SPORTING & TECHNICAL REGULATIONS

2017 Australian Production Car Series

Sporting Regulations

~~Version 1~~	~~Published 21/03/2017~~
~~Version 2~~	~~Published 01/06/2017~~
Version 3	**Published 01/07/2017**

CONFEDERATION OF AUSTRALIAN MOTOR SPORT

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2017 Australian Production Car Series

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S1 TITLE and JURISDICTION

S1.1 Title

(a) This Series shall only be known as and referred to as the "2017 Australian Production Car Series" and it shall incorporate awards for the following:

(i) 2017 Australian Production Car (Sponsor) Cup (outright and class).

(ii) 2017 Australian Production Car Series (outright and class)

S1.2 Authority / Jurisdiction

(a) Each event in the 2017 Australian Production Car Series (Series) shall be conducted under the provisions of the FIA International Sporting Code including Appendices; the National Competition Rules (NCR) and Race Meeting Standing Regulations (RMSR) of the Confederation of Australian Motor Sport Ltd (CAMS); the Sporting Regulations issued for the Series by CAMS (except for Round 1); the technical regulations published by CAMS; Supplementary and Further Regulations issued by the Organiser at each round; Bulletins issued by the Stewards and any Driver Briefing Notes issued by the Race Director or the Clerk of the Course at an event.

(b) Round 1 of the Series shall be conducted in accordance with the event regulations for the 2017 Hi-Tec Oils Bathurst 6 Hour.

(c) The Series has been sanctioned by CAMS as an Authorised Series.

(d) Ontic Sports Pty Ltd has been appointed as the Category Manager (CM) by CAMS for the Series.

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S2 ADMINISTRATION

S2.1 Personnel

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

(i)	Race Director (RD)	Paul Overell
(ii)	Technical Commissioner (TC)	Scott McGrath
(iii)	Category Administrator (CA)	Iain Sherrin

S3 COMPETITOR ELIGIBILITY

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

S4 AUTOMOBILE ELIGIBILITY

S4.1 Eligible Automobiles

(a) To be eligible to compete in the Series each automobile must:

(i) comply with the provisions of the Group 3E – Series Production Car Regulations published by CAMS; and

(ii) be a make/model that appears in the List of Eligible Automobiles in Article S4.2 below; and

(iii) be a closed or hardtop automobile.

(b) To be eligible to be awarded points in the Production Car Cup each automobile must be identified on the List of Eligible Automobiles in Appendix 2.

(c) An automobile not on the List of Eligibile Automobiles shall be considered upon application and be subject to approval by the CM and CAMS.

At all times the CM reserves the right to accept or reject any application for the inclusion of any make/model into the List of Eligible Automobiles for the Series.

Note: Before investing in the purchase and/or modification or preparation of any make/model which is not detailed in the List of Eligible Automobiles, the Competitor should contact the CM regarding its eligibility.

(d) Individual classification of any make/model is subject to change at the joint discretion of the CM and TC prior to any Round of the Series.

(e) Any variation sought to a specific model of automobile must be approved, in writing, by CAMS prior to being permitted to compete at any Round.

S4.2 List of Eligible Automobiles

Class A1 - Extreme Performance Forced Induction		
Make	**Model**	**Designation**
Alfa Romeo	Giulia	Quadrifoglio
Audi	RS3	8V
Audi	TTRS	8J
BMW	M Coupe (1 Series)	E82
BMW	M135i Hatch	F20
BMW	M2 Coupe	F87
BMW	M235i Coupe	F22
BMW	M3	F80
BMW	M4 Coupe	F82
Ford	FG FPV	GT-P, F6
Ford	FGII	GT-F
Ford	FGX	XR8
Ford	Focus RS	LZ
Holden	VF MY14-HSV	GTS
Lotus	Exige Sport 350 Coupe	111
Lotus	Exige S Coupe	111
Mercedes Benz	A45	AMG
Mitsubishi	Lancer Evo VIII	RS
Mitsubishi	Lancer Evo IX	RS & GSR
Mitsubishi	Lancer Evo X	RS
Mitsubishi	Lancer Evo VII	RS
Porsche	718 Cayman S	982
Subaru	Impreza WRX Sti	G-4
Subaru	Impreza WRX Sti	G-3, V-1
Subaru	Impreza WRX Sti	G-1
VW	Golf R	Series 7

Class A2 – Extreme Performance Naturally Aspirated		
Make	**Model**	**Designation**
Audi	RS4	B8
Audi	S4	B7 V8
Audi	S5	8T V8
BMW	M3	E90/E92
Ford	Mustang	GT
Ford	BA Mk I/II - FPV	GT/GT-P
Ford	BF Mk I/II - FPV	GT/GT-P
Ford	FG - FPV	GT
Ford	FG – Mk II	GT R-Spec
Holden	VY/VY2 - HSV	GTS
Holden	VZ - HSV	GTO Coupe, GTS Coupe
Holden	VZ - HSV	R8 Clubsport
Holden	VE/VE2 - HSV	R8 Clubsport
Holden	VX - HSV	R8 Clubsport
Holden	VE/VE2 - HSV	GTS
Holden	VX - HSV	GTS
Holden	VY CSV Monaro	Mondo GT
Holden	VF	SS Redline (6.2)
Mercedes-Benz	C63	204

Class B1 – High Performance Forced Induction		
Make	**Model**	**Designation**
Alfa Romeo	4C	Launch Edition
BMW	135i	E82
BMW	335i	E90/E92
Ford	Mustang	FM
Ford	BF2 FPV	F6

Ford	BA Mk I/II - FPV	XR6 Turbo
Ford	BF Mk I/II	XR6 Turbo
Ford	FGX	XR6 Turbo
Ford	FG - FPV	F6
Ford	FG	XR6 Turbo Sprint
Jaguar	F Type	RWD MY17
Lotus	Exige Scura Coupe	111
Mitsubishi	Lancer Evo V, Vi	RS, TME
Peugeot	308	Gti 270
Renault	Megane	RS 275 Trophy R
Subaru	Impreza WRX Sti	G-2
Volkswagen	Golf R	Series 6

Class B2 – High Performance Naturally Aspirated		
Make	**Model**	**Designation**
BMW	M3	E46
BMW	M3	E36 3.2L
Ford	AU	XR8
Ford	BA Mk I/II	XR8
Ford	BF Mk I/II	XR8
Ford	FG	XR8
Holden	VY	SS/SV
Holden	VZ	SS/SV
Holden	VE	SS/SV/SSV-Redline
Holden	VF	SS/SV/SSV- Redline (6.0L)
Porsche	Cayman S	981

Class C - Performance		
Make	**Model**	**Designation**
Alfa Romeo	Giulietta	QV
Alfa Romeo	156 GTA	
BMW	130i	E87
BMW	228i	F22
BMW	M3	E36 3.0Ltr
Ford	Focus XR5	LT, LV, LVII
Ford	Focus ST	LZ
Holden	Astra Sri Turbo	AH
Holden	Astra HSV VXR	AH
Mazda	3 MPS	3A/3B
Mazda	6 MPS	6A
Mazda	RX-8	RX8A
Mini	Coupe JCW	R58
Nissan	370Z	Z34
Nissan	350Z Track	Z33
Renault	Megane	RS 265
Renault	Megane	RS 265 Trophy R
Renault	Clio	RS200
Subaru	Impreza WRX	MY06
Volvo	C30	T5
VW	Scirocco	R
VW	Golf GTI	

Class D – Performance Compact		
Make	**Model**	**Designation**
BMW	328i	E36
Ford	Fiesta	XR4
Honda	Integra	Type R
Honda	Integra	Type S
Kia	Proceed	GT
Mazda	MX-5	GT ND
Mazda	626	GE 2.5
Mazda	MX6	GE 2.5
Mini	Cooper S JCW	R53
Mini	Cooper S JCW	R56
Renault	Clio	197
Subaru	BZ	Z-1
Toyota	Camry	XV20
Toyota	Celica	SX
Toyota	Corolla	Sportivo
Toyota	86 GT/GTS	ZN SER
Toyota	86 GT/GTS	* ZN SER Aust Toyota 86 Racing Series

* only eligible if wheels and rotors are changed to comply with Group 3E specification

Class E - Compact		
Make	**Model**	**Designation**
Alfa Romeo	Mito	1.4 Turbo
Eunos	30X	
Mazda	2	DJ, DE
Mazda	3 SP23	BK
MG	MG6	1.8TCi Magnette

MG	MG3	
Mini	Cooper	R50
Nissan	Pulsar	N15
Proton	Satria GTi	BS
Suzuki	Swift Sport	RS416
Suzuki	Swift Gti	AA34S
Toyota	Corolla	Accent/Levin
Toyota	Echo	10 SER
Toyota	Yaris	YRX

Class F - Diesel		
Make	**Model**	**Designation**
BMW	123D	E87
BMW	220D	F22
BMW	123D	E82
BMW	330D	E90
Holden	Cruze CD	JG
Mazda	6 Diesel	

Class I - Invitational		
Make	**Model**	**Compliance**
Fiat	Abarth	500
Ford	Falcon	EA/EB (Group 3K)
Ford	Falcon	AU (Group 3K)
Ford	Falcon	BA (Group 3K)
Ford	V8 Spec Falcon Ute	FG
Holden	Commodore	VN/VP (Group 3K)
Holden	Commodore	VT (Group 3K)

Holden	Commodore	VY (Group 3K)
Holden	V8 Spec Commodore Ute	VE SS
Hyundai	Excel	X3
Mazda	RX7 SP	
Mini	Cooper S JCW Challenge	R56
Mitsubishi	Mirage Cup	

Subject to CAMS approval, the CM reserves the right to accept entries on a 'Round by Round' basis for an automobile make/model that is not included on the current List of Eligible Automobiles above. An automobile in Class I - Invitational may be subject to additional Balance of Performance (BoP) measures imposed at each round with the intent that the performance / lap times of a Class I automobile shall not be greater than a Class B2 automobile.

S4.3 Replacement Automobiles

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

S5 DRIVER ELIGIBILITY

(a) To be eligible to compete in the Series each Driver must be a minimum of 15 years of age, hold a current CAMS Provisional Circuit Licence (PC) or higher and be registered for the Series with the CM.

(b) Each driver must be a minimum of 16 years of age and the holder of a CAMS Clubman Circuit Licence (CC) or higher to compete at Round 1 at Mount Panorama.

S5.1 Substitute Drivers

Prior to the commencement of the first qualifying session at each round of the Series, a Competitor may nominate a substitute Driver who may be permitted to compete in the remainder of the event subject to the approval of the Stewards and the CM.

S5.2 Cross entering of Drivers

Cross entering of Drivers is not permitted.

S6 SERIES ROUNDS / REGISTRATION

(a) The Series shall be conducted over six (6) Rounds as detailed in the Series Calendar below.

(b) Each race conducted as a part of Round 2 to 6 of the Series shall count in determining the final results of the 2017 Australian Production Car Series.

(c) Each race conducted in Rounds 1 to 6 of the Series shall count in determining the final results of the 2017 Australian Production Car Cup.

(d) To be eligible to score points in the Series, each Competitor must register each Driver with the CM prior to the first Round of the Series in which they compete

S7 SERIES CALENDAR

The Series shall be conducted over the following Rounds:

Round	Date	Circuit	Race Format	No. of Drivers
1*	14 – 16 April	Mount Panorama	1 x 6 hour	2-3
2	9 – 11 June	Winton	2 x 300 km	2**-3**
3	7 – 9 July	Sydney Motorsport Park	4 x 1 hour	1-**3**~~2~~
4	4 – 6 August	Queensland Raceway	2 x 300 km	2**-3**
5	8 – 10 September	Phillip Island	1 x 4 hour	2**-3**
6	18 – 19 November	Wakefield Park	2 x 300 km	2**-3**

* Production Car Cup only

S8 ROUND FORMAT

(a) The number, length and format of track sessions shall be negotiated between the CM and the event Organiser prior to a Round of the Series and shall be advised in the relevant Supplementary / Further Supplementary Regulations issued for an event.

(b) Generally, the format for each Round of the Series, except Round 1, shall be as follows:

(i) Practice — Three x 20-minute practice sessions

(ii) Qualifying — **Round 2, 4, 5, 6:** One x 30-minute qualifying session

Round 3: Two x 20-minute qualifying sessions

(iii) Warm up — Warm up sessions may be scheduled prior to races where time is available

(iv) Races — Round 2, 4 & 6: 2 x 300 km races

Round 3: 4 x 1 hour races

Round 5: 1 x 4 hour race

S8.1 Multiple Drivers

If two (2) or more Drivers are entered to compete in an automobile at any Round of the Series, each Driver may compete in that automobile in each race. If more than one Driver competes in any race, a driver change during that race shall be permitted.

S8.2 Variations to Timetable

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

S9 GRID DETERMINATION

S9.1 Grid Determination for Rounds 2, 4, 5 and 6

(a) The grid for each race shall be determined as detailed in the RMSR – Progressive Grid.

(b) The fastest qualifying lap time achieved by each automobile, regardless of the Driver, shall be used to determine the grid position for each automobile for Race 1.

S9.2 Grid Determination for Round 3

(a) Race 1: The grid for Race 1 shall be determined by the fastest qualifying lap time achieved by each automobile, regardless of driver, in the first qualifying session.

(b) Race 2: The grid for Race 2 shall be determined as detailed in the RMSR – Progressive Grid based on the results of Race 1.

(c) Race 3: The grid for Race 3 shall be determined by the fastest qualifying lap time achieved by each automobile, regardless of driver, in the second qualifying session.

(d) Race 4: The grid for Race 4 shall be determined as detailed in the RMSR – Progressive Grid based on the results of Race 3.

S9.~~2~~3 Driver Qualification

Each Driver must meet the minimum qualifying criteria as detailed in the RMSR during the practice or qualifying sessions that constitute part of the event.

S10 START PROCEDURE

The start procedure for each race shall be as detailed in the RMSR – Championship Start – Standing Start.

S11 AWARDS and POINTSCORE

S11.1 Prizes and Trophies

(a) Trophies shall be presented by the CM for each Round of the Series as follows:

(i) Outright: 1st, 2nd & 3rd

(ii) Each Class: 1st, 2nd & 3rd

(b) Trophies shall be presented by the CM for the Series as follows:

(i) Outright: 1st, 2nd, & 3rd

(ii) Each Class: 1st, 2nd & 3rd

(iii) Production Car Cup (outright): 1st

(iv) Production Car Cup (each class): 1st

(c) Any additional prize, trophy and/or award shall be as determined by the CM and shall be advised to each Competitor.

S11.2 Series Conditions and Points

(a) Outright – Each Driver who competes in the Series (excluding Class I) shall be awarded points based on their outright finishing position (excluding Class I) in each race of Rounds 2 to 6. The Winner of the Australian Production Car Series shall be awarded to the Driver/s who scores the highest total number of outright points over Rounds 2 to 6 of the Series. Should multiple Drivers competing together in the same automobile for the Series score the same points at the conclusion of the Series, they shall be awarded joint Series winners (Outright).

(b) Classes – Each Driver who competes in the Series shall be awarded points based on their finishing position relative to the other Drivers in their Class for each race of Rounds 2 to 6. A Class award shall be presented to each Driver who scores the highest total number of points for each Class over Rounds 2 to 6 of the Series. Should multiple drivers competing together in the same automobile for the Series score the same points at the conclusion of the Series, they shall be awarded joint Class winners of the Series.

(c) Production Car Cup – Each Driver who competes in the Series in an automobile eligible for the Production Car Cup shall be awarded points based on their finishing position relative to other Drivers eligible for the Production Car Cup (outright and class) for each race of Rounds 1 to 6. The Winner of the Production Car Cup (outright and class) shall be awarded to the Driver/s who scores the highest total number of points over Rounds 1 to 6 of the Series. Should multiple Drivers competing together in the same automobile for the Series score the same number of points at the conclusion of the Series they shall be awarded joint winners of the Production Car Cup (outright and class).

Note: Each automobile eligible for the Production Car Cup shall be allocated to the Class detailed in the List of Eligible Automobiles in Article S4.2.

(d) A Driver must have competed at a minimum of three (3) of the total Rounds of the Series to be eligible to be awarded an outright or class winner.

S11.3 Point score

(a) Points shall be awarded to Drivers for each race in each Round of the Series as follows:

1 Race Scheduled		2 Races Scheduled		4 Races Scheduled	
Finishing position	**Points**	**Finishing position**	**Points per race**	**Finishing position**	**Points per race**
1st	120	1st	60	1st	40
2nd	90	2nd	45	2nd	30
3rd	72	3rd	36	3rd	25
4th	60	4th	30	4th	20
5th	54	5th	27	5th	18
6th	48	6th	24	6th	16
7th	42	7th	21	7th	14
8th	36	8th	18	8th	12
9th	30	9th	15	9th	10
10th	24	10th	12	10th	8
11th	18	11th	9	11th	6
12th	12	12th	6	12th	4
13th	6	13th	3	13th	2
All other finishers	3	All other finishers	2	All other finishers	1

(b) Points shall only be awarded to the Drivers classified as finishers in the final results of each race.

(c) To be classified as a finisher, except for Round 1, an automobile must have crossed the finish line on the track (ie, not the pit lane or pit entry road) under its own power and been credited with having completed at least 75% of the distance completed by the winner of the race.

(d) In each Round of the Series where more than one (1) Driver is entered to drive an automobile, each Driver who completes more than one (1) lap of a race shall score the number of points allocated to the finishing position of that automobile outright and in its class.

(e) For Round 3:

(i) If two (2) drivers are entered to drive an automobile they may choose to complete a driver change in each race or compete alone in the automobile for two (2) races each. In each case, each driver shall score the number of points allocated to the finishing position of that automobile outright and in its class for each race at the Round.

(ii) If three (3) drivers are entered to drive an automobile, each driver that completes a minimum total of one (1) hour over the four races shall score the number of points allocated to the finishing position of that automobile outright and in its class for each race at the Round.

(f) In addition to the above, except for Round 1, two (2) points shall be awarded to each Driver in an automobile that achieves the fastest qualifying lap time within each Class of the Series at each Round.

(g) The results for each Round of the Series shall be determined by the number of outright and class points scored by each Driver at that round respectively.

(h) In the event of a tie at the end of any Round of the Series, the final positions for that Round shall be determined by comparing the results of each tied Driver in the final race of that Round. The higher place in the Round results shall be awarded to the Driver with the higher finishing position in the final race.

(i) The winner/s of the Series shall be determined as detailed in Article S11.2.

(j) In the event of any tie which may exist at the conclusion of the Series as detailed in these regulations, the final positions shall be determined by comparing the race results achieved by each tied Driver, with the Driver with the highest number of outright first places being awarded the higher Series position. If at this stage a tie still exists, it shall be 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.

(k) Any Driver that competes in the last round of the Series that has not competed in any Round prior to the last Round shall not be eligible to score Series or Production Car Cup points (Outright or Class). However, any such Driver shall be eligible to win or place at the Round based on their finishing position (Outright or Class).

S12 EVENT OPERATIONS

S12.1 Series Registration and Entry

(a) The Series shall operate under the CAMS Series Registration and Entry Process.

(b) Series Registration and Entry Forms shall be available from the CM.

(c) Document checking shall be conducted by the CM prior to the first official track session at each Round of the Series.

S12.2 Scrutiny

(a) In addition to their automobile, each Competitor must have the following equipment inspected by the Chief Scrutineer or his nominee:

(i) each Driver's apparel

(ii) each refueller's apparel

(iii) pit garage fire extinguishers

(iv) overhead fuel rigs

S12.3 Driver/Team Manager Briefings

(a) Each Driver and Team Manager (i.e. an appropriately authorised representative of the Competitor, other than the Driver) must attend the compulsory Drivers/Team Manager Briefing/s.

(b) The time and location of the briefing/s shall be detailed in the Supplementary or Further Regulations for the event.

(c) The attendance sheet must be signed by the Driver and the Team Manager to confirm attendance.

(d) Other compulsory briefings may be convened as required and shall be advised to each Competitor accordingly.

S12.4 Fire and Re-fuellers Briefing

(a) All refuelling personnel nominated by the Competitor for each automobile, in accordance with Article S13.2 of these regulations, must attend the compulsory Fire and Re-fuellers Briefing.

(b) The time and location of the briefing shall be detailed in the Supplementary or Further Regulations for the event.

S12.5 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 Officials) at the conclusion of each qualifying session without returning to the pit garage or paddock areas and without interference from any third party (other than an Official).

(b) Each automobile completing each race must proceed directly to the designated impound/Parc Ferme area (or as directed by 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).

(c) An automobile may not be removed from impound/Parc Ferme except with the express permission of the TC or the Chief Scrutineer.

S12.6 Automatic Timing / Driver Identification

(a) Each automobile must be fitted with an automatic timing/electronic driver Identification system, as supplied by Timetronics (Ian Leech : 0428 436 073). This unit must be switched to identify the driver and remain fully operational at all times that the automobile is on the circuit.

(b) Each automobile with a non-operational timing/electronic driver Identification system shall be black flagged and not be permitted to continue until the problem is rectified or subject to the approval of the Stewards.

(c) The Driver must be able to activate the driver identification system whilst driving.

(d) The timing and electronic driver ID system shall be supplied to each Competitor by the CM at no cost to the Competitor. However, if the timing or driver ID system is damaged by the Competitor there shall be a $300.00 per device replacement fee charged to the Competitor.

(e) The timing and electronic driver ID system shall be issued to the Competitor by the CM at each round once document check is completed by the Competitor prior to the first track session.

(f) It is the Competitor's responsibility to return the timing/electronic driver ID system to the CM after the final race for the Round. Any freight costs for timing/electronic driver ID system not returned at the end of the Round shall be the responsibility of the Competitor. Failure to return a device shall result in the Competitor being charged $300.00 per device.

S12.7 Practice and Qualifying

(a) Each lap of official practice and qualifying shall be timed. The times achieved during these practice and qualifying sessions shall be used to determine Driver qualification.

(b) During qualifying, an automobile may not return to the pit garage/paddock area without the express permission of the TC or the Chief Scrutineer. If an automobile exits pit lane to the pit garage/paddock area during qualifying it shall not be permitted to re-join that session.

S12.8 Races

(a) For an automobile with more than one Driver, each Competitor must nominate the Driver to start each race to the CM one (1) hour before the scheduled start of that race.

(b) If the nominated Driver does not start the race a pit lane drive through penalty or other penalty may be imposed by the Stewards.

(c) For a race where the duration is determined by time, the time of the race shall commence at the commencement of the formation lap.

(d) If an automobile takes more than twice the time of the winning automobile's fastest lap time in the race to complete the last lap of the race, this lap shall not be taken into account when determining the total race distance covered.

(e) Any penalty requiring lap/s to be deleted shall be applied at the conclusion of each race.

(f) The pushing of an automobile by the Driver or by another competing automobile along the track or pushing it across the finishing line is not permitted and shall entail immediate exclusion of the automobile/s concerned.

S12.9 Pit Lane & Pit Crew Members

(a) Each Pit Crew member is required to sign a Pit Lane Indemnity Form prior to the first track session and to display identification as and if required by the event Organiser at all times while in the Pit Lane.

(b) It is the responsibility of the Competitor to ensure that each Pit Crew member associated with their automobile complies with S12.9 (a).

(c) The Organiser reserves the right to refuse entry to the pit area to any persons considered to be unsuitably dressed or not correctly identified.

(d) Non-essential personnel, such as any sponsor, family member, or other guest, are not permitted to access the front 50% of any garage that opens onto Pit Lane at any time during on-track activity that involves an automobile from that garage.

(e) The 'prescribed line' referred to in these regulations shall be defined by the Race Director at the compulsory Briefings.

(f) A speed limit of 40km/h shall apply in pit lane at all times. If the limit is exceeded at any time during the event the Stewards may impose a penalty in accordance with the RMSR. The designated pit lane speed limit area shall be defined by the speed restriction and derestriction lines, marked by appropriate signs, at either end of the Pit Lane.

(g) A Competitor must not paint lines on any part of the pit lane surface.

(h) No equipment is to be placed on the pit signalling wall at any time during the event.

(i) Only three (3) persons per competing automobile are allowed at the pit signalling wall at any time during an event and are subject to the direction of officials. Any person at the pit signalling wall must stand back when not signalling in case of impact with the wall by an automobile.

(j) Smoking is not permitted in Pit Lane, a pit lane garage and/or the paddock area at any time during the event.

(k) No person under 16 years of age is permitted in Pit Lane unless entered as a Driver in an automobile competing in that session.

(l) No overhead boom or gantry is permitted in Pit Lane except to comply with Regulation S18.3(c) for use in night racing.

(m) Each Competitor must appoint a Car Controller, who is nominated to the CM, for each automobile.

(n) At all times an automobile is stationary in its pit bay it must remain under the control of the nominated Car Controller who must remain at the front of the automobile in clear view of the driver and is responsible for the safe conduct of the pit stop and departure of the automobile at the completion of any pit stop. The Car Controller is not permitted to assist in any way with a pit stop and shall not count in any following regulation regarding the number of persons permitted to assist with a pit stop.

S12.10 Major Repairs during Races

(a) Any automobile requiring extended servicing or repairs must be moved into the pit lane garage for this servicing/repairs to be completed. Once the automobile is moved into the pit lane garage the number of persons permitted to service the automobile is free.

(b) In the event that an automobile requires repairs which cannot be carried out in the pit lane garage, subject to receiving the prior express approval of the TC or Chief Scrutineer, it is permitted for that automobile to be removed from the pit lane garage to the scrutiny bay or other suitable location approved by the TC or Chief Scrutineer. Once the repairs have been completed, the automobile must be returned to its allocated pit bay or pit lane garage before it rejoins the circuit. The removal

and return of any automobile in these circumstances must be carried out under the supervision of and subject to the instructions of the TC or Chief Scrutineer or his nominee. A speed limit of 10km/h shall apply in the paddock area at all times.

(c) Any repairs carried out on an automobile outside of the Pit Lane or other location approved by the TC or Chief Scrutineer, including an automobile stopped on the circuit, must only be carried out by the Driver alone using only tools or parts transported in the automobile. Advice given to the Driver whether by electronic means or by voice, is not considered to contravene this regulation.

(d) Replenishment of oil or water outside of the Pit Lane or other location approved by the TC or Chief Scrutineer is not permitted.

(e) In the event that an automobile which has stopped on the circuit has been removed from the circuit by officials it shall, when appropriate, be taken to the scrutiny bay where the Competitor shall have the option to either:

(i) Carry out repairs in the scrutiny bay;

(ii) Move the automobile to the pit lane garage or another location approved by the TC or Chief Scrutineer for repairs; or

(iii) Withdraw the automobile from the event by supplying written notice to the Secretary of the Meeting.

(iv) If the affected automobile wishes to restart the race as a result of repairs carried out then it may only do so, with the permission of the Clerk of the Course, after having been rescrutinised by the TC or Chief Scrutineer.

S12.11 Removal of Automobiles from the Circuit Precinct

Following the commencement of the first practice session, it is not permitted to remove any automobile from the circuit precinct 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.

S12.12 Radio Communication to/from Automobile

Two-way radio communications between the Driver and a member of the Pit Crew is compulsory at all times whilst the automobile is on the race track.

S12.13 Race Management Channel (RMC)

(a) A minimum of one (1) senior team member for each competing automobile must monitor RMC, on a strictly listening basis only, at all times during practice, qualifying and racing.

(b) This team member must monitor the RMC from at least 15 minutes prior to the scheduled start time of each session or race during the event.

(c) All relevant track messages received on the RMC must be relayed to the Driver as well as the Team Manager.

(d) The RMC frequency shall be as advised by the CM.

S13 PIT STOPS

S13.1 General Procedures

(a) Each pit stop shall be conducted in accordance with the following:

(i) A Pit Stop may be carried out during any Safety Car deployment.

(ii) The use of reverse gear in pit lane is strictly forbidden. If a Driver passes their pit bay they may be pushed back to the pit bay by the pit lane service personnel.

(iii) Each Competitor must supply a minimum of two effective dry chemical powder type extinguishers in each garage under their control with a minimum capacity of 4.5kg each. One 9kg extinguisher is not acceptable.

(iv) Except for electric cooling fans and battery powered hand tools, the use of any spark generating device or high temperature device is prohibited in the pit garage or in pit lane

(v) The use of any device to artificially heat tyres and/or wheels is not permitted.

(vi) Each team must use solid incompressible components capable of supporting the automobile in the event of a jacking system failure. These must be positioned under the automobile at all times while persons are working on the automobile and have any part of their body under any part of the automobile. This requirement does not apply to wheel changing operations and brake pad changes.

(vii) The use of an onboard jacking system is not permitted at any time during the event. Each automobile must only be lifted by the use of commercially available standard trolley jacks as approved by the TC or Chief Scrutineer.

(viii) A suitable pit stop sign must be provided by each Competitor for the car controller of each automobile to display when their automobile is entering pit lane. The automobile's competition number must be clearly displayed on the sign. Other detail such as team name or sponsor name may be added to the sign

(ix) A pit stop procedure can be made up of either of the following activities:

(A) refuelling the automobile (refer S13.2)

(B) servicing the automobile (refer S13.3);

(x) Refuelling the automobile must be the first activity performed. More than one activity cannot be performed at the same time. Refuelling must be completed before the second activity is started.

(xi) All crew (except the Car Controller) and equipment (except any wheel chock that is used exclusively to prevent the automobile from rolling) must return behind the prescribed line before the activity can be considered completed. Only then can a new activity start or an automobile be released from its pit bay by the Car Controller. If the wheel chock is not removed, it must be restrained.

(xii) A Driver change may take place during either activity.

(xiii) If an automobile's dry break fuel coupling/s is mounted forward of the A-pillar (leading edge of the front door), the Car Controller must be attired as per the personnel carrying out the re-fuelling procedure.

(xiv) A maximum of three (3) persons and their equipment may cross the prescribed line to assist with a pit stop by working on the automobile. This number of personnel does not include the tyre technician (employed by or contracted to a tyre manufacturer), TV technician, any signal persons at the pit wall, Driver entering the automobile, Driver Assistant (if used) and Car Controller who must carry out their functions exclusively. If a tyre technician is working near the fuel coupling/s they must be attired as per the personnel carrying out the refueling procedure. Any TV technician/s adjusting in-car equipment must be attired as per the personnel carrying out the refueling procedure.

(xv) Any person who crosses the prescribed line and/or assists during the pit stop by passing or moving any tool and/or component from the pit lane garage over the prescribed line into pit lane, shall be deemed as working on the automobile.

(xvi) Any person receiving any component or tool rolled or passed from pit lane over the prescribed line into the pit lane garage shall not be deemed as working on the automobile.

(xvii) All personnel, except the Car Controller, and equipment must remain behind the prescribed line until the automobile has come to a complete stop in its allocated pit bay.

(xviii) The Car Controller may only cross the prescribed line into pit lane one (1) lap prior to the commencement of the pit stop.

(xix) Each automobile must come to a complete stop in its allocated pit bay prior to the Driver safety harness being unfastened.

(xx) During any pit stop all equipment including wheels, spare parts, wheel changing tools etc must be under the complete control of the persons permitted to work on the automobile.

(xxi) An automobile which is driven over any equipment in pit lane or makes contact with any other automobile or personnel in pit lane may receive a pit lane drive through penalty or other penalty as determined by the Stewards.

(xxii) During any pit stop, the automobile's engine may be left running. When the automobile is ready to rejoin the circuit the automobile must only be re-started by on-board means without any outside assistance.

(xxiii) The Driver's safety harness must be fastened before the automobile leaves its allocated pit bay.

(xxiv) The Car Controller must be behind the prescribed line before the automobile exits the pit lane.

S13.2 Refuelling the automobile

(a) At all times during each race, re-fuelling of each automobile with a dry break coupling must only be carried out on the pit lane apron and in accordance with Schedule N Part 2 of the CAMS Manual of Motor Sport and the following regulations.

(b) Each person involved in refuelling the automobile must wear apparel which complies with Schedule N Part 2 of the CAMS Manual of Motor Sport.

(c) Three (3) persons, as detailed in Article S 13.2 (d), must assist with refuelling each automobile, excluding the Car Controller, the Driver Assistant and others identified in Article S13.1(a)(xiv) of these regulations.

(d) Each Competitor must nominate one person to carry out each of the following refuelling roles for each automobile to the Secretary of the Meeting no later than 5pm on the day preceding the first day of the event.

(i) The fuel hose operator.

(ii) The fire extinguisher operator.

(iii) The dead man handle operator.

(e) At all times during any refuelling of an automobile, each member of the refuelling crew must not carry out any activity other than that required for their specific nominated refuelling role. The fire extinguisher operator must be, positioned near the refuelling with an operational fire extinguisher of not less than 4.5kg capacity.

(f) While in Pit Lane, the fuel delivery hose must at all times be held by the fuel hose operator.

(g) Each refuelling tower must comply with the requirements of Articles S16 of these regulations

(h) No refuelling may occur from the 3 minute signal prior to the race start until after the automobile has completed one (1) racing lap.

(i) An automobile which has the refuelling aperture on the non-garage side of the automobile may enter the garage to refuel subject to the following procedure:

(i) The adjoining garages on either side of the pit bay being used must be informed of the intended refuelling pit stop one (1) lap prior.

(ii) The garage where the refuelling is to occur must be evacuated of all people except the refuelling personnel, prior to the pit stop.

(iii) The automobile must enter the pit bay garage nose first with that area of the automobile where the fuel filler aperture is located remaining outside of the garage.

(iv) The automobile's engine must be turned off prior to the commencement of refuelling.

(v) Each person involved in refuelling the automobile must wear apparel which complies with Schedule N Part 2 of the CAMS Manual of Motor Sport.

(vi) When refuelling is completed the crew must then push the automobile from the garage to its pit bay prior to release by the Car Controller.

(j) An automobile fitted with its standard fuel filler aperture that does not have dry break fittings may refuel in its pit bay utilising hand operated pumping equipment subject to the following requirements:

(i) Equipment must have inbuilt earthing and petrol compliant fittings.

(ii) The pump and nozzle assembly may be installed in a 205 Litre Race Fuel Drum.

(iii) Drums must be tethered along with an earth cable to the pit building.

(iv) Each person involved in refuelling the automobile must wear apparel which complies with Schedule N Part 2 of the CAMS Manual of Motor Sport

(k) The following equipment, or similar as approved by the TC, must be used for an automobile fitted with its standard fuel filler aperture:

(i) A Rapidflow hand operated pump fitted to a 2.5 metre Maximus dedicated fuel hose (Ref No RWPS09-025) that incorporates inbuilt copper earth wire and non-kink wire coiling. *Note*: Some automobiles may require a longer hose.

(ii) A Topgun filler nozzle with cut off handle that controls fuel flow.

S13.3 Servicing the automobile

(a) The maximum number of persons permitted to assist with servicing the automobile is three (3), excluding the Car Controller, Driver Assistant and others identified in Article S13.1 (a)(xiv) of these regulations.

(b) A maximum of two (2) wheels may be jacked above the ground at any time during a Pit Stop.

(c) The maximum number of powered tools (hand or otherwise) used to loosen or re-tension the wheel nuts is one (1) per automobile.

(d) During a race it is forbidden to change the cylinder block (crankshaft case and cylinders) or the chassis/body unit under penalty of exclusion.

S13.4 Driver Change

(a) A Driver change may only take place on the pit lane apron under supervision of pit lane officials, even if an automobile has been moved to the pit garage for an extended repair period.

(b) A Driver change may be carried out at any time during a pit stop.

(c) A Driver must not cross the prescribed line into pit lane before the automobile has come to a complete stop in its pit bay.

(d) The Driver who has exited the automobile must be behind the prescribed line before the automobile is released from its pit bay at the conclusion of a pit stop.

(e) The Driver exiting the automobile, if assisting the driver entering the automobile, is not deemed to be working on the automobile. Teams are permitted to use a Driver Assistant, in place of the exiting Driver. This Driver Assistant may assist with the driver change and/or connect a cable to an automobile's Data/ECU system only. In these cases the exiting Driver or the Driver Assistant will not be counted as one of the persons who are permitted to assist with the pit stop.

S13.5 Compulsory Pit Stops (CPS)

(a) At a Round of the Series where a scheduled race time is 1 hour, each automobile must complete one (1) CPS in each 1 hour race.

(b) The CPS must be commenced during the prescribed pit stop window in each race.

(c) The prescribed pit stop window shall open when a nominated number of laps **or time** of the race has been completed by the leader and close when a nominated number of laps **or time** have been completed by the leader (The nominated Open and Closed lap number **or time** is to be detailed in the Supplementary and Further Regulations issued by the Organiser at each CPS round).

(d) The CPS may not be ~~conducted~~ **commenced** during a Safety Car period that occurs within the CPS Window.

(e) An automobile shall be deemed to have commenced a CPS when the automobile enters pit lane and has crossed the speed restriction line.

(f) An automobile shall be deemed to have completed a CPS when the automobile exits pit lane by crossing the speed derestriction line and re-joins the track.

(g) Each CPS shall be conducted in accordance with Article S13.1 of these regulations and the following:

(i) Each automobile must complete a driver change at their allocated pit bay. For each automobile with a single Driver, the Driver must exit the automobile, close the door and then re-enter the automobile before the automobile may proceed at the direction of the Car Controller.

(ii) No refueling or other work may be carried out on the automobile during the CPS.

(h) The minimum penalty for failing to conduct the CPS as specified shall be two (2) laps deducted at the completion of the race.

S14 MAXIMUM DRIVING TIME

(a) The number of Drivers permitted for each automobile in each race is specified in Article S7 of these regulations.

(b) For each 1 hour race of the Series, there is no maximum drive time.

(c) For each 300km race of the Series, the maximum total driving time for each Driver shall be 1 hour and 45 minutes. These limitations shall remain in place if the race is shortened for any reason.

(d) For each 3 hour race of the Series, the maximum total driving time for each Driver shall be 2 hours. This limitation shall remain in place if the race is shortened for any reason.

(e) For each 4 hour race of the Series, the maximum total driving time for each Driver shall be 2 hours and 30 minutes and the maximum continuous driving time for each Driver shall be 2 hours. These limitations shall remain in place if the race is shortened for any reason.

(f) For each 6 hour race, the maximum driving time shall be as specified in the event regulations for the 2017 Hi-Tec Oils Bathurst 6 Hour.

(g) The driving time for each Driver shall be measured from the start of the formation lap for Round 5 and the start of the race for Round 2, 4 and 6 and then subsequently from the first time a Driver crosses the control line, on the track (not in Pit Lane), after exiting Pit Lane, until the last time the Driver crosses the control line, on the track, before entering Pit Lane to change Drivers or until the Driver crosses the control line at the end of the race.

(h) Each Driver must also have a minimum rest time of thirty (30) minutes between driving sessions, with this time measured as above.

(i) The following penalty (or another penalty as determined by the Stewards) shall be imposed on each automobile where a Driver does not comply with the maximum driving/minimum rest times permitted:

(i) If detected during the race, the automobile may be shown a black flag and the automobile shall be held in its pit bay area for a duration equivalent to the amount of time that the maximum driving time permitted was exceeded and/or the amount of time less than the minimum rest time. One (1) lap shall also be deducted from that automobile's lap count at the completion of the race.

(ii) If detected after the race the penalty shall be the addition of the amount of time that the maximum driving time permitted was exceeded and/or the amount of time less than the minimum rest time. One (1) lap shall also be deducted from that automobile's lap count at the completion of the race.

(iii) The sum total of penalty laps shall be deducted from the automobile's total number of laps completed at the end of the race, prior to the results being published.

S15 FUEL

(a) Each automobile must only use the fuel as supplied by the official fuel supplier at the event, as nominated by the CM.

(b) Other than fuel already in the fuel tank of an automobile, no fuel is to be brought into the event site.

(c) The official fuel supplier shall on arrival at the event and prior to the start of the event deliver each automobile or team (maximum two (2) automobiles per team) one (1) 205 liter drum of fuel. This fuel must be in use from and including qualifying onwards for the entirety of the event.

(d) Returning unused fuel to the official fuel supplier for refund must be completed by one (1) hour after the finish of the final race for the Round. No fuel shall be accepted after this time and it shall be the Competitor's responsibility and cost.

(e) A fuel sample may be taken from a competition automobile at any time.

(f) Each Competitor is responsible for a fuel sample being able to be obtained safely and promptly upon request by the TC or Chief Scrutineer.

(g) All fuel sampled shall be compared with that provided by the official fuel supplier. Any discrepancy shall be reported to the Stewards by the TC or Chief Scrutineer.

(h) A specification analysis of the event fuel, and distribution details shall be available on request from the CM.

(i) Refueling and defueling is not permitted during any qualifying session, or before the completion of post qualifying or post-race scrutiny unless authorised by the TC or Chief Scrutineer.

S15.1 Fuel Storage

(a) Any area in which fuel is being stored must be:

(i) Adequately ventilated and have unimpeded access; and

(ii) Be clean and free of potentially flammable materials e.g., paper, rags, oily fabrics etc.

(b) Fuel must only be stored or transferred at a temperature within 10 degrees Celsius (plus or minus) of ambient temperature.

(c) The maximum amount of fuel to be stored in each pit lane garage shall be 205 litres or as advised in the event Supplementary or Further Regulations. The fuel storage allowance does not include the fuel contained within the refueling tower. A pit lane garage is defined as the area provided by the Organiser as a single pit lane garage hire for one (1) automobile.

(d) Any fuel in excess of the pit lane garage allowance must be stored in the bunded fuel storage area.

(e) At least 2 x 4.5kg dry chemical fire extinguishers, in working order, must be provided by the Competitor for each of their competing automobiles.

S16 REFUELLING TOWER

S16.1 Tower construction

(a) Each refuelling tower must conform to the following:

(i) All refuelling equipment must comply with Schedule N Part 2 of the CAMS Manual of Motor Sport.

(ii) Each refuelling tower must be positioned within the walls of the Pit Lane garage.

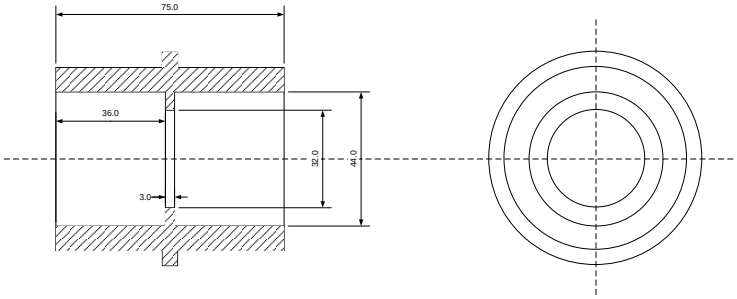
(iii) Each refuelling tower must be constructed and assembled in such a way that it can and must be securely fixed to the Pit Garage structure at all times and must not be moved once filled.

(iv) The refuelling system (including the refuelling tower, tank, hoses, valves and dry break fittings) must all be electrically connected to one of the grounding connections in the Pit Garage for the duration of the on-track activities.

(v) The automobile must also be connected, at least momentarily, to one of these grounding connections before refuelling can commence.

(vi) Each refuelling tower must display the relevant automobile's competition number on a forward facing surface of the refuelling rig. This number must be in Helvetica Bold font and must be at least 150mm high.

(vii) Each refuelling tower must have a restrictor fitted between the exit of the refuelling rig hose and within 150mm of the dry-break coupling through which all fuel being transferred to the automobile must pass. The restrictor must be 75.0 mm long, be circular in section and have a maximum internal diameter of 32.0 mm. The 32.0 mm restriction must be maintained for a distance of 3.0 mm. The minimum internal diameter either side of the restriction is 44.0 mm, maintained for at least 36.0 mm. This restrictor must comply with the following drawing.



(viii) The maximum height of the top surface of the tower is two (2) metres above the Pit Lane; only non-fuel holding connections and vents are permitted above this height.

(ix) Each tower must be fitted with a ball cock or similar fast action cut-off valve, which must work on the "deadman handle" principle. The cut-off valve must be attached directly to the fuel reservoir and must close immediately, stopping the flow of fuel from the reservoir, when pressure on the handle of the cut-off valve is released. The closing principle of the cut-off valve must not rely on the action of gravity alone.

(x) The emergency cut-off valve Attendant ("deadman's handle Attendant") must only hold the valve open for the duration of a refuelling operation.

(xi) Each tower must only incorporate a "siamese" filler/vent configuration which is to be operated by a single refueller/vent attendant and returns all displaced fumes from the automobile's fuel tank to the ullage space in the reservoir of the refuelling tower.

(xii) A single fuel delivery hose, which must be of a flexible rubber or a fuel resistant reinforced plastic material, must be connected to the emergency cut- off valve. The flexible part of the hose must be at least 3m in length and of an internal diameter no greater than 50mm (2 inch).

(xiii) The vent hose used to direct the expelled fumes from the automobile to the refuelling tower must remain open at all times. No device may restrict the flow of these fumes for the duration of the refuelling operation.

(xiv) The reservoir must be vented via an explosion safe shielded vent. This vent must be

open at all times and only atmospheric pressure may be exerted on the fuel in the main reservoir. No artificial pressurisation of the reservoir is permitted.

(xv) A filling orifice (maximum inside diameter of 50mm) may be fitted to the main reservoir.

(xvi) Any device or substance, which changes the temperature of the fuel from the ambient air temperature, is prohibited.

(xvii) All refuelling equipment must be maintained in good working order:

(A) O-rings must be regularly inspected and replaced if there are any signs of expansion or damage; and

(B) Springs and tracks must also be regularly inspected and kept lubricated during those times the refueling valves are not in operation.

(xviii) Each installation and all equipment must be specifically approved by the TC prior to any Event during which refuelling is permitted in Pit Lane.

S16.2. Use of the Refueling Tower

(a) The use of a refuelling tower is only permitted during a race when the automobile is in pit lane.

(b) It is permitted to practice Pit Stops with the refuelling tower in Pit Lane, outside of track activity, provided that there is no fuel in the tower or the refuelling hose.

(c) Fuel Drums must comply with AS2906.

(d) It is not permitted to place any type of cover or shield over the Refuelling Tower during a race.

(e) The refilling of a refuelling tower is not permitted during refuelling of an automobile from that refuelling tower.

(f) Any refilling operations to the main reservoir must be carried out bearing in mind State or Territory Occupational Health and Safety regulations.

(g) At all times when emptying or refilling a refuelling tower in the pit lane garage all personnel must be fully attired in the apparel as per Schedule N Part 2 of the CAMS Manual of Motor Sport. Each Competitor must also ensure that a similarly attired attendant, with a fire extinguisher in working order, is present.

S17 TYRES

(a) From the commencement of qualifying, the maximum number of tyres that are permitted to be used on each automobile at each round of the Series shall be as below. The maximum number of tyres may include new and previously marked 2017 Series tyres only.

Round	Maximum number of tyres
1	24
2	16
3	16
4	16

5	16
6	16

(b) Each automobile must only be fitted with Hankook Z221 tyres of size and compound listed below.

Size	Compound
195/55R15	Medium
215/45R17	Medium
225/45R17	Medium
235/45R17	Medium
235/40R18	Medium
245/40R18	Medium
265/35R18	Medium
285/30R18	Medium
295/30R18	Medium

(c) Each tyre must be purchased from the control tyre supplier listed below:

Gary's Motorsport Tyres
Unit 3/ 13 Penny Place
Arndell Park NSW 2148
Contact: Gary Harrison
Ph: (02) 9676 8655

(d) With the exception of wear resulting from normal usage, each tyre must remain unmodified.

(e) A maximum number of tyres (as detailed above) shall be marked for each automobile by the TC or his nominee at each Round of the Series and these marked tyres are the only tyres permitted to be used on that automobile during any qualifying session or race at that Round.

(f) Within one (1) hour from the completion of the final practice session at each Round of the Series, each Competitor must present each tyre for marking at the front of their respective garage/paddock bay

(g) Each Competitor is responsible for ensuring that each tyre is marked or re-marked as appropriate. If a tyre is not marked for any reason or the markings become illegible, the Competitor must notify the TC or his nominee immediately.

(h) A Competitor is permitted to replace one (1) 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.

(i) Should a Competitor be permitted to replace a marked tyre, the automobile concerned must start the next race at that Round of the Series from the rear of the grid.

(j) The use of any tyre heating, heat retention device or chemical treatment is prohibited.

(k) It is prohibited to use any device that automatically controls the tyre pressure of a fitted tyre.

(l) If qualifying and/or racing are scheduled on more than one (1) day at any Round of the Series, the TC may impound any tyre overnight at his sole discretion.

(m) At no time may any tread wear indicator be exposed, or in the case of a tyre that has a dimpled tyre wear indicator, the tyre must not be worn below the indicator. With the exception of the shoulder of a tyre, in each area of a tyre where there is no tread wear indicator, the standard tread pattern must be clearly visible.

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 shall not be the subject of any protest or appeal.

S18 AUTOMOBILE MARKINGS

S18.1 Automobile Markings and Series identification

(a) In addition to the requirements detailed below and in Appendix 1 of these regulations, each automobile must comply with Schedule K of the CAMS Manual of Motor Sport:

(b) The front and rear windscreen strip of each automobile is to be left vacant for the Series sponsor. 200mm from bottom of strip to top of windscreen – decals to be supplied by the CM. Note: The windscreen banner must be placed on the windscreen glass (not the metal roof space above the windscreen).

(c) Each side number panel must be a white panel 300 mm high x 380 mm wide and placed 10mm to 20mm back from the front door line.

(d) Each competition number must be black - 220 mm high x 300mm wide and in Helvetica Bold Italic.

(e) The class of the automobile entered must be placed on the bottom right hand side of the number panel – 80mm high and in black Helvetica Bold Italic. For Example "***A***".

(f) A panel above the side number panel must be left vacant for the Series commercial partners. 102mm high x 380 mm wide – to be supplied by the CM.

(g) The front and rear number plates must be left vacant for class commercial partners. 130mm high x 400 mm wide – to be supplied by CM.

(h) Front windscreen number and class letter – day glo Helvetica Bold. 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.

(i) Rear windscreen number and class letter – day glo Helvetica Bold. 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.

S18.2 Competition Numbers

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

(b) The Number ”1” shall be reserved for the outright Series winner from the previous year.

S18.3 Night Racing Requirements

(a) Each door number must either be of reflective material or illuminated by door panel lighting.

(b) Each door handle, battery isolation and kill switch as well as window net release mechanism must be highlighted with reflective tape.

(c) A Pit Boom can be utilised for lighting of the pit bay area only.

S19 DATA LOGGING and PRESSURE MONITORING DATA LOGGER

(a) Each automobile fitted with a forced induction engine must be fitted with a pressure monitoring data logger.

(b) Each pressure monitoring data logger must be installed in accordance with all instructions issued by the pressure monitoring data logger supplier and the TC and must remain fully operational to record the inlet manifold pressure of the automobile for the duration of each practice session, qualifying session and race.

(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) Downloading of logged data by a Competitor, or their representative, is not permitted until thirty (30) minutes have elapsed from the completion of a practice session, qualifying session or race.

(e) The pressure monitoring data logger detailed in these regulations is the only device that shall be used to determine the compliance of each forced induction automobile with the maximum inlet manifold pressure detailed in its CAMS Vehicle Recognition Document - APCS.

(f) The TC is the sole arbiter with regard to the interpretation of any data recorded by the pressure monitoring data logger and the determination of compliance of each automobile. Any non-compliance shall be reported to the Stewards with a recommendation of exclusion from the relevant session.

(g) The TC can exchange the Competitor’s pressure monitoring data logger unit for one owned by the CM at any time.

(h) The pressure monitoring data logger for the Series is the Motor Sport Electronics – BM2012 Boost Monitor, which must have a manufactured date after 01 January 2012. This boost monitor is available from:

Motor Sport Electronics Pty Ltd

22 Deep Pool Way

Mount Annan

NSW 2567

Ph: 02 4648 0030

Email: sales@msedata.com.au

Mob: 0402 102 553

www.msedata.com.au

(i) Access to any form of recorded or logged data for an automobile must be provided to the TC at any time upon request. This may include any data that is recorded or logged for an engine, a chassis or suspension component or any other form of data that is recorded or logged for that automobile.

S20 TESTING RESTRICTIONS

Any driver associated with the Series is not permitted to drive on any circuit that is hosting a Round of the Series in any automobile entered in the Series after midnight on the Friday of the week preceding the commencement of the relevant Round of the Series unless authorised in writing by the CM. The CM shall be the sole arbiter as to whether an automobile or Driver is associated with the Series.

S21 SEALING OF AUTOMOBILES/COMPONENTS

(a) The engine fitted to each automobile must have been sealed by the TC or a nominated sealer approved by the CM, prior to the commencement of qualifying at each round of the Series.

(b) The TC may seal any drive train and engine part during an event for inspection between events.

(c) No seal may be removed without the prior express permission of the TC.

(d) Where a sealed component has been determined to be ineligible by the Stewards, the Stewards may, at their discretion, exclude the automobile from the results of all previous rounds of the Series in which the sealed component was identified as having been used on that automobile.

(e) It is the responsibility of the Competitor to have appropriate holes in relevant components to enable the fixing of seals.

S22 VIDEO CAMERA & RECORDING DEVICE

(a) Each automobile entered in the Series must be fitted with a fully operational digital video camera and recording device and any associated camera equipment to ensure the full functionality and recording capability of the camera in each practice/qualifying session and race.

(b) The camera system must be supplied by the Competitor and authorised by the CM.

(c) The camera and its associated equipment shall be installed in the automobile with the camera pointed in a forward direction with a field of vision sufficiently wide to record clearly, and without obstruction at all times, the Driver's view of the race track ahead.

(d) Each Competitor shall be required to ensure that the camera is switched on and functioning in the correct manner prior to the automobile entering the Circuit for each practice/qualifying session and race.

(e) Access to the camera must be provided to personnel appointed by the CM at any time upon request.

(f) No person other than personnel authorised by the CM shall interfere with the camera, for thirty (30) minutes after the conclusion of any track activity

(g) Each Competitor is permitted access to any video image recorded by a camera, however the footage is "strictly for private internal purposes"; that is, it cannot be sold, licensed, broadcast ,published, commercially exploited or otherwise publicly displayed or distributed.

(h) When requested, each Competitor must immediately provide the flash card to the RD, TC or Stewards.

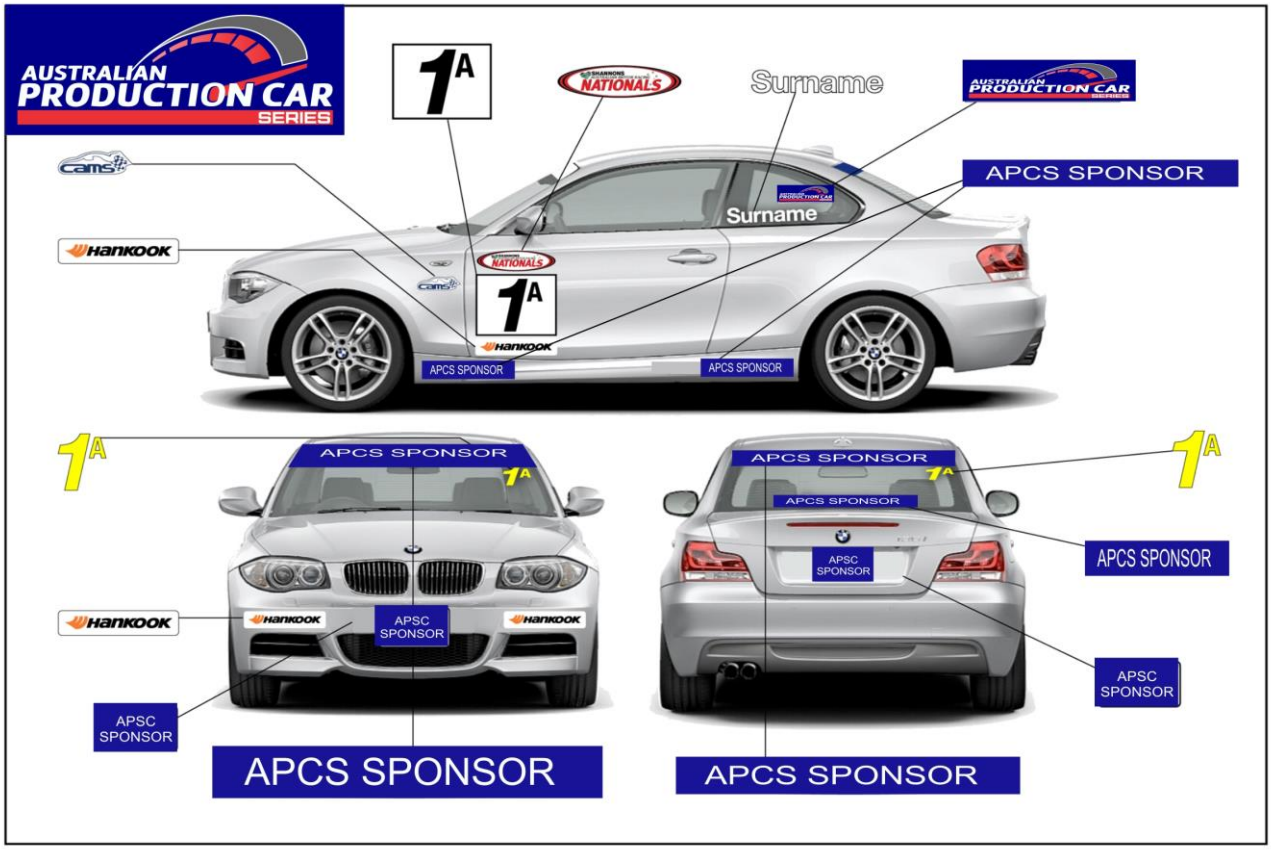
(i) The fitment of any other camera and/or recording device to an automobile is subject to the prior express approval of the CM and the installation is subject to the approval of the TC.

S23 SAFETY CAGE

Each automobile must be fitted with a full safety cage which must be in compliance with Schedule J of the CAMS Manual of Motor Sport, including Article 15.1(c) of Schedule J.

Appendix 1

Automobile Marking



Appendix 2

List of Eligible Automobiles for the 2017 Australian Production Car Cup

Class A1 – Extreme performance forced Induction		
Make	**Model**	**Designation**
Audi	RS3	8V
Audi	TTRS	8J
BMW	M Coupe (1 Series)	E82
BMW	M135i Hatch	F20
BMW	M2 Coupe	F87
BMW	M235i Coupe	F22
BMW	M3	F80
BMW	M4	F82
Ford	FG FPV	GT-P, F6
Ford	FGII	GT-F
Ford	FGX	XR8
Ford	BF2 FPV	F6
Ford	Focus RS	LZ
Holden	VF MY14-HSV	GTS
Mercedes-Benz	A45	AMG
Mitsubishi	Lancer Evo VIII	RS
Mitsubishi	Lancer Evo IX	RS & GSR
Mitsubishi	Lancer Evo X	RS
Mitsubishi	Lancer Evo VII	RS
Subaru	Impreza WRX Sti	G-4
Subaru	Impreza WRX Sti	G-3, V-1
Subaru	Impreza WRX Sti	G-1
VW	Golf R	Series 7

Class A2 – Extreme Performance Naturally Aspirated		
Make	**Model**	**Designation**
Audi	RS4	B8
Audi	S4	B7 V8
Audi	S5	8T V8
BMW	M3	E90/E92
Ford	BA Mk I/II - FPV	GT/GT-P
Ford	BF Mk I/II - FPV	GT/GT-P
Ford	FG - FPV	GT
Ford	FG – Mk II	GT R-Spec
Holden	VY/VY2 – HSV	GTS

Holden	V2-HSV	GTS Coupe
Holden	VZ – HSV	GTO Coupe, GTS Coupe
Holden	VZ – HSV	R8 Clubsport
Holden	VE/VE2 – HSV	R8 Clubsport
Holden	VE/VE2 – HSV	GTS
Holden	VX– HSV	GTS
Holden	VY CSV Monaro	Mondo GT
Holden	VF	SS Redline (6.2)
Mercedes-Benz	C63	204

Class B1 – High Performance Forced Induction		
Make	**Model**	**Designation**
BMW	135i	E82
BMW	335i	E90/E92
Ford	BA Mk I/II - FPV	XR6 Turbo
Ford	BF Mk I/II	XR6 Turbo
Ford	FGX	XR6 Turbo
Ford	FG - FPV	F6
Ford	FG	XR6 Turbo
Mitsubishi	Lancer Evo V, Vi	RS, TME
Peugeot	308	Gti 270
Renault	Megane	RS 275 Trophy R
Subaru	Impreza WRX Sti	G-2
Volkswagen	Golf R	Series 6

Class B2 – High Performance Naturally Aspirated		
Make	**Model**	**Designation**
BMW	M3	E46
BMW	M3	E36 3.2L
Ford	AU	XR8
Ford	BA Mk I/II	XR8
Ford	BF Mk I/II	XR8
Ford	FG	XR8
Holden	VX – HSV	R8 Clubsport
Holden	VY	SS/SV
Holden	VZ	SS/SV
Holden	VE	SS/SV/SSV-Redline
Holden	VF	SS/SV/SSV-Redline (6.0L)

Class C - Performance		
Make	**Model**	**Designation**
Alfa Romeo	Giulietta	QV
BMW	130i	E87
BMW	228i	F22
BMW	M3	E36 3.0L
Ford	Focus XR5	LT, LV, LVII
Ford	Focus ST	LZ
Holden	Astra Sri Turbo	AH
Holden	Astra HSV VXR	AH
Mazda	3 MPS	3A/3B
Mazda	6 MPS	6A
Mazda	RX-8	RX8A
Renault	Megane	RS 265
Renault	Megane	RS 265 Trophy R
Renault	Clio	RS200
Subaru	Impreza WRX	MY06
Volvo	C30	T5
VW	Scirocco	R

Class D - Production		
Make	**Model**	**Designation**
BMW	328i	E36
Ford	Fiesta	XR4
Honda	Integra	Type R
Honda	Integra	Type S
Kia	Proceed	GT
Mazda	626	GE 2.5
Mazda	MX6	GE 2.5
Mini	Cooper S JCW	R53
Mini	Cooper S JCW	R56
Renault	Clio	197
Subaru	BZ	Z-1
Toyota	Camry	XV20
Toyota	Celica	SX
Toyota	Corolla	Sportivo
Toyota	86 GT/GTS	ZN SER

Class E - Compact		
Make	**Model**	**Designation**
Alfa Romeo	Mito	1.4 Turbo
Eunos	30X	
Mazda	2	DJ,DE
Mazda	3 SP23	BK
MG	MG6	1.8TCi Magnette
Mini	Cooper	R50
Nissan	Pulsar	N15
Proton	Satria GTi	BS
Suzuki	Swift Sport	RS416
Suzuki	Swift GTi	AA34S
Toyota	Corolla	Accent/Levin
Toyota	Echo	10 SER
Toyota	Yaris	YRX

Class F - Diesel		
Make	**Model**	**Designation**
BMW	123D	E87
BMW	220D	F22
BMW	123D	E82
BMW	330D	E90
Holden	Cruze CD	JG
Mazda	6 Diesel	

Class I - Invitational		
Make	**Model**	**Designation**
Fiat	Abarth	500
Ford	Falcon	EA/EB
Ford	Falcon	AU
Ford	Falcon	BA
Ford	Falcon Ute	FG
Ford	Mustang	FM GT
Holden	Commodore	VN/VP
Holden	Commodore	VT
Holden	Commodore	VY
Holden	Commodore Ute	VE SS
Hyundai	Excel	X3