1) means an assembly of Competitors and officials and including one or more Competitions, and for which the regulations includes the location of, days occupied by and all activities encompassing administrative checking, briefings, scrutineering, practice sessions, qualifying sessions (however described) and Competitions; and
- (2) is deemed to have commenced from the time scheduled for the first activity of the Meeting; and
- (3) is deemed to have ended upon expiry of the later time of either:
  - (i) the time limit for protests or appeals or the end of any inquiries; or
  - (ii) the end of sporting checking and post-Competition scrutineering.

“Parc Ferme” means the secure place to which Competitors are obliged to take their Cars as provided for in the Supplementary Regulations of the Meeting or otherwise notified by bulletin.

“Recognition Document” means document of recognition for specifications of eligible Cars.

“Rule”, “Rules” or “Technical Regulations” means the present Technical Rules and Regulations governing the Championship, as amended from time to time.

“TC” means the CAMS appointed Technical Commissioner of the Category.

“Technical Review Committee” means a committee to be formed by CupCar Australia to consider and make recommendations regarding technical aspects of the Championship.

<b>CHAPTER S1      ADMINISTRATION</b>
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**1.1.      TITLE**

By entering any race in the 2006 Championship, persons and corporations agree to refer to it by its full title the “Wright Patton Shakespeare Carrera Cup Australia”. Any advertising matter must include the full title. It is the responsibility of Meeting promoters, media personnel, Competitors and their sponsors to ensure this requirement is met.

**1.2.      AUTHORITY**

The Championship is administered by CupCar Australia Pty Ltd (“CupCar Australia”) and conducted under the International Sporting Code of the FIA, the National Competition Rules (“NCR”) and Race Meeting Standing Regulations published by CAMS, the Sporting Regulations published for the Championship, the Race Meeting Supplementary Regulations published by the promoter of each race, and any further regulations that may be issued.

In these Sporting Regulations, the nomenclature, definitions and abbreviations specified in the NCRs of CAMS shall be adopted. Subject to the approval of CAMS, CupCar Australia reserves the right to amend or vary these Sporting Regulations as it deems appropriate. All such variations will be issued in a CAMS bulletin to all registered competitors.

The Championship is recognised by CAMS as a ‘National Championship’ in accordance with NCR15(ii)(c).

**1.3.      ELIGIBLE COMPETITORS, DRIVERS & VEHICLES**

- 1.3.1. Only persons and/or teams who enter into a legally binding Teams Agreement with CupCar Australia will be eligible to compete in the Championship. CCA reserve the right to limit the available Teams Agreements to twenty five (25). CCA reserve the right to limit the number of accepted entries for any event to twenty five (25).
- 1.3.2. All Drivers must be the holders of a minimum of a CAMS National Circuit (formerly known as C4) Licence. All Competitors must be the holders of an appropriate CAMS Competitors licence. International drivers and Competitors (if eligible to compete), must present a current visa from their local ASN.
- 1.3.3 All competing Cars must comply with the provisions of the Technical Regulations for the 2006 Championship.
- 1.3.4 Subject to the approval of the Stewards and prior to the commencement of the first practice session, competitors may substitute another Car for that nominated on the entry form, provided that the replacement Car complies with the requirements of rule S1.3.3 of these Sporting Regulations

**1.4.      CHAMPIONSHIP SCHEDULE**

The Championship will be contested over at least eight (8) rounds at different circuits throughout Australia.

Date	Round	Venue	State
March 23 – 26	1	Clipsal 500, Adelaide	SA
May 26 – 28	2	Wakefield Park, Goulburn	NSW
June 30 - July 2	3	Hidden Valley, Darwin	NT
August 11 – 13	4	Oran Park, Sydney	NSW
September 8 - 10	5	Sandown, Melbourne	VIC
October 05 - 08	6	Bathurst 1000	NSW
October 19 – 22	7	Indy 300, Gold Coast	QLD
December 8 – 10	8	Phillip Island	VIC

There will be at least one special feature Meeting in addition to the 8 rounds of the Championship, conducted under these regulations but not a part of the Championship.

CupCar Australia, in consultation with CAMS and the New Zealand ASN, may specify a race meeting in New Zealand as part of the Championship.

## **1.5 CHAMPIONSHIP REGISTRATION**

- 1.5.1. Each Car and Driver must be registered in writing with CupCar Australia. Registration will be completed only if the application is submitted in conjunction with a current "Race Car Authorisation Certificate" (RCAC). Porsche Cars Australia or the nominated Porsche Centre within each Australian State or in New Zealand will issue a RCAC.
- 1.5.2. Cars purchased new from Porsche Cars Australia will be delivered complete with an RCAC. For Cars not purchased through Porsche Cars Australia, it is the responsibility of each Competitor to submit their Car to Porsche Cars Australia for inspection and certification. All costs associated with this inspection will be at the Competitor's expense. Porsche Cars Australia is under no obligation to accept a Car for inspection, or issue a RCAC.
- 1.5.3. CupCar Australia may accept or reject an application for registration at its absolute discretion without being obliged to qualify the decision.

## **1.5. CHAMPIONSHIP PERSONNEL**

Directors	Tony Quinn, Jamey Blaikie, Michael Winkler
Championship Administrator/CEO	Jamey Blaikie
Administration Manager	Jodi Zylstra
Technical Commissioner	Bob Buck
Category Technical Manager	Steve Orban
Race Director	Lawrie Schmitt
Championship Steward	Steve Lisk
Driving Standard Observer / Adviser	Tomas Mezera

### **1.5.1. Championship Administrator**

The Championship Administrator is the appointed representative of CupCar Australia. The Championship Administrator shall be empowered to administer the Championship and secure the performance of CupCar Australia's duties and exercise its rights and powers within the NCRs and these Sporting Regulations.

### **1.5.2. Technical Commissioner**

The Category Technical Commissioner shall have and exercise all the rights and duties specified to him in accordance with the NCR 178 and these Sporting Regulations. The Category Technical Commissioner shall report to the Chief Scrutineer of the event in the event of a dispute between the Technical Commissioner and Chief Scrutineer regarding eligibility, the Technical Commissioner may approach the Clerk of Course and Stewards.

### **1.5.3. Category Technical Manager**

The Category Technical Manager (CTM) is appointed by CupCar Australia and will be responsible for liaison between the CAMS Technical Commissioner, Cup Car Australia and Porsche Cars Australia. The CTM may be called to provide expert testimony in relation to any Stewards hearing regarding eligibility matters of a technical nature. In conjunction with CAMS, the CTM will be responsible for the maintenance of vehicle recognition documents.

#### **1.5.4. Race Director**

The Race Director is appointed by CAMS and is responsible for maintaining continuity of race management throughout the Championship. The function of the Race Director will be to work in permanent consultation with the Clerk of Course, as appropriate. The Race Director will have overriding authority in the following matters:

- (a) the control of practice, qualifying and race; adherence to the timetable and if deemed necessary, the making of any proposal to the Stewards of the Meeting to modify the timetable in accordance with the NCRs;
- (b) the stopping of any Driver in accordance with the NCRs;
- (c) the stopping of practice, qualifying, or the race in accordance with the NCRs if deemed unsafe to continue; and ensuring that the correct restart procedure is carried out;
- (d) the starting procedure;
- (e) the use of the safety car.
- (f) Issuing instructions to competitors via radio transmission.

#### **1.5.5. Championship Steward**

The Championship Steward is appointed by CAMS. The Championship Steward will be the chair of the relevant Steward's panel at each Meeting for all matters relating to Australian Carrera Cup and will inquire into any report received from an official and/or hear charges as laid by the Clerk of Course, and initiate the appropriate action in response. In exceptional circumstances or at the request of the Championship Administrator, the Stewards may initiate an inquiry under their own authority.

#### **1.5.6 Driving Standard Observer / Adviser**

The Driving Standard Observer / Adviser ("DSOA") is appointed by CupCar Australia. The DSOA duties at Meetings will include, but not limited to:

- (a) observe and advise Drivers in the manner in which Drivers control Cars while on the race track for the purpose of adherence to the Rules;
- (b) have free access to any Competitor/Driver for the purpose of obtaining any information concerning any incident on the race track;
- (c) if the DSOA considers a Driver has breached any Rule, the DSOA has the discretion to report or refer any Driver to the Stewards and/or the Race Director;
- (d) consult with the Race Director regarding the imposition of pit lane drive-through penalties;
- (e) may liaise with the Race Director or any other official for the purposes of fulfilling these duties; and
- (f) may assist the Stewards in any matter, at their discretion, but will not have any vote on any matter, which is the subject of an inquiry or protest before the Stewards.
- (g) Consult with and provide advice to Competitors and Drivers.

### **1.6. CHAMPIONSHIP CONTACT DETAILS**

CupCar Australia Pty Ltd  
Level 3  
50 Cavill Avenue  
Surfers Paradise, QLD 4217  
PO Box 1608  
Phone: 1300 360911  
Fax: 07 5585 8956  
Email: [mail@cupcar.com.au](mailto:mail@cupcar.com.au)

### **1.7. TICKETING/PASSES**

Passes will be issued by the host circuit to enable the Competitor's team members access to authorised areas. Subject to negotiation with Promoters, each Competitor will be supplied with 7 passes per Car entered (4 passes with pit lane access), 1 transporter pass per team and 1 Car pass per Car entered.

### **1.8. PADDOCK LAYOUT**

Competitors must comply with the instructions of CupCar Australia and the individual circuit promoters as to garage and paddock allocation and use. Only one transporter and support vehicle are allowed in the team's area. Teams with two Race Cars are allowed one extra support vehicle. Race Cars, transporters/trailers, support vehicles and paddock/garage areas must be kept clean and of the highest possible presentation standard.

When possible, all Carrera Cup Competitors and Race Cars will be garaged together in one dedicated area of the paddock. It is requirement of entry that when provided, all Competitors make use of this communal garaging, to house their Race Car and team for the duration of the Meeting.

CupCar Australia will continually develop the presentation standard of the paddock area and all Competitors are required to comply with any updates or requests in relation to presentation standards.

### **1.9. SAFETY**

#### **1.9.1. Responsibility of Driver**

The sub-rules of this Rule are in addition to the Drivers' responsibilities set out in the Code of Driving Conduct (refer current CAMS Manual of Motor Sport, Race Meeting Standing Regulation 7.7).

In addition:

- (a) No Driver has the right to refuse to allow his Car to be taken off the track, and the Driver must obey track marshals' instructions and render all reasonable assistance.
- (b) A Driver who abandons a Car must leave it in neutral (if appropriate) and with the steering wheel in place.
- (c) A Driver may unfasten the safety harness only when the Car comes to a complete stop.

#### **1.9.2. On-Track Repairs**

- (a) Any repairs outside the pits may be carried out by the Driver alone using only tools or parts carried aboard the Car, provided that it is safe to do so.
- (b) Advice given to the Driver, whether by electronic means or by voice, is not considered to contravene this Rule S1.9.2.(f)
- (c) Any replenishment of fuel, oil or coolant outside the paddock area is forbidden, and any replenishment carried out on the race track itself will entail immediate exclusion.
- (d) With the exception of the Driver and in exceptional cases of officials, nobody is allowed to touch a stopped Car outside of the pit area under penalty of its exclusion from the race.
- (e) Pushing a Car along the race track or pushing it across the finish line is not allowed, and will incur immediate exclusion.
- (f) After repairs respecting this Rule are carried out, if the Driver succeeds in restarting the Car without any external help and re-joins the race without committing any breach of the Rules, the Driver will not be excluded from the race.

- (g) Any Car abandoned on the race track, even temporarily, by its Driver, whatever the reason or the duration, will be considered as having withdrawn from the race.

### **1.9.3. Rain Light**

The Car's rain light must be illuminated at all times when it is running on wet-weather tyres or as directed by the Race Director.

### **1.9.4. Pit Crew Safety - Incompressible Car stands**

- (a) In the interest of safety, it is compulsory to use solid, incompressible components capable of supporting the Car in the event of a failure of the jacking system.
- (b) The incompressible component/s must be placed under the Car at all times when any person is working on the Car in a manner that involves any part of their body (other than hands and forearms) being under any part of the Car.
- (c) Specifically excluded from this Rule are standard wheel changing operations.



## **CHAPTER S2 RACE MEETING PROCEDURE**

### **2.1. SCHEDULED TIMES**

The number length and format of track sessions will ultimately be negotiated between the series manager, the category manager and the event promoter.

All parties should note that every endeavour should be made to comply with the category sporting regulations.

All parties should also note that the actual timetable may be varied by the Stewards due to unforeseen circumstances or Force Majeure

The times for practice, qualifying and races are to be as per the schedule issued in the Supplementary Regulations/Bulletin for each Meeting.

### **2.2. SCRUTINY**

- (a) The presentation of a Car for scrutiny will be deemed an implicit representation by the Competitor that the Car fully complies with the Regulations. Scrutiny will be carried out at each Competitor's assigned paddock area at each round as scheduled in the event procedures and as determined by CupCar Australia. The TC reserves the right to carry out additional checks at any time.
- (b) The TC, shall be given free and unrestricted access by the Competitor at all time and at any location in order to inspect or measure any Car registered or competing in any or all rounds of the Championship.
- (c) Details of the time and place for additional safety checks and the administrative checking of documents will be advised in the relevant Supplementary Regulations as issued by each circuit, and/or in CupCar Australia's pre-round event schedule or as advised by the TC.
- (d) The TC may require the Competitor to carry out any necessary dismantling in accordance with NCR158.
- (e) The TC will have the right to undertake detailed analysis of any Competitor's on-board computer systems and/or engine management systems and/or other related material (where applicable), in order to ensure that these contain no elements capable of use in a manner which may breach any of the Regulations governing the Championship. He may also have a detailed analysis of systems/programs/codes performed by a recognised analyst. The cost for this analysis will be borne in full by the Competitor if a breach of regulation is proven. Other than in the case of a breach of Regulations, the details of this analysis will remain confidential to CupCar Australia, CAMS and the Competitor.
- (f) In the event of suspected technical infringements, where parts are required to be purchased by CupCar Australia for comparison purposes for the provision of evidence in any judicial inquiry, the Competitor, if found guilty (and subsequent appeals by the Competitor fail), may be required to pay in full for these parts and their freight, clearing, duty and handling (but may then take ownership of these parts).

### **2.3. PRACTICE**

A minimum of 30 and a maximum of 45 minutes non-qualifying (timed) practice will be scheduled for each Meeting.

### **2.4. QUALIFYING**

- 2.4.1. A minimum of one x 30 minute qualifying session will be scheduled for each Meeting.

- 2.4.2. A Driver whose best time achieved in a qualifying session exceeds the 109% qualifying time cut-off (expressed as a percentage ( 109%) of the fastest Car qualifying time achieved in the relevant session) will not be permitted to further compete at the Meeting, save for exceptional circumstances accepted by the Stewards.
- 2.4.3. Any such exceptional circumstances accepted by the Stewards must not operate as to displace any Driver who has met the qualifying criteria and should more than one Driver be accepted in this manner, the Stewards will determine the order of the grid.
- 2.4.4. The Race Director has the right to stop any practice or qualifying session as often and for as long as necessary to clear the race track and any time so lost will be made up where circumstances permit. Should one or more of such sessions be interrupted in this way, no protest lies against the possible effects concerning the qualification of Drivers and Cars.
- 2.4.5. All laps of official practice and qualifying sessions will be timed.
- 2.4.6. In exceptional circumstances, and subject to the approval of the Stewards, the Championship Administrator has the sole discretion:
- (a) to allocate the final four (4) qualifying positions in a race to Drivers registered for the Championship who have not qualified for that race; and
  - (b) for compelling commercial consideration, to permit a Driver registered for the championship who may not otherwise have qualified to start in a race, to start in any such race as a "wild card" entry.

## **2.5. WARMUP**

One x 10 minute warm up session may be scheduled prior to the commencement of the days racing. Where possible, there will be a minimum of 60 minutes between the start of the warm up session and the scheduled commencement of the first race.

## **2.6 RACES**

All Championship races will count in determining the outright Championship winners.

### **2.6.1 Number Of Races Per Meeting**

The number of races at each round will be three (3), unless otherwise advised by the Supplementary Regulations/Bulletin. The race duration will be twenty minutes (20 mins), unless otherwise advised by the Supplementary Regulations/Bulletin.

## **2.7 BRIEFINGS**

### **2.7.1 Drivers Briefings**

A compulsory Drivers briefing will be conducted by the Clerk of Course at each Meeting at a time and a place which will be detailed in Supplementary Regulations for each Meeting.

- (a) An attendance sheet must be signed by each Driver to verify attendance.
- (b) Drivers who do not attend at the nominated time for, and for the duration of, the briefing will incur a fine, unless excused from attendance by the Stewards in exceptional circumstances.
- (c) As required, the DSO may conduct an additional drivers briefing at a time and place to be advised by way of bulletin issued at each event by CCA. This briefing is compulsory and an attendance sheet must be signed by each driver to verify attendance. Non attendance will be treated with the same protocol as above.

### **2.7.2 Competitor/Team Managers Briefings**

- (a) The Race Director and/or the Championship Administrator (or a nominee of either) may conduct a briefing for Competitors/team managers at a time and a place to be advised in the CCA Team notes and issued Schedules.
- (b) Failure of an Competitor/team manager (or their authorised representative) to attend at the nominated time for, and for the duration of, the briefing will be referred to the Stewards and, unless excused from attendance by the Stewards in exceptional

circumstances which they alone may determine, will be in breach of the Rules.

- (c) An attendance sheet must be signed by each relevant person to verify attendance.

## **2.8 PRESENTATIONS**

Race day trophies will be presented to the 1st, 2nd and 3rd place winners overall for the relevant Meeting. Drivers finishing 1st, 2nd and 3rd in the round are required to proceed immediately to the podium at the conclusion of the final race. Should there be equal 1st, 2nd and 3rd, the podium presentation will be made to the Drivers who finish in the highest position in the final race respectively. All drivers at these presentations must be suitably attired. Driving suits must be worn and remain done up to the neck, not opened to the waist, and must wear podium caps as provided by CCA.

## **2.9 MEDIA CONFERENCE**

Drivers are to make themselves available for pre or post race media conferences as requested by CupCar Australia. All drivers at these presentations must be suitably attired. Driving suits must be worn and remain done up to the neck, not opened to the waist, and must wear podium caps as provided by CCA.

## **2.10 STARTING GRID DETERMINATION**

Unless otherwise provided in Supplementary Regulations, for:

### **2.10.1 Qualifying**

The order in which Cars pre-grid for a qualifying session is determined by the times achieved in the practice session at the Meeting. If there is more than one practice session at any Meeting, the order will be determined by combining the times from all the practice sessions, with fastest time in grid position 1 and so on.

### **2.10.2 Race 1**

Grid positions will be determined by qualifying times, with the fastest time in grid position 1 and so on.

### **2.10.3 Race 2**

Grid positions will be determined by:

- (a) The finishing order of Race 1, followed by;
- (b) The non-finishers in the order of the number of laps completed in Race 1, followed by;
- (c) Race 1 non-starters in the order of their best qualifying time.

### **2.10.4 Race 3**

Grid positions will be determined by:

- (a) The finishing order of Race 2, followed by;
- (b) The non-finishers in the order of the number of laps completed in Race 2, followed by;
- (c) Race 2 non-starters in the order of their best qualifying time, followed by;
- (d) Race 1 non-finishers in the order of the number of laps completed in Race 1, followed by;
- (e) Race 1 non-starters in the order of their best qualifying time.

## **2.11 TIMING**

### **2.11.1 Timing**

It is the responsibility of each Competitor to supply and fit a Micro Dorian Data 1 transmitter to the Car. Transmitters must be charged and operating during all non-qualifying, qualifying and racing sessions, and when the Car is presented for scrutiny. Transmitters are available from Dorian Industries, 53 Glenvale Road, Mulgrave Vic 3170 Ph: 03 9562 2199 or Fax: 03 9561 5830.

Competitors deemed to have inoperative timing equipment in any session or race may receive a black flag and may not be allocated times.

The installation position of the above transmitter is to be as per Appendix 3.

### **2.11.2 Lap Triggers**

The use of lap triggers by competitors at a race meeting is expressly prohibited.

### **2.12 SAFETY CAR**

The safety car will be used under conditions detailed in Race Meeting Standing Regulation in the current CAMS Manual of Motor Sport except for 'No Car may overlap another until it has crossed the control (timing) line after the signal to restart has been given.

### **2.13 STARTING PROCEDURE**

The Starting Procedure will be as detailed for Championship events in Race Meeting Standing Regulation 6.4 in the current CAMS Manual of Motor Sport. In exceptional circumstances the starting procedure may be changed and advised in writing to the Competitors by the Secretary of the Meeting.

### **2.14 PRACTICE STARTS**

Practice starts are prohibited at all times except at the pit lane exit.

### **2.15 PARC FERME**

- 2.15.1. Organisers will ensure that a 'Parc Ferme' area is designated and remains secure. Sufficient officials must be present to ensure that after crossing the finishing line, Cars do not return to their pit or the paddock, are not interfered with and are impounded.
- 2.15.2. Only those officials charged with supervision may enter the Parc Ferme. No intervention of any kind is allowed unless authorised by the TC, Chief Scrutineer and/or the Stewards of the Meeting.

### **2.16 PIT LANE**

- 2.16.1. All persons entering or stationed in pit lane during the time the track is closed for Competition will be required to have completed and signed a standard form relating to the exclusion of liability, release and indemnity, which is valid for the Meeting in question. Access to the pit lane is by means of the appropriate pass/accreditation issued by the promoters of that Meeting. A maximum of 4 personnel per Car are permitted in pit lane.
- 2.16.2. The outer lane or lanes are to be kept unobstructed to allow safe passage of Cars at all times. The onus shall be on all Drivers to take all due care in the pit lane. A pit lane speed limit of 40 km/h will be imposed at all times. Failure to comply with the speed limit will result in the following penalties being imposed by the Stewards of the Meeting.
 

41km/hour to 43km/hour	-	first offence: Race Director warning
		Second offence: \$200 fine
44km/hour to 50km/hour		\$300 fine
51km/hour or more		\$500 fine
- 2.16.3. Refuelling of competing Cars in pit lane during practice, qualifying or racing is prohibited. If any Car exits pit lane to the paddock during practice, qualifying or any race, it will not be permitted to re-join that session.

### **2.17 TYRES**

#### **2.17.1 Official Practice Tyres**

- (a) Only previously nominated tyres may be used for official practice.
- (b) Tyres are nominated to a chassis/VIN number.

**2.17.2 Qualifying and Race Tyres**

- (a) Only tyres of the make, model and size approved for the Championship may be fitted for qualifying and races. The tyre pressure is left up to the operator.
- (b) Preheating and chemical treatment of the tyres of any kind is prohibited.
- (c) Tyre allocation shall be eight (8) tyres per Car per round unless otherwise advised in supplementary regulations.
- (d) **All dry tyres** must be nominated prior to the first official qualifying session and from that time on, only those tyres may be used on the Car/chassis/VIN # for which they are marked for.
- (e) The TC reserves the right to inspect and confirm that only allocated tyres are in use at any time during the Meeting.
- (f) Any Competitor found to be using dry tyres not nominated for that Meeting will have any qualifying times disallowed and must start from the rear of the grid, in case of a breach during qualifying, or will incur a time penalty of 60 seconds per tyre on their race time (this penalty will be per race and not cumulative over a series of races at one Meeting).
- (g) It is not permitted to “turn” tyres on rim once fitted and nominated. Tyres must be mounted with the barcode facing outwards.

**2.17.3 Replacement Tyres**

- (a) There will be no new replacement control tyres. It will be each Competitor's responsibility to ensure that they have sufficient previously marked, used control tyres for the Car to cover any emergencies.
- (b) Permission to use previously marked, used control tyres will be at the discretion of the TC and they must be marked for use at the relevant Meeting; and compelling reasons/explanations will need to be put forward before permission is given by the TC to replace the tyres.
- (c) If any replacement control tyres are fitted the Car to which the tyres are fitted must start from the rear of the grid

**2.17.4 Wet Weather Tyres**

- (a) A “wet session/race” is declared by the Race Director. Once a session/race has been declared ‘wet’, only wet tyres are to be used. Prior to this declaration being made, the choice of tyre is up to the competitor.
- (b) There is no restriction on the number of wet weather control tyres at any Meeting.
- (c) Only Wet Weather Tyres of the make, model and size approved for the Championship may be used. Wet weather tyres will be of a moulded construction, no further cutting is permitted.

**2.17.5 Tyre pressure control valves**

The use of tyre pressure control valves is not permitted.

**2.18 RESULTS**

- 2.18.1. All qualifying positions, grid sheets and race results are deemed provisional until all Cars are released by the Chief Scrutineer after post qualifying/race scrutineering and/or after completion of any judicial or technical procedures. Organisers will clearly indicate in all published results and announcements that any results subject to judicial, technical procedures, inquiries or their appeals are provisional.
- 2.18.2. Responsibility lies with the competitor to advise the Clerk of Course within one hour of lodgement of a protest or of any incidents in which they have been involved.
- 2.18.3. It is the responsibility of CAMS to issue official notification to CupCar Australia of any protests, appeals and results thereof concerning any Competitors in the Championship.

**2.19 JUDICIAL PROCEDURES**

- 2.19.1. Judicial matters at, or arising from, Championship Meetings may be dealt with by the Stewards of the Meeting in the form of an inquiry. The purpose of this is to have Stewards' hearing and disciplinary matters conducted and decisions made as promptly as possible, with minimal disruption to Competitors, Drivers and officials.
- 2.19.2. At the request of the Race Director, the Championship Administrator 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.
- 2.19.3. 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.
- 2.19.4. At the inquiry, before commencing, the Stewards must inform the person, the subject of the inquiry, or the nature of the matter referred to them or the alleged dispute or offence and that as a result of the inquiry penalties may be imposed.
- 2.19.5. The inquiry will be conducted as the Stewards determine, subject only to the rules of natural justice. Normally the calling of witness and the majority of questioning of witness will be conducted by the Stewards.
- 2.19.6. Competitors 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.
- 2.19.7. 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.
- 2.19.8. Decisions will normally take effect immediately they are made.
- 2.19.9. Affected Competitors or Drivers will be advised of any decision as soon as practicable after it has been made.
- 2.19.10. Where possible, written decisions will be provided as soon as practicable after the completion of the inquiry.
- 2.19.11. The Stewards shall have the power, after imposing a penalty, to suspend its operation on such items as they see fit.
- 2.19.12. In addition to penalties provided in the NCRs, the Stewards may also apply;
  - (a) a penalty by the way of the addition of time up to a maximum of three minute to the total race time of any race for a breach of the NCRs, the Supplementary Regulations or these Sporting Regulations.
  - (b) a penalty by way of a deduction of Championship points, up to a maximum of 200 points may be imposed on a Driver in any race for a breach of the NCRs, the Supplementary Regulations or these Sporting Regulations.
  - (c) A penalty by way of a combination of rules 2.19.12(a) and 2.19.12(b).
- 2.19.13. 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 NCRs.
- 2.19.14. If the Car is found to be non compliant with regulations, the Car, Competitor and Driver may be excluded from the results of that Meeting.
- 2.19.15. A representative of CupCar Australia may attend and make submissions to any Steward's hearing and/or subsequent appeal.

<b>CHAPTER S3 AWARDS AND POINT SCORES</b>
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**3.1 RACES TO COUNT**

All races in the Championship (excluding special feature Meetings) will count towards the outright Championship.

**3.2 POINT SCORES****3.2.1 Outright Championship**

The outright Championship will be scored based on points allocated on outright finishing positions for each race of the Championship provided at least 75% of the scheduled race distance is completed before a race is stopped.

The winner of a points race in terms of point scoring is the first Driver to cross the finish line in scoring position. All finishing Drivers are placed according to the laps finished. Those, who have finished an equal number of laps, are placed in the order in which they had crossed the finish line for the last time. Drivers are awarded points for individual races according to their placing.

<i>Finishing Position</i>	<i>Points To Be Awarded</i>
1st	60
2nd	54
3rd	48
4th	42
5th	36
6th	30
7th	27
8th	24
9th	21
10th	18
11th	15
12th	12
13th	9
14th	6
15th	6
16th	3
17th	3
18th	3
19th	3
20th	3
21st-last	1

For Conditional awards, the point scores are determined as follows: the first Driver in each award category to cross the finish line in a scoring position in a points race, will receive points in accordance with the above points table and their placing in each race. All eligible Drivers are placed according to the laps finished, with those Drivers who have finished an equal number of laps, placed in the order in which they had crossed the finish line for the last time.

**3.3 CHAMPIONSHIP DETERMINATION**

3.3.1. The Carrera Cup will be awarded to the Driver who accumulates the greatest number of Championship points during the year.

**3.4 AWARDS**

Trophies and/or prize monies for each round will be awarded on the following basis:

**3.4.1 Prize Money Scores**

The prize money score is taken for each Meeting for places 1 to 17, based on the official race results in accordance with the NCRs. The prize money is paid to the Competitor

nominated in the registration process for the Championship, if no outstanding debts by the Competitor exist towards Cup Car Australia or Porsche Cars Australia and if all registration conditions and participant obligations have been complied with.

### **3.4.2 Prize Money Awards**

Finishing Position	Prize Money
1st	TBA
2nd	TBA
3rd	TBA
4th	TBA
5th	TBA
6th	TBA
7th	TBA
8th	TBA
9th	TBA
10th	TBA
11th	TBA
12th	TBA
13th	TBA
14th	TBA
15th	TBA
16th	TBA
17th	TBA

The amounts quoted are subject to prize money sponsorship and are payable at the conclusion of the race season.

### **3.5 SEPARATION OF TIES**

In determining the Championship and Conditional Awards, where more than one Driver has the greatest number of points, the Driver with highest number of "1st" places will be the winner. If this is equal, then the highest number of "2nd" places will be used to determine the winner, and so on until a winner is established.

### **3.6 CONDITIONAL AWARDS**

#### **3.6.1 Wright Patton Shakespeare/Michelin Driver to Europe**

The highest placed Driver under thirty (30) years of age may also be presented with an invitation to attend a round of the Porsche Supercup or German Carrera Cup, as a guest VIP driver (subject to availability on final arrangements).

#### **3.6.2 Michelin Rookie of the Year**

This will be awarded to the highest scoring driver who has not competed in more than 6 rounds of a Porsche Racing Series prior to 2006.

#### **3.6.3 Mobil 1 Hard Charger Award**

This will be awarded to the Driver who passes the most number of Cars in official races of the championship.

#### **3.6.4 TAG Heuer Carrera Challenge**

This will be awarded to the highest scoring amateur Driver thirty (30) years of age or older. Drivers wishing to nominate for this award must do so prior to the commencement of the championship season by way of application to the Board of CCA, who will determine eligibility. The decision of the CCA Board is final.

### **3.7 MULTIPLE DRIVERS**

Competitors are prohibited from entering more than one Driver per Car at each round of the Championship, save for exceptional circumstances in which the Stewards of the Meeting, upon the recommendation of CupCar Australia, may approve a substitute driver.



<b>CHAPTER S4 CAR IDENTIFICATION</b>
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All Cars must comply with Section 6, Schedule K of the current CAMS Manual of Motor Sport, except where specified below.

- 4.1. Competitors shall display in unaltered form on the outside of their Cars such Championship sponsor and CupCar Australia stickers and/or decals as CupCar Australia may supply.
- 4.2. No Car will be permitted to practice, qualify or race at a Meeting without displaying signage in the correctly prescribed manner.
- 4.3. Below is a description of the Car identification to be supplied by CupCar Australia. Please also refer to the detailed drawing included as Appendix 1.
- 4.4. The allocation of all competition numbers for Cars is solely the responsibility of Cupcar Australia, which will maintain a register of all competition numbers allocated to, or reserved for, any Car.

<b>COMPETITION NUMBERS</b>	
<b>LOCATION</b>	
Doors - Panel Area	370mm wide x 220 high, positioned 8mm back from leading edge of front doors, as supplied by CupCar Australia.
Doors – Numbers	165mm high, printed in Helvetica Bold, positioned centrally over the number panel area, as supplied by CupCar Australia.
Front Windscreen	100mm high, printed in Helvetica Bold and Dayglo Yellow, positioned 20mm down from the lower edge of the windscreen band and centred, as supplied by CupCar Australia.
Side Quarter Glass	100mm high, printed in Helvetica Bold and Dayglo Yellow positioned 20mm above the Driver's surname and to the rear of the Car, as supplied by CupCar Australia.
Rear Engine Cover	100mm high printed in Helvetica Bold, positioned 20mm above the lower edge of the engine cover to the left, as supplied by CupCar Australia.
<b>DRIVER'S SURNAME</b>	
<b>LOCATION</b>	
Front Windscreen	80mm high printed in Helvetica Bold, upper and lower case, white in colour with no background, positioned 20mm below the lowest edge of the windscreen band and to the right hand side, as supplied by CupCar Australia.
Door Glass	80mm high, printed in Helvetica Bold, upper and lower case, white in colour with no background, positioned 20mm above the lower edge of the door glass and to the most rear-ward position, as supplied by CupCar Australia.
Rear Windscreen	80mm high printed in Helvetica Bold, upper and lower case, white in colour with no background, positioned 20mm above the lower edge of the rear windscreen and centred, as supplied by CupCar Australia.
<b>CARRERA CUP</b>	
<b>LOCATION</b>	
Doors	170mm wide x 20mm high in either black or white, to be positioned 20mm above the competition number panel, as supplied by CupCar Australia.
<b>www.cupcar.com.au</b>	
<b>LOCATION</b>	
"A" Pillar - Passenger Side	400mm wide and 30mm high in either black or white, to be positioned on the right hand side (passenger side) "A" pillar, as supplied by CupCar Australia.

<b><i>www.porsche.com</i></b>	
<b>LOCATION</b>	
"A" Pillar - Driver Side	400mm wide and 30mm high in either black or white, to be positioned on the left hand side (Driver side) "A" pillar, as supplied by CupCar Australia.
<b>SERIES SPONSOR</b>	
<b>LOCATION</b>	
	Refer to Appendix 1
<b>CAMS LOGO</b>	
<b>LOCATION</b>	
Immediately Above Sill Panels	200mm wide x 60mm high, as supplied by CAMS.

## **CHAPTER S5 COMMERCIAL REQUIREMENTS**

### **5.1 SPONSOR IDENTIFICATION**

CupCar Australia reserves the right to appoint individual sponsors to any round of the 2006 Championship.

### **5.2 SPONSORS' PRESENCE**

#### **5.2.1 Start Line**

Competitors' and sponsors' personnel may be present on the starting grid, eg. promotional personnel. They are subject to the standard requirements for clearing the grid and must vacate the area at the 2-minute signal.

#### **5.2.2 Finish Line**

Only the CupCar Australia approved commercial personnel are permitted onto the track or in the vicinity of the presentation at this time.

### **5.3 TELEVISION**

Competitors currently registered in the Championship may, subject to the prior written permission of CupCar Australia and subject to any conditions that Cupcar Australia may impose at their absolute discretion, be granted rights to use broadcast material for their own specific promotional use within Australia.

#### **5.3.1 Drivers Responsibilities**

All Drivers are obliged to assist in the filming of the Championship Meetings through the granting of interviews when requested and any other reasonable request of the television Production Company or CupCar Australia. All Cars must, if requested, carry an in-car or on-board camera. The television production company, will endeavour to utilise in-car camera footage where appropriate in the Carrera Cup television coverage. No other in-car video or film cameras will be permitted.

All Drivers are obliged to assist the television production company and any other media organisation by submitting and updating Driver profile information, including current Car and Driver photographs.

Drivers are also required to assist in meeting the commercial obligations of CCA, which includes but is not limited to autograph sessions and other public appearances.

### **5.4 CHAMPIONSHIP LOGO AND TRADEMARK COPYRIGHT**

Drivers Competitors, manufacturers, mechanics/pit crew/team members and other associated personnel and officials may not either individually or with any such participants or through any representative or agent, procure, solicit or arrange for any supplies, gratuities, products, merchandise, equipment or anything of value to be provided from any source whatsoever bearing or depicting any Championship logo and/or trademark and/or any copyright used or associated with the Championship without the prior written permission of CupCar Australia.

Cup Car Australia will have unlimited use of Car/Driver/Team/Competitor images and likenesses, with no royalty or fees of any kind payable.

### **5.5 DRIVER APPAREL**

All Drivers must permanently attach a Championship sponsor's identification cloth badge, as provided by CupCar Australia, on the front facing outside of the velcro neck tab of their race suits to be in view at all times when the race suit is closed at the neck. Drivers must also attach to their outside upper right arm and the front chest area of their race suits, the Championship sponsor's cloth badge. In the event of CupCar Australia securing additional

sponsorship, Drivers will be requested to display the additional sponsors badges on driving suits. The dimensions for cloth badges are 100mm x 40mm.

Drivers using racing overalls homologated to the FIA 8856-2000 standard must consult the manufacturer to have these badges fitted.

Cars and/or Drivers will not be allowed to practice, qualify or race in any round of the Championship without displaying signage as required within these Sporting Regulations.

## **5.6 GRID PERSONNEL**

CupCar Australia may supply promotional personnel to promote the Championship sponsor.

CupCar Australia reserves the right to exclude personnel from the grid, if in the opinion of the Championship Administrator, they are in conflict with any of CupCar Australia's commercial partners or Championship Series sponsors.

## **5.7 TEAM TRANSPORTERS/TRAILERS**

All Competitors must affix the Championship sponsor's logo/s, as provided by CupCar Australia, on all sides of their Car transporters and/or trailers. The size of the logo to be displayed will be up to 2000mm x 428mm. In the event of CupCar Australia securing additional Championship sponsors, Competitors will be requested to display the additional sponsors signs on their Car transporters/trailers.

## **5.8 PIT CREW ATTIRE**

Any Championship sponsor identification, provided by CupCar Australia, is to be worn on the front and/or the sleeves of team clothing. Competitors are reminded of the need to comply with CAMS requirements regarding pit crew attire, or admission to the pits may be refused.

## **5.9 MEETING RIDE SESSIONS**

Meeting ride sessions may be held at each round of the Championship. Such sessions will be subject to the procedures set out below unless otherwise specified by CAMS or the Meeting organiser.

### **5.9.1 Meeting Ride Briefing**

#### **(a) Advice for all participants**

Motor sport is dangerous and accidents causing injury, death or property damage can happen. By signing the disclaimer statement (sample attached as Annexure 2) and participating in the activity, participants acknowledge the likelihood and nature of injuries in motor sport and participate at their own risk.

Each passenger entering pit lane must have completed a passenger in vehicle disclaimer form, which is a requirement by CAMS public liability insurers.

#### **(b) Team Instructions**

- Pit crews are responsible for the passenger's safety in pit lane.
- Cars are to have the passenger seat securely fitted, with safety harness and window net and appropriate roll cage padding. Each passenger is to be provided with an approved driving suit, helmet and gloves. Fitment of safety equipment is subject to TC approval, and/or a CAMS appointed scrutineer. The TC may require a Car to remain in the paddock until correct passenger safety equipment is fitted.
- All pit crew should ensure passengers are made familiar with how to get into and out of the Car prior to going to pit lane.

#### **(c) Driver Instructions**

- Only the nominated Driver for the Meeting is to drive the Car.

- Cars are to be driven at least 20% below race pace. The Race Director will be observing the session and any on-track incident or driving considered to be unsafe may result in a Car being held in pit lane. It is also possible that a Driver may incur a substantial fine over an incident such as running off the track or spinning.
- Normal pit lane speed restrictions apply.

(d) Passenger Instructions

All passengers must:

- complete and hold on to the disclaimer statement. This form will be collected from the passenger at pit lane exit when the passenger is in the Car.
- wear the approved driving suit, helmet and gloves provided by the pit crew and be wearing closed, appropriate footwear.
- take care when getting into and out of the Car. Do not touch any switches or buttons.
- take care when in the pit lane. Stay on the pit garage side of the yellow line in pit lane until advised by the pit crew to get into the Car.

**5.9.2 Meeting Ride Format**

(a) Warm Up Lap

Cars must leave the paddock area and travel via the track to pit lane with only the nominated Driver for the Meeting. If the driving distance from the paddock to pit lane is less than half a lap, then at least one full lap will be driven before entering pit lane. The exact format of the warm-up lap will vary from track to track and Drivers will be advised at the briefing session held at each Meeting where meeting rides are held.

(b) Come into Pit

At the end of the warm-up lap, Cars will enter pit lane (at pit lane speed) and stop at their designated pit area. The passengers will be placed into the Car and pit crew will secure harness and check helmet is fastened correctly. Passengers will also need to have gloves on and signed disclaimer form in hand.

(c) Exit from Pit

Cars will travel to pit lane exit (at pit lane speed) and wait at the pit exit as instructed by CupCar Australia personnel, where the disclaimer form will be collected from the passenger. Each Car will be released from pit lane when the Race Director instructs the CupCar Australia personnel to do so. Cars will be spaced out on the track by the Race Director.

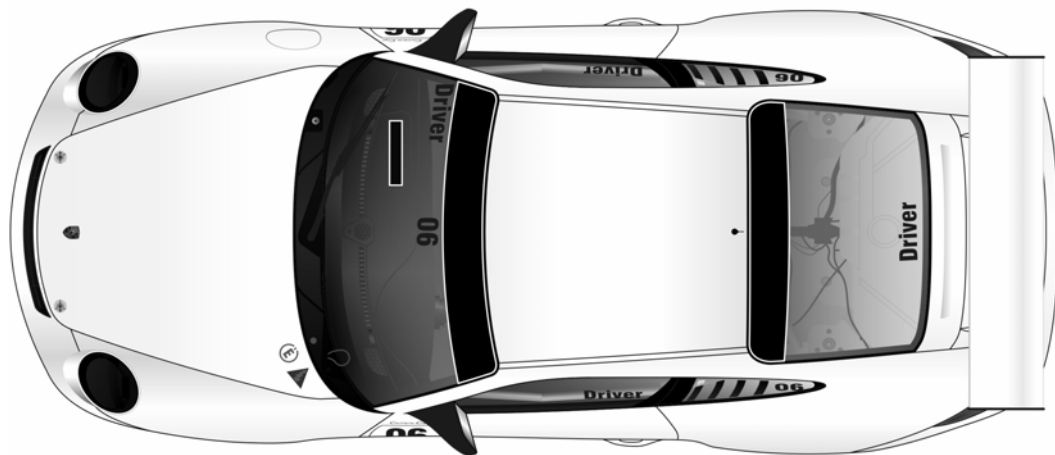
(d) Ride Duration

After exiting pit lane, each Car will complete one (1) full lap by passing over the start/finish line and then proceed into pit lane entry to return to the pit area to change passengers (if need be).

(e) Return to Paddock

At the conclusion of the meeting ride session, all Cars will return to the paddock with only the Driver in the Car.

**APPENDIX 1 – 2006 CAR IDENTIFICATION POSITION DRAWING**



**APPENDIX 2 - SAMPLE DISCLAIMER STATEMENT**

**DISCLAIMER**

**EXCLUSION OF LIABILITY, RELEASE AND ASSUMPTION OF RISK  
PASSENGERS IN VEHICLES**

In exchange for being able to attend the circuit and ride as a passenger in a vehicle (whether during a motor sports event or otherwise), I agree:

- to release Confederation of Australian Motor Sport Ltd ("**CAMS**") and Australian Motor Sport Commission Ltd, promoters, sponsor organisations, land owners and lessees, organisers of the event, their respective servants, officials, representatives and agents (collectively, the "**Associated Entities**") from all liability for my death, personal injury (including burns), psychological trauma, loss or damage (including property damage) ("**harm**") howsoever arising from my attendance at the circuit and riding as a passenger, except to the extent prohibited by law;
- that CAMS and the Associated Entities do not make any warranty, implied or express, that the event services will be provided with due care and skill or that any materials provided in connection with the services will be fit for the purpose for which they are supplied; and
- to attend the circuit and ride as a passenger at my own risk.

I acknowledge that:

- the risks associated with attending the circuit and riding as a passenger in a vehicle (whether during an event or otherwise) include the risk that I may suffer harm as a result of:
  - motor vehicles (or parts of them) colliding with other motor vehicles, persons or property;
  - acts of violence and other harmful acts (whether intentional or inadvertent) committed by persons attending or participating in the event; and
  - the failure or unsuitability of facilities (including grand-stands, fences and guard rails) to ensure the safety of persons or property at the event.
- motor sport is dangerous and that accidents causing harm can and do happen and may happen to me.

I accept the conditions of, and acknowledge the risks arising from, attending the circuit and riding as a passenger and being provided with services by CAMS and the Associated Entities.

**To be completed by Participant**

.....  
**Name** (please print)

.....  
**Signed**

.....  
**Date**

*For persons under the age of 18 years the following parent/guardian consent must be completed.*

**PARENT/ GUARDIAN CONSENT – PERSONS UNDER 18 YEARS OLD**

I ..... Of [Address] ..... am  
the parent/ guardian\* of the above-named ("the minor") who is under 18 years old. I have read this document and understand its contents, including the exclusion of liability and assumption of risk, and have explained the contents to the minor. I consent to the minor attending/ participating in\* the event at his/her own risk.

Signed..... Date.....  
... Parent/Guardian\* ...

*\* Delete whichever does not apply*

**To be completed by Organiser**

Organisation or Organiser: \_\_\_\_\_

Event or Circuit: \_\_\_\_\_

Circuit or location of activity: \_\_\_\_\_  
\_\_\_\_\_

Description of activity: \_\_\_\_\_

Car Details: \_\_\_\_\_

Driver: \_\_\_\_\_

CAMS Licence No. of Driver: \_\_\_\_\_



**APPENDIX 3 – INSTALLATION POSITION OF MICRO DORIAN DATA 1 TRANSMITTER**



INSTALLATION POSITION OF MICRO DORIAN DATA 1 TRANSMITTER