



2009 Australian Manufacturers Championship

incorporating the

2009 Australian Production Car Championship

Sporting Regulations



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2009 Australian Manufacturers Championship

Sporting Regulations

S1 TITLE and JURISDICTION

S1.1 Title

This Championship shall only be known as and referred to as the “2009 Australian Manufacturers Championship” and it shall incorporate the 2009 Australian Production Car Championship for drivers.

S1.2 Authority / Jurisdiction

- (a) All events in the 2009 Australian Manufacturers Championship (Championship) will be conducted under the provisions of the International Sporting Code of the Federation Internationale de l'Automobile (FIA); the National Competition Rules (NCR) and Race Meeting Standing Regulations (RMSR) of the Confederation of Australian Motor Sport Ltd (CAMS); the Sporting and Technical Regulations issued for this Championship by CAMS; Supplementary and Further Regulations issued by the Organiser at each round; Bulletins issued by the Stewards of the Meeting any Driver Briefing Notes issued by the Race Director at a meeting.
- (b) This Championship has been sanctioned by CAMS as a National Championship.
- (c) CAMS has retained and will exercise the rights of Category Manager (CM) for this Championship.

Contact Details: Confederation of Australian Motor Sport
851 Dandenong Rd
Malvern East
Victoria 3145
Tel. (03) 9593 7777
Fax. (03) 9593 7700

S2 ADMINISTRATION

S2.1 Personnel

The following personnel have been appointed to the Championship by CAMS and/or the CM and have the authority to administer the various aspects of these regulations as detailed in the RMSR.

- (a) Race Director (RD) Paul Taylor
- (b) Technical Commissioner (TC) Glenn Pincott
- (c) Category Administrator (CA) Production Car Association of Australia

The RD will act on behalf of the CM and will be empowered to manage all relevant aspects of the Championship as detailed in these Sporting Regulations.

S3 COMPETITOR ELIGIBILITY

To be eligible to compete in the Championship, each Competitor must hold a current CAMS Competitor's Licence and be a party to a current agreement with the CA.

S4 AUTOMOBILE ELIGIBILITY

Only automobiles that comply with the provisions of 2009 CAMS Manual of Motor Sport – Race – 3rd Category – TOURING CARS – Group 3E Series Production Cars, and which appear in the table below are eligible to compete in the Championship.

S4.1 Eligible Automobiles

The following tables specify each of the automobile makes/models that are eligible to compete in the Championship.

Class A1 – High Performance (AWD)					
Make	Model	Designation	Make	Model	Designation
Alfa Romeo	Brera	JTS Q4	Mitsubishi	Lancer Evo X	RS
	159	JTS Q4	Subaru	Liberty GT	B-4
Audi	S3	8P		Impreza WRX STi	G-2 MY02-06
Mazda	6 MPS	6A		Impreza WRX STi	G-2 MY07
Mitsubishi	Lancer Evo VII	RS*		Impreza WRX STi	G-3 MY08
	Lancer Evo VIII	RS*	Volkswagen	Passat R36	3C
	Lancer Evo IX	GSR		Golf R32	1K
	Lancer Evo IX	RS*	Volvo	S40 T5 AWD	M Series
	Lancer Evo X	Evolution			
* - This make/model has been deemed eligible for recognition in this Group by CAMS.					

* - This make/model has been deemed eligible for recognition in this Group by CAMS.

Class A2 – High Performance (RWD)					
Make	Model	Designation	Make	Model	Designation
BMW	335i	E90	Ford	FG - FPV	F6
	135i	E87	Holden	VY – HSV	GTS Coupe
Ford	BA Mk I/II – FPV	F6 Typhoon		VZ – HSV	GTO Coupe
	BF Mk I/II – FPV	F6 Typhoon		VX - HSV	GTS
	R Spec – FPV	F6 Typhoon		VY Series II – HSV	GTS
	BA Mk I/II – FPV	GT/GT-P		VZ – HSV	R8 Clubsport
	BF Mk I/II – FPV	GT/GT-P		VE - HSV	R8 Clubsport
	FG – FPV	GT/GT-P		VE - HSV	Clubsport Tourer

Class B – Production (Sedan/Hatch)					
Make	Model	Designation	Make	Model	Designation
Alfa Romeo	147	GTA	Holden	HSV	VXR
	156	GTA		VY	SS/SV
	GT			VZ	SS/SV
Audi	TT Coupe	8J		VE	SS/SV
BMW	130i	E87		VE	Sportswagon SS
Ford	AU	XR8	Jaguar	X Type	AWD
	BA Mk I/II	XR8	Mazda	3 MPS	3A
	BF Mk I/II	XR8	Renault	Megane RS225	X84
	FG	XR8		Megane R26	X84
	BA Mk I/II	XR6 Turbo	Volvo	C30	T5
	BF Mk I/II	XR6 Turbo	Volkswagen	Golf GTi	1K
	FG	XR6 Turbo			
	Focus	XR5			

Class C – Production Sport					
Make	Model	Designation	Make	Model	Designation
Dodge	Caliber	PM	Mini	Cooper S	R50
Holden	Astra	SRi			R56
Honda	Civic	Type R	Peugeot	207	GTi
	Integra	Type R	Toyota	Celica	SX
		Type S		Corolla	Sportivo
Hyundai	Tiburon	MY02-08	Renault	Clio	197
Ford	Mondeo	XR5	Skoda	Octavia	RS
Lexus	IS250	IS 20 SER	Volkswagen	Golf	GT
Mercedes	A200T	169			
	B200T	245			
	C200K	204			

Class D – Small Cars					
Make	Model	Designation	Make	Model	Designation
BMW	120i	E87	Kia	Magentis	MG
Citroen	C4 VTS		Mitsubishi	Colt Ralliart	Z2
Fiat	Punto 1.4 T-jet	MY06-08	Proton	Satria Gti	BS
	Ritmo Sport	MY08	Subaru	Impreza 2.5	G-2
Ford	Focus ST170	Focus 1		Impreza 2.0R	G-3
	Fiesta XR4	Fiesta 1	Toyota	Yaris	90 SER
Holden	Astra Sri	AH		Camry	CV40 SER
Honda	Civic Sport	40 Series		Echo	10 SER
Hyundai	Sonata SX	NF	Suzuki	Swift Sport	EZ
	i30	FD	Volkswagen	Polo Gti	9N
Kia	Rio Sports	JB			

Class E – Alternative Energy					
Make	Model	Designation	Make	Model	Designation
Alfa Romeo	147 JTD		Mazda	6	6A
	159 JTD		Peugeot	207 Hdi	
Audi	A3 TDi	8P		307 Hdi	
	A4 TDi	8K		308 Hdi	
BMW	120d	E87		407 Hdi	
Citroen	C3 Hdi		Renault	Laguna	MY08
	C4 Hdi			Megane Sport	X84
	C5 Hdi	C5 X7	Saab	9-3 TTiD	
Dodge	Caliber	PM	Skoda	Octavia	1Z
Ford	Focus TDCi	Focus 2	Toyota	Prius	20 SER
Fiat	Punto JTD	My 06-08	Volkswagen	Golf	1K
Holden	Astra CDTi	AH		Jetta	1KM
Hyundai	i30 CRDi	FD		Polo	9N
	Sonata DSL	NF	Volvo	S40 D5	M Series
Lexus	GS 450h	GS 190 SER		C30 D5	M Series
Mazda	3	3A			

Please note: Any make/model that is not listed may be considered for inclusion into the table of Eligible Automobiles following application to CAMS and subject to the following conditions:

- Each make/model must meet all eligibility requirements of the CAMS Group 3E Series Production Car regulations;
- The retail price of the make/model (as stated in the Black Book Motor Vehicle Retail Price List 2009) must be less than AUD\$125 000.00.

S4.2 Replacement Automobiles

Following the commencement of the first practice session of each round of the Championship, any automobile that has been entered to compete at that round may not be replaced with another automobile.

S5 DRIVER ELIGIBILITY

To be eligible to compete in the Championship, a Driver must hold a current CAMS National Circuit Licence or higher and be registered for the Championship with the CA.

S5.1 Substitute Drivers

Prior to the commencement of the first practice session at each round of the Championship, a Competitor may nominate a substitute driver who may be permitted to compete in the remainder of the meeting subject to the approval of the Stewards of the Meeting and the CM.

S6 CHAMPIONSHIP ROUNDS / REGISTRATION

The Championship will be conducted over five (5) Rounds as detailed in the Championship Calendar below. Each race conducted as a part of the Championship will count in determining the final results.

(a) Australian Manufacturers Championship

To be eligible to compete in the Championship, each manufacturer must register with the CA prior to the commencement of the first round of the Championship in which that manufacturer will score points.

Each manufacturer may nominate up to two (2) automobiles, irrespective of class, which will be the only automobiles to score points for that manufacturer at that round of the Championship. These nominations must be received in writing by the CM within one (1) hour of the conclusion of the qualifying session at each round of the Championship unless this deadline is extended due to exceptional circumstances as determined by the Stewards of the Meeting.

(b) Australian Production Car Championship

The Australian Production Car Championship will be conducted in conjunction with the Championship and following the completion of the final round, the outright winner, as well as the winners of each of the individual classes for eligible automobiles, will be recognised. To be eligible to score points in the Australian Production Car Championship, each competitor must register each driver with the CA prior to their first round of the Championship.

S7 CHAMPIONSHIP CALENDAR

The Championship will be conducted over the following rounds:

Round	Date	Venue	Round Format	No. of Drivers
1	25-26 April	Wakefield Park	3 x 20 min Races	1
2	18-19 July	Eastern Creek	2 x 1 hr Races (TBC)	1-2
3	8-9 August	Morgan Park	3 x 20 min Races	1
4	29-30 August	Oran Park	3 x 20 min Races	1
5	28-29 November	Sandown	2 x 1 hr Races	1-2

S8 ROUND FORMAT

The number, length and format of track sessions will ultimately be negotiated between the CA and the event promoter prior to a round of the Championship and will be advised in the relevant Supplementary / Further Supplementary Regulations issued for a meeting.

Generally, the format for each round of the Championship will be as follows:

S8.1 Round Format – 2 x 1 hr Races

- (a) Private Practice - Three (3) x 20 minute sessions (Friday – not deemed to be part of the meeting).
- (b) Practice - One (1) x 20 minute practice session (Saturday).
- (c) Qualifying - One (1) x 20 minute qualifying session (Saturday).
- (d) Race - Two (2) x 1 hour races (1 x Saturday & 1 x Sunday) – **Standing Start**.

Please note: If two (2) drivers are entered to compete in an automobile at any round of the Championship of this format, either (or both) driver/s may compete in each race. If both drivers compete in any race, a driver change during that race will be permitted. **Compulsory Pit Stops (CPS's) may be included into this format and if so, will be advised in the Event Supplementary Regulations.**

S8.2 Round Format – 3 x 20 min Races

- (a) Private Practice - Three (3) x 20 minute sessions (Friday – not deemed to be part of the meeting).
- (b) Practice - One (1) x 20 minute practice session (Saturday).
- (c) Qualifying - One (1) x 20 minute qualifying session (Saturday).
- (d) Races 1 & 2 - 20 min races (expressed as a no. of laps – Saturday & Sunday) – **Standing Start**
Race 3 - 20 min race (expressed as a no. of laps - Sunday) - **Handicap Start**.

S8.3 Variations to Timetable

The timetable may be varied at any time due to exceptional circumstances only with the prior approval of the Stewards of the Meeting.

S9 GRID DETERMINATION

S9.1 Standing Start

The grid for each race will be determined as detailed in the RMSR – Progressive Grid.

For each round of the Championship utilising the 2 x 1hr format, if more than one (1) driver is entered to drive an automobile, the competitor must nominate the driver who will drive the automobile at the start of race 1 to the CM within one (1) hour of the completion of the qualifying session. The qualifying time achieved by the driver nominated to start race 1 will be used to determine the grid position of that automobile for race 1.

S9.2 Handicap Start

The grid for each race with a handicap start will be determined as detailed in the RMSR – Progressive Grid, except as follows:

- (a) All automobiles within each class will start as a group at the same time, with each group starting in reverse class order.
- (b) More than one class may start at the same time.
- (c) The time interval between the start of each class will be determined by the RD and will be advised to all competitors.

S9.3 Driver Qualification

All drivers must meet the minimum qualifying criteria as detailed in the RMSR during the practice or qualifying sessions that constitute part of the meeting (i.e. lap times achieved during any private practice session will not be considered).

S10 START PROCEDURE

For each round of the Championship, the start procedure for each race will be as detailed in the RMSR – Championship Start (3 Minute).

S11 AWARDS and POINTSCORE

S11.1 Prizes and Trophies

Prizes, trophies and awards will be as determined by the CA and will be advised to all Competitors for the Championship and the Australian Production Car Championship (both outright and class winners).

S11.2 Pointscores

Races with a Standing Start

Points shall be awarded to each driver (and Manufacturer nominated automobile) depending on their finishing position within their class of the Championship for each race as detailed below.

Races with a Handicap Start

Points shall be awarded to each driver (and Manufacturer nominated automobile) depending on their outright finishing position for each race as detailed below.

- (a) The pointscore utilised for each of the round formats in the Championship are detailed in the following table:

2 x 1 hr Races		3 x 20 min Races	
Finishing position in class	Points	Finishing position in class	Points
1 st	45	1 st	30
2 nd	36	2 nd	24
3 rd	30	3 rd	20
4 th	27	4 th	18
5 th	24	5 th	16
6 th	21	6 th	14
7 th	18	7 th	12
8 th	15	8 th	10
9 th	12	9 th	8
10 th	9	10 th	6
11 th	6	11 th	4
12 th	3	12 th	2
All other finishers	1	All other finishers	1

- (b) Two (2) points shall be awarded to each driver that sets the fastest qualifying time within each class of the Championship at each round. These qualifying points will not be considered in determining the results of the Australian Manufacturers Championship
- (c) A list detailing the manufacturers nominations for the Championship will be distributed in the form of a Bulletin by the Stewards of the Meeting prior to the commencement of race 1 of that round of the Championship.
- (d) Points will only be awarded to the drivers classified as finishers in the final results of each race.
- (e) The manufacturer gaining the highest points total over the five (5) rounds of the Championship, by the automobiles registered to score points, shall be declared the winner of the Championship.
- (f) The driver gaining the highest points total over the five (5) rounds of the Championship shall be declared the winner of the 2009 Australian Production Car Championship (individual class awards will be determined utilising the same method).
- (g) In each round of the Championship where more than one (1) driver is entered to drive an automobile, each driver who completes more than one (1) lap of a race will score the number of points allocated to the finishing position of that automobile in it's class.
- (h) In the event of a tie at the end of the Championship or the 2009 Australian Production Car Championship, the final positions will be determined by comparing the race results achieved by each tied driver, with the driver with the highest number of first places being awarded the higher Championship position. If at this stage a tie still exists, it will resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied driver until all positions have been determined.

S12 Event Operations

S12.1 Championship Registration and Entry

The Championship will operate under the CAMS Series Registration and Entry Process. Series Registration and Entry Forms will be available from the CA with document checking being conducted by the CA prior to the first official track session at each round of the Championship.

S12.2 Driver/Team Manager Briefings

Each Driver and Team Manager (i.e. an appropriately authorised representative of the Competitor, other than the driver) must attend the compulsory Drivers' briefing. The time and location of this briefing will be detailed in the Supplementary or Further Regulations for the meeting. The attendance sheet must be signed by the Driver and the Team Manager to confirm attendance. Other compulsory briefings may be convened as required and will be advised to all Competitors accordingly.

S12.3 Impound/Parc Ferme

- (a) Each automobile, including those remaining in pit lane, must proceed directly to the designated impound/Parc Ferme area via the most direct route (or as directed by Race Officials) at the conclusion of qualifying, without returning to pit or paddock areas and without interference from any third party (other than an Official of the Meeting).
- (b) Each automobile completing each race must proceed directly to the designated impound/Parc Ferme area (or as directed by Race Officials) at the conclusion of the race, without returning to pit or paddock areas and without interference from any third party (other than an Official of the Meeting).
- (c) Automobiles may not be removed from impound/Parc Ferme except with the express permission of the TC or the Chief Scrutineer.

S12.4 Qualifying

- (a) The order in which automobiles pre-grid for a qualifying session will be determined by the times achieved in the combined practice sessions at the meeting.
- (b) During qualifying, automobiles may not return to the paddock area without the express permission of the TC. If an automobile exits pit lane to the paddock during qualifying it will not be permitted to re-join that session.

S12.5 Pit Lane

All Pit Crew members are required to sign a Pit Lane Indemnity Form prior to the first track session and to display identification as and if required by the meeting organiser.

S12.6 Removal of Automobiles from the Circuit

Following the commencement of the first practice session, it is not permitted to remove any automobile from the circuit (prior to the release of all automobiles from the impound/Parc Ferme established following the final race of that round of the Series) without the prior express written approval of the TC.

S12.7 Practice Starts

Practice starts are only permitted at the pit lane exit or at the start of any formation (green flag) lap.

S12.8 Radio Communication to/from Automobile

Two way radio communications between the driver and a member of the pit crew is strongly recommended at all times whilst the automobile is on the race track.

S12.9 Race Management Channel (RMC)

It is strongly recommended that a minimum of one (1) senior team member for each competing automobile monitors RMC at all times during practice, qualifying or racing. Details of the RMC frequency will be available from the CA. This team member/s should monitor RMC from the time the automobiles are released from the pit/paddock garage.

S13 TYRES

S13.1 Tyre Regulations

- (a) Each automobile must only be fitted with the tyres listed on the Production Tyre List contained in Schedule E of the 2009 CAMS Manual of Motor Sport at all times during a meeting. With the exception of wear resulting from normal usage, all tyres must remain unmodified.
- (b) A maximum of 6 (six) tyres will be marked for each automobile by the TC at each round of the Championship and these marked tyres are the only tyres permitted to be used on that automobile during any qualifying session or race at that round.
- (c) Within one (1) hour from the completion of the final practice session at each round of the Championship, each competitor must present all tyres for marking at the front of their respective garage/paddock bay.
- (d) Competitors are responsible for ensuring that all tyres are marked or re-marked as appropriate. If the tyres are not marked for any reason or the markings become illegible, the Competitor must notify the TC or his nominee immediately.
- (e) Competitors are permitted to replace one marked tyre per automobile, if the TC is satisfied that due to exceptional circumstances, the tyre in question can no longer be used. The TC shall ensure that the

tyre to be replaced has been rendered unusable and that the replacement tyre is of the same specification and of similar wear to the tyre being replaced.

- (d) Should a competitor be permitted to replace a marked tyre, the automobile concerned must start the next race at that round of the Championship from the rear of the grid.
- (e) The use of any tyre heating, heat retention devices or chemical treatments are prohibited.
- (f) If qualifying and/or racing is scheduled on more than one (1) day at any round of the Championship, the TC may impound any tyres overnight at his sole discretion.

Please note: The TC is sole arbiter with regard to the interpretation and application of these tyre regulations and any decision made by the TC in this regard will not be the subject of any protest or appeal.

S14 FUEL

For the duration of any meeting, competitors must only use fuel that complies with the definition of Pump Fuel or Diesel, as appropriate and as defined in the 2009 CAMS Manual of Motor Sport.

Please note: With the exception of ambient atmospheric air and the specified fuel detailed, no other substance may be added to the intake charge of the engine.

S15 AUTOMOBILE MARKINGS

S15.1 Automobile Markings and Series identification

In addition to the requirements detailed below and Appendix 1 of these regulations, all automobiles must comply with Appendix K of the 2009 CAMS Manual of Motor Sport:

- (a) The front and rear windscreen strip of all vehicles is to be left vacant for the Series Naming Rights partner. 200mm from bottom of strip to top of windscreen – decals to be supplied by the CA.
- (b) Side number panels are to be white panels 260 mm high x 380 mm wide and placed 10mm to 20mm back from the front door line.
- (c) The competition numbers are to be black - 180 mm high x 300mm wide and in the type face "Maiandra GD in Bold Italic".
- (d) The class of the vehicle entered should be placed on the bottom right hand side of the number panel – 80mm high and in black Maiandra GT in Bold Italic. For Example "**A1**".
- (e) A panel above the side number panel is to be left vacant for the Series commercial partners. 102mm high x 380 mm wide – to be supplied by the CA.
- (f) The front and rear number plates are to be left vacant for class commercial partners. 130mm high x 400 mm wide – to be supplied by CA.
- (g) Front windscreen number and class letter – day glo Maiandra GD Bold Italic. 150mm high for number, 80mm high for class letter – to be placed 25mm from the left side of the windscreen and 25mm below the bottom of the windscreen strip.
- (h) Rear windscreen number and class letter – day glo Maiandra GD Bold Italic. 150mm high for number, 80mm high for class letter – to be placed 25mm from the bottom of the rear windscreen strip and 25mm from the right hand side.

S15.2 Competition Numbers

The allocation of a competition number for each automobile is solely the responsibility of the CA, which will maintain a register of all competition numbers allocated to, or reserved for, any automobile.

S16 PRESSURE MONITORING DATA LOGGER

- (a) Each forced induction automobile must be fitted with a pressure monitoring data logger as detailed below:

Make/model: *Motor Sport Electronics - MSE - VMS95 Boost Monitor*

Supplier: *Motor Sport Electronics Pty Ltd*

Ph: *+61 2 4648 0030*

Mob: *0402 102 552*

www.msedata.com.au

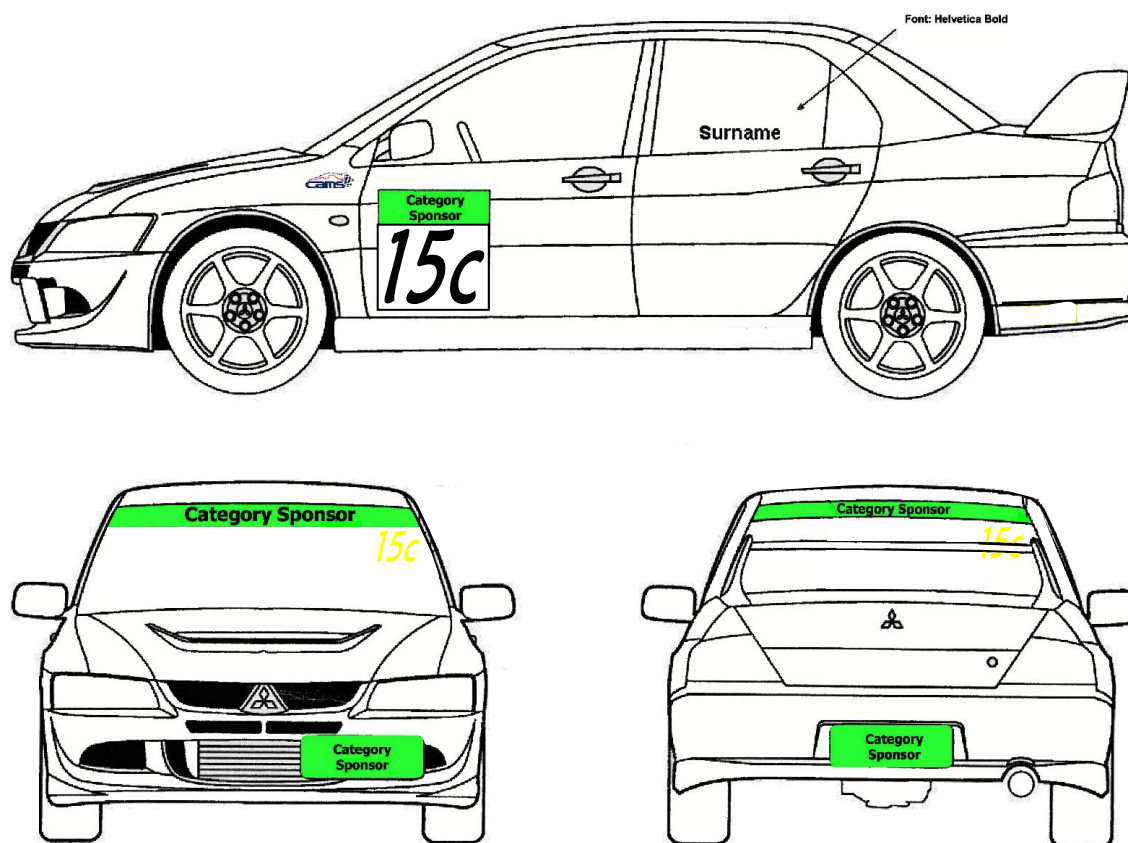
- (b) Each pressure monitoring data logger must be installed in accordance with all instructions issued by the TC and must remain fully operational to record the inlet manifold pressure of the automobile for the duration of all practice sessions, qualifying sessions and races.
- (c) Access to the logged data recorded by the pressure monitoring data logger must be provided to the TC at any time upon request.
- (d) The TC is the sole arbiter with regard to the interpretation of any data and the determination of compliance of each automobile with the maximum manifold pressure listed in the automobile's homologation document. Any decision made by the TC in this regard will not be the subject of any protest or appeal.

S17 TESTING RESTRICTIONS

Any automobile and/or driver associated with the Championship is not permitted to drive on any circuit that is hosting a round of the Championship, in any automobile entered in the Championship after midnight on the Friday of the week preceding the commencement of the relevant round of the Championship unless authorised in writing by the CA. The CA will be the sole arbiter as to whether an automobile or driver is associated with the Championship.

APPENDIX 1

Automobile Markings



1234567890

Font: Maiandra GD (Bold and Italic)

Size: 180mm high