

SPORTING REGULATIONS

CHAPTER 1

ADMINISTRATION

1 TITLE

- 1.1 The 2007 Australian Production Car Championship, hereinafter referred to as "-The Championship" shall be a series of races open to all competitors who hold a valid PCAA Licence Agreement.

2 AUTHORITY

- 2.1 All events in the 2007 Championship shall be conducted under the provisions of the ISC of the FIA, the NCRs and Race Meeting Standing Regulations of CAMS, the Race Meeting Standing Regulations, the General Supplementary Regulations and Further Regulations issued by the Promoter of each round. Bulletins and Instructions to Drivers issued by the Organisers or the Stewards during the race meeting/s, the Regulations of the Production Car Association of Australia and these Championship Regulations.
- 2.2 The Championship is recognised by CAMS as a National Championship in accordance with NCR 15 (ii)(c).

3 ELIGIBLE CARS/COMPETITOR

- 3.1 The list of Production Cars eligible for The Championship is listed at Appendix A. Automobiles must comply with the Group 3E – Series Production Cars rules as defined by the Confederation of Australian Motor Sport (CAMS),
- 3.2 Drivers must hold the minimum of a CAMS National Competition Licence (previously C4).

4 CHAMPIONSHIP SCHEDULE

- 4.1 The Championship shall be contested over 8 rounds (any 7 counting towards championship points) at the following Australian circuits.

Round 1	April 7/8	Bathurst	(enduro)
Round 2	May 5/6	Phillip Island	
Round 3	May 26/27	Qld R/way	
Round 4	July 14/15	Eastern Creek	
Round 5	Aug 11/12	Phillip Island	
Round 6	Oct 13/14	Mallala	(enduro)
Round 7	Nov 3/4	Oran Park	
Round 8	Dec 8/9	Sandown R/way	(enduro)

- 4.2 The Championship shall be contested as follows:

Outright - All drivers registered for the Championship.

The driver with the most outright points at the conclusion of the eight round Championship will be known as the "2007 Australian Production Car Champion"

Trophy - Drivers registered, as "Trophy" competitors are not eligible to score points in the Australian Production Car Championship.

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Classes

- Super Production - for drivers of cars listed in Super Production (SP), Vehicle Eligibility Schedule – Appendix A
- Class A – for drivers of cars listed in Class A, Vehicle Eligibility Schedule – Appendix A
- Class B – for drivers of cars listed in Class B, Vehicle Eligibility Schedule – Appendix A
- Class C – for drivers of cars listed in Class C, Vehicle Eligibility Schedule – Appendix A
- Class D - for drivers of cars listed in Class D, Vehicle Eligibility Schedule – Appendix A

5 CHAMPIONSHIP REGISTRATION

- 5.1 To compete in all or part of the Championship the entrant must hold a valid Production Car Association of Australia Licence Agreement and have paid the relevant fee in full. Licence Agreement guidelines are available through the PCAA. Trophy competitors will not require a PCAA Licence Agreement but must still register and pay the relevant fees. This prescription shall not apply to Round 1 Bathurst 12 Hour for competitors not competing in further rounds of the Championship.
- 5.2 To be eligible to score points at any rounds of the championship the driver/s must be a current financial member of the PCAA.
- 5.3 Registration and membership forms are available on the PCAA web site: <http://www.pcaa.com.au>

6 CHAMPIONSHIP PERSONNEL

- 6.1 The Category Managers of The Championship shall be the Production Car Association of Australia (PCAA), hereinafter referred to as "the Category Manager".
- 6.2 The following officials will administer the various aspects of the Championship.

Category Technical Commissioner: Glenn Pincott

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.

Administrator: Garry Mennell

The Championship Administrator is the appointed representative of the Production Car Association Of Australia and shall be empowered to administer the Championship and secure the performance of the Associations duties and exercise its rights and powers within the NCR and these Sporting Regulations.

7 CHAMPIONSHIP CONTACT DETAILS

- 7.1 All enquires about any aspect of the Championship should be directed to:

Garry Mennell PCAA Inc.

C/o 4/21 Walker St

South Windsor 2756

Tel. 02 4577 2779 Fax. 02 4577 8389 Mob. 0407 272 165

Email. gmontrack@hotmail.com

8 TICKETING/PASSES

- 8.1 Subject to agreement with the Race Meeting Promoter, entrants will receive 6 (six) personnel passes, 1 (one) vehicle tender pass and 1 (one) vehicle pass for each Round of the Championship.

CHAPTER 2

CHAMPONSHIP ROUND FORMAT

1 RACE TIME TABLE

- 1.1 To be advised in the further supplementary regulations for each round of the championship including scrutineering and drivers briefing.

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.

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

Practice There will be two 20 minute non-qualifying practise session on the Friday afternoon and also one 20 minute non-qualifying timed practise session on the Saturday morning of the race meeting. No other practise or testing of any entered car is permitted at the host circuit for the 5 days before a championship event.

- 1.3 **Qualifying** Unless otherwise specified in the event regulations at "Sprint rounds" of the championship there will be one 20 minute session on the Saturday and at "enduro rounds" there will be one 30 minute session on the Saturday.

- 1.4 **Races** Unless otherwise specified in event regulations, Each round of the championship will be made up of 3 (three) races with race 1 (one) being held on Saturday (whenever possible) and being of approximately 10 minutes duration, (number of laps dependent on host track length) Race 2 (two) and 3 (three) will be approximately 20 minutes (number of laps dependent on host track length)

- 1.5 **Grid** Race 1 (one) will be a massed standing start based on qualifying times.

Race 2 (two) and 3 (three) will be a handicap standing start (see 1.6 below).

1.6 Handicap Procedure

- a) The grid for each handicap race will be set in reverse Class order. Only classes shall be reversed, individual cars within the class will not be reversed. Grid positions within each class for the first handicap race will be determined by race 1(one). If Race 1 is not run then qualifying times within classes will be used for the first handicap race. Grid positions within each class for the 2nd handicap race will be determined by the finishing order of the 1st handicap race.
- b) Each class will be formed up on otherwise unoccupied grid rows, 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 8 will remain vacant with the first car of the next Class filling grid position 9.
- c) Any car failing to start Race 1 may start Race 2 from the rear of their respective class 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 their respective Class grid in the order of the number of laps completed.
- d) 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).
- e) Formula : $(FGX - FQY) \times (\text{number of laps scheduled for the race} \times 0.60) = Z$ rounded to then nearest second
- f) Note: The figure of 0.60 may need to be reviewed (at enduro rounds as low as 0.10) and reset before or after each race of the championship to insure effectiveness in the Handicap system subject to the approval of the Stewards.
- g) FGX = race 1 time taken from an average of the 2nd, 3rd, and 4th fastest times for the Class (time must be in seconds to 1/10000th, eg; 65.1234sec).
- h) FQY = race 1 time taken from an average of the 2nd, 3rd, and 4th fastest times for the slower Class (time must be in seconds to 1/10000th, eg; 65.1234sec).

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- i) 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.
- j) Should the fastest race 1 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 the start only. The fastest race 1 time of the two Classes will be used in the equation to determine the time to elapse prior to their start.
- k) Should the time 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.
- l) The handicap times for the subsequent handicap race will be based on the previous race lap times.

1.7 Race start procedure

- a) All races will start using the Standing Start Procedure detailed in the Race Meeting Standing Regulations of the 2007 CAMS Manual of Motor Sport (6.4 (i) Steps 2 & 3), save that the LAST RACE will be a Full National Start, (6.4 (i) Steps 1 & 3)
- b) In the case of a Handicap start;
Following a warm-up lap for all cars at the end of which the field stops on the grid, 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 extinguishing of the red light only will indicate the start of the race for the class at the front of the grid. A green light may be shown to indicate that the race has started.
- c) Subsequent classes will be started at the time intervals as determined using the formula detailed in article 1.6 of these regulations. The signal to start for each of these Classes will be either the dropping of a flag or the turning on of the red light then the turning off of the red light,
- d) 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.
- e) In the case of a massed standing start (race 1):

2 JUDICIAL PROCEDURES

These Judicial procedures are to be read and applied in conjunction with the NCR's. Where these procedures differ from the NCR's these procedures shall apply.

- a) Judicial matters at, or arising from, Championship events may be dealt with by the Stewards of the Meeting in the form of an inquiry. The purpose of this is to have Stewards' hearings and disciplinary matters conducted and decisions made as promptly as possible, with minimal disruption to entrants, drivers and officials.
- b) At the request of the Clerk of Course, or *in exceptional circumstances*, 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.

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- 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) Where possible, 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's, the Supplementary or Sporting Regulations.
 - ii) A penalty by way of a deduction of Championship points, up to a maximum of 20 points may be imposed on a driver in any race for a breach of the NCR's, the Supplementary 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's.

CHAPTER 3

AWARDS AND POINTSCORE

POINTSCORE

- 1.1 Points for the championship at all rounds except round 1 Bathurst 12hr in both class and outright shall be awarded to drivers as below. Points for round 1, Bathurst 12hr will be advised in the event regulations:

1 st	30 points	8 th	12 points
2 nd	25	9 th	10
3 rd	22	10 th	8
4 th	20	11 th	6
5 th	18	12 th	4
6 th	16	13 th	2
7 th	14	14 th & all finishers	1

- 1.2 In addition to the above points, the fastest qualifying driver in each Class (SP, A, B, C and D) of the qualifying session shall be awarded 3 points towards their class points score.
- 1.3 A driver can score points in different automobiles during the year subject to paragraph 1.1, however points will be awarded for the class in which the individual automobile falls.
- 1.4 Round Ties
- 1.5 In the event of a tie on points for either 1st, 2nd or 3rd place at any round, placings will be resolved by the driver with the highest finishing position in the final race of the meeting being awarded the highest position.
- 1.6 Championship Ties
- 1.7 In the event of a tie at the end of the championship final positions will be resolved by the holder of the highest number of first places by the drivers involved, then if still tied, by the second number of places, then by the third number and so on until a result is found.
- 1.8 Races/ Rounds to Count
- 1.9 Any 7 (seven) rounds will count towards the 2007 championship.
- 1.10 Race 1 (one), being the massed standing start race, will have points awarded for class points only. All other races will have points awarded for both class and outright points. In the event of race 1 (one) not being held then the first handicap race will carry double points for class.
- 1.11 The Trophy Class cars will be split into two groups, "SP Trophy" (for automobiles in Super Production) and "Trophy" (for automobiles in classes A, B or C). Drivers will be awarded points based on para 1.1 (above) only to determine the highest placed competitor at each round. An overall points score from each race shall be maintained throughout the season for Trophy class drivers and will be calculated on the following;
- 1st = 5pts, 2nd = 4pts, 3rd = 3pts, 4th = 2pts, 5th and all others finishers = 1pt.

2. AWARDS

- 2.1 The award of "Australian Production Car Champion" shall be presented by CAMS at the annual CAMS awards dinner.
- 2.2 Further awards will be given by the organisers as follows at the PCAA presentation function on the TBA:
- 1st, 2nd and 3rd Outright and 1st, 2nd and 3rd in each class and 1st "SP Trophy" and 1st "Trophy" at the completion of the Championships.
- 2.3 The details of round by round awards, prize money and tow money may be included in Supplementary Regulations for each race meeting. Any championship round awards(being trophies or prize money) will be based on a drivers finishing position of all three races at each round. Note: Race 1 (being the scratch race) will have points awarded in class finishing order only.
- 2.4 At each round of the championship a trophy will be awarded to the highest placed Trophy driver subject to paragraph 1.11 (above). In the event there are more than 5 Trophy driver, trophies shall be awarded to 1st and 2nd placed drivers.

CHAPTER 4

TECHNICAL

1. AUTOMOBILE ELIGIBILITY

- 1.1 The Technical Commissioner for the championship shall be Glenn Pincott. In the event that the nominated Technical Commissioner is unavailable, CAMS reserves the right to appoint another individual as indicated in event regulations.
- 1.2 The onus of proof of automobile eligibility rests with the individual entrant at all times.
- 1.3 At the conclusion of championship races automobiles can expect to be directed to Parc Fermé without returning to the pits or paddock and without having been interfered with. Such automobiles shall remain under the control of the Chief Scrutineer.
- 1.4 Any competing car may be impounded at the discretion of the Chief Scrutineer in accordance with the race meeting standing regulations.
- 1.5 The entrant must be able to produce, on request from the Technical Commissioner or Chief Scrutineer, technical information for the entered automobile.

2 PARITY

- 2.1.1 The series Technical Advisory Panel will be appointed by the Category Manager.
 - 2.1.2 The Series Vehicle Technical Data Sheet – appendix B will hold the relative information for eligible automobiles.
 - 2.1.3 The TAP, subject to the approval of CAMS, will amend the Series VTD Sheet. The TAP may publish a revised Series VTD Sheet up to four times during the championship. Any revision must, with the best endeavours by the organisers and CAMS, be published not less than 10 days prior to any championship round.
 - 2.1.4 Subject to the prior approval of CAMS, new automobiles may be added to the Series VTD Sheet. This does not constitute one of the four published Series VTD Sheet changes.
 - 2.1.5 Adjustments to the Series VTD Sheet will apply to all competing cars of the particular make and model.
 - 2.1.6 The Series VTD Sheet will specify the following items, , minimum race weight, minimum ride heights, and maximum boost pressure (where relevant).
 - 2.1.7 Minor modification to the operation of the super charger boost control system are permitted, to enable cars to conform to the maximum supercharger boost levels as published on the Series Parity Sheet.
- 2.2 Data Logging Monitor
- 2.2.1 All turbo/supercharged cars must be fitted with the approved Production Car Association of Australia Data Logger. This Data Logger is available from:
Motor Sport Electronics
19/70 Topham Rd, Narellan NSW 2567
Telephone: (02) 4648 0030

The monitor must record the following items: engine RPM, road speed, throttle position, brake light signal, and boost pressure (for supercharged cars)
 - 2.2.2 The Technical Commissioner reserves the right to instruct entrants, in writing, how boost monitoring equipment and any pressure take off points (barbs etc...) may be fitted to particular supercharged automobiles.
 - 2.2.3 The pressure line joining the measured intake pressured area to the boost monitor must not contain any join, and must only supply pressure to the monitor.
 - 2.2.4 The Data Logger must be installed on the passenger side floor of the car, as close as possible to parallel to the racetrack surface.
 - 2.2.5 The entrant must purchase the Data Logger and associated components and sensors. The Data Logger and associated components and sensors remain the property of the entrant.

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- 2.2.6 It is the sole responsibility of the entrant to ensure the Data Logger and its sensors are wired in accordance with any manufacturer's instructions or diagrams, and that sensors and Data Logger are functioning at all times.
- 2.2.7 The Chief Scrutineer, or his nominee, or the Technical Commissioner, or his nominee may interrogate the Data Logger, down loaded or reset at any time.

2.3 Weights

- 2.3.1 For Round 1 Bathurst 12 Hour, all cars will be required to meet the Minimum Weight (as defined in the CAMS Manual of Motor Sport) being at least the Tare Weight as specified in the relevant Road Vehicle Descriptor (RVD) for the model concerned. RVD data is available at the RVCS Web Site (<http://rvcs-prodweb.dot.gov.au>).

At all other events and where Success Ballast is not applicable, cars must comply with their Minimum Race Weight as specified in the Series VTD Sheet. The Minimum Race Weight (MRW) includes the driver and associated apparel and safety equipment.

- 2.3.2 Cars will be weighed immediately after Qualifying (with driver) to ensure MRW.
- 2.3.3 Success Ballast will be implemented on a race by race basis and will be applicable at all APCC rounds except the Bathurst 12 hr event.

Success Ballast will be determined as follows;

1 st O/right place	3% of Minimum Race Weight
2 nd O/right place	2% of Minimum Race Weight
3 rd O/right place	1% of Minimum Race Weight

- 2.3.4 Success Ballast is not cumulative and will be re-calculated after each race. Any Success Ballast from any preceding race must remain until that driver/car combination (ie car model) starts its next championship race. This will also apply at any enduro rounds where two drivers are entered, the relevant success ballast must be fitted at all times during the relevant race.
- 2.3.5 Competitors are responsible for the supply and installation of all relevant Success Ballast
- 2.3.6 Success Ballast will be calculated on provisional race results. No allowance will be made for any penalty resulting from an inquiry or judicial proceeding.
- 2.3.7 Fitment of all Ballast must be in accordance with Section 6 of the 2007 CAMS Manual. The Ballast may be sealed at the discretion of the CTC.
- 2.3.8 Adjusted Competition Weight is the combined total of the Minimum Race Weight plus the relevant Success Ballast.
- 2.3.9 All cars to which success ballast has been applied must comply with their Adjusted Competition Weight as determined above, in all relevant races.

In summary, car weights must be as follows;

Practice and qualifying sessions.

Minimum Race Weight

Race one and all-subsequent races at each event (except for Round 2 race 1)

Minimum Race Weight or Adjusted Competition Weight which ever is applicable

2.4 Ride Heights

- 2.4.1 The 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 top of the wheel arch.

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- 2.4.2 For Round 1 Bathurst 12 Hour, all cars will be required to meet the Minimum Ride Height (as defined in 2.4.1 above) being at least the Minimum Acceptable Ride Height as specified in the relevant Road Vehicle Descriptor (RVD) for the model concerned. RVD data is available at the RVCS Web Site (<http://rvcs-prodweb.dot.gov.au>).
- 2.4.3 At all other events, during practice, qualifying and racing, cars must comply with their minimum Ride Heights as detailed in the series VTD Sheet.
- 2.4.4 Ride Height will be measured with the automobile on a flat level area, with the steering wheel centred, with driver and apparel. The Chief Scrutineer and or TC will be the final arbiter as to what constitutes a flat level area.
- 2.5 Engine Replacement
- 2.5.1 It is not permitted to replace an engine without the entrant first notifying and obtaining written approval of the Chief Scrutineer and/or Technical Commissioner.

3 PENALTIES

- 3.1 If at the conclusion of any practice, qualifying or racing session a car fails to comply with any measurement or specification in the series VTD Sheet, the minimum penalty is exclusion from that session. Additional penalties may be imposed.
- 3.2 Failing to meet the obligations set down in the Production Car Association of Australia Licence Agreement, may lead to sanctioning, and / or withdrawal of a Production Car Association of Australia's licence agreement.

4 TYRES

- 4.1 The Yokohama A048 Advan tyre is the control tyre for this category. All cars must use this tyre at all times (except at Rd1 Bathurst 12hr) during, practice, qualifying and racing. Control tyres may only be purchased from the recognised Yokohama motor sport tyre distributor in each state.
- 4.2 Entrants are allowed six marked tyres, per participating car, for qualifying and racing at each round (except at Rd1 Bathurst 12hr).
- 4.3 If tyres are not marked or for any reason the markings become illegible, the Entrant must notify the Technical Commissioner immediately.
- 4.4 If tyres need to be replaced due to unintended damage or exceptional circumstances, with the approval of the Technical Commissioner, a 30-second time penalty per tyre will be added to the race time for following race.
- 4.5 Buffing or removing of any tyre rubber is prohibited. Tyres may only be cleaned using hand held tools.

5 FUEL

- 5.1 Fuel will be as per Schedule G of the 2007 CAMS Manual of Motor Sport
- 5.2 To facilitate fuel sampling, Entrants must fit a fuel sampling coupling to the fuel rail (Snap Tite PNQD588-06D or similar). Fuel samples may be taken at any time during the competition.

CHAPTER 5

COMMERCIAL REQUIREMENTS

1 SIGNAGE

- 1.1 Windscreen. All automobiles must display the windscreen strips provided by the Category Manager.
- 1.2 Number plates. All automobiles must display the number plates provided by the Category Manager. These must be located as per manufacturer specifications.
- 1.3 Number panels. Number panels for each side of the car will be supplied by the organisers. This is to be attached to the car above as per Schedule K of Section 6 of the 2007 CAMS Manual with a typestyle of Maiandra GD Bold Italic **1234567890**. Incorporated in the number panels, in the approved location, will be an area for series sponsors logo. The Category Manager will provide the logo for this area.
- 1.4 Tyre signage. Each competitor must run four Yokohama stickers as supplied by the Category Manager, one on each of the front, rear and each side of their automobiles.
- 1.5 Web address. Each competitor is required to carry 2 stickers showing the internet address of the Category Manager.
- 1.6 Additional Signage. The Category Manager may require entrants to display such signage as control fuel signage, television signage, PCAA logo and other PCAA sponsor signage in an area TBA. Any such signage shall be subject to the prior approval of CAMS and will be notified to competitors via a CAMS Bulletin.
- 1.7 All signage must be clearly visible and displayed appropriately. The minimum penalty where the stickers are not carried and/or clearly visible shall be a loss of points at the round in question and such other penalty as the Stewards deem appropriate.
- 1.8 If automobiles are to be displayed at any Production Car Association of Australia or CAMS event, representing Australian Production Cars, either in competition or show, all above signage must be included on the automobile.
- 1.9 All competitors must have an "A" board on display in the paddock area. These "A" boards may be required to carry series sponsors logos.

2 COMPETITION NUMBERS

- 2.1 The number 1 shall be reserved for 2006 Australian Production Car Champion – David Ryan
- 2.2 Competitors may otherwise request a competition number which shall be allocated for their use at each round of the championship by the Australian Production Car Association of Australia. All numbers shall be in accordance with Schedule K of the CAMS Manual.
- 2.3 Any request for a change in competition number shall be made with the Category Manager who maintain the register of competition numbers which is provided to the promoters of the race meetings.

3 ENTRIES FOR RACE MEETINGS

- 3.1 Entries for race meetings will be lodged to the Australian Production Car Association. Only valid Australian Production Car Association Licence holders (except in the case of trophy class entries) will be eligible to enter races.
- 3.2 The prescribed fee/ payment schedule, which is set down by the PCAA, must be paid in accordance with lodgement of the entry for entries to be accepted.

4 POSTPONEMENTS AND FORCE MAJEURE

Each promoter reserves the right to postpone, abandon or cancel their round or race, or vary the length or time of the race in consultation with the stewards of the meeting. Any such variations shall be in accordance with the NCRs of CAMS.

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Appendix A

Vehicle Eligibility List

<u>Class SP</u>	Cyl	Cap
HSV Clubsport R8	8	5967
HSV GTS	8	5967
HSV GTS Coupe	8	5967
FPV F6 Typhoon	6	3984T
FPV GT-P	8	5408
FPV GT	8	5408
BMW 355i Twin Turbo	6	2979
BMW Z4 M Coupe	6	3246
Chrysler Crossfire SRT6	6S	3200
Alfa Romeo GT	6	3179
Alfa Romeo Brera	6	3195
Audi S3 Quattro 3.2	6	3200
Mitsubishi Evo 9	4T	1997
Mitsubishi Evo 8	4T	1997
Subaru WRX Sti	4T	2457
Mazda 6 MPS	4t	2261

<u>Class B</u>	Cyl	Cap
Mini Cooper S	4	1598S
Holden Commodore VE SV6	6	3564
Holden Commodore VZ SV6	6	3791
Honda Integra Type S	4	1998
Toyota Celica SX	4	1796
Peugeot 206 Gti 180	4	1997

<u>Class A</u>	Cyl	Cap
Ford Falcon BF XR8	8	5408
Ford Falcon BA XR8	8	5408
Holden Commodore VE SS	8	5967
Holden Commodore VZ SS	6	5665
Holden Commodore VY SS	6	5665
Ford Falcon BF XR6T	6	3984T
Ford Falcon BA XR6T (mkl)	6	3984T
Ford Falcon BA XR6T (mklI)	6	3984T
Alfa Romeo147 GTA V6	6	3200
Mazda RX8	2R	2660
Alfa Romeo156 GTA V6	6	3200
BMW 130i	6	2996
Subaru Liberty 3.0R specB	6	3000
<u>Class A Turbo Hot Hatches</u>		
Mazda 3 MPS	4	2260T
Renault Megane Sport 225	4	1998T
HSV Astra VXR	4	1998T
Holden Astra SRi Turbo	4	1998T
Volkswagen Golf GTI	4	2000T
Ford Focus XR 5	5	2521T
<u>Class C</u>	Cyl	Cap
BMW 120i	4	1995
Citroen Xsara VTS Coupe	4	1998
Ford Focus ST170	4	1988
Mazda 6 Classic Sedan	4	2261
Subaru Liberty 2.5i	4	2500
Alfa Romeo 147 Twin Spark	4	1970

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Lexus IS 250	6	2500
Toyota Corolla Sportivo	4	1796
Ford Falcon BA XR6	6	3984
Ford Falcon BF XR6	6	3984
Mitsubishi 380	6	3800
Renault Clio R'sport 182	4	1998
BMW 325i	6	2494
Holden Commodore VY S	6	3791
Hyundai Tiburon	6	2656

Toyota Echo Sportivo	4	1500
Proton Satria Gti	4	1834
Mazda 3 Maxx Sport	4	1998
Volkswagen Golf 2.0 Sportline	4	1998
Subaru Impreza RS	4	2500
Hyundai Sonata	4	2400
Nissan Pulsar Q Sedan	4	1800
Honda Civic Vi	4	1668
Suzuki Swift GTi	4	
<u>Class D</u>	Cyl	Cap
BMW 120d	4	1995
Alfa 159 JTD	5	2387T
Alfa 147 JTD (5 door)	4	1910T
Fiat Punto Sport (3 door)	4	1910T
Holden Astra CDTi	4	1910T
Volkswagen Golf TDi	4	1998T
Peugeot 307 HDi	4	1997T
Volvo (TBA)		