



2017 Touring Car Masters Series Sporting and Technical Regulations



Version 1

Published 17/02/2017



2017 Touring Car Masters Series Sporting Regulations

S1		TITLE and JURISDICTION	4
	S1.1	Title	4
	S1.2	Authority / Jurisdiction	4
S2		ADMINISTRATION	4
	S2.1	Personnel	4
S3		COMPETITOR ELIGIBILITY	5
S4		AUTOMOBILE ELIGIBILITY	5
	S4.1	Automobile Classes	5
	S4.2	Replacement Automobiles	5
S5		DRIVER ELIGIBILITY	5
	S5.1	Substitute drivers	6
	S5.2	Driver Classification/Status	6
	S5.3	Guest Drivers	6
S6		SERIES ROUNDS	6
S7		SERIES CALENDAR	6
S8		ROUND FORMAT	7
	S8.1	Round Format	7
	S8.2	Variations to Timetable	7
S9		GRID DETERMINATION	7
S10		START PROCEDURE	7
S11		AWARDS and POINTSCORE	8
	S11.1	Prizes and Trophies	8
	S11.2	Series Pointscores	8
S12		EVENT OPERATIONS	9
	S12.1	Series Registration and Entry	9
	S12.2	Drivers Briefing	9
	S12.3	Impound/Parc Ferme	9
	S12.4	Qualifying	10
	S12.5	Pit Lane	10
	S12.6	Removal of Automobiles from the Circuit	10
	S12.7	Driver Leaving the Circuit	10
	S12.7	Radio Communication to/from Automobile	10
	S12.8	Race Management Channel	10
S13		TYRES	10
S14		FUEL	12
S15		AUTOMOBILE MARKINGS	13
	S15.1	General	13
3	S15.2	Competition Numbers	13
	S15.3	Class Identification	13
S16		PERFORMANCE SPECIFICATIONS and ADJUSTMENTS	13
	S16.1	Performance Specifications	13
	S16.2	Success Adjustments	14
S17		IN-CAR CAMERAS	14
S18		RAIN LIGHT	14
S19		SCALES OF FACT	15
		APPENDIX A – AUTOMOBILE MARKINGS	16
		APPENDIX B – AUTOMOBILE ELIGIBILITY LIST	18
		APPENDIX C – PERFORMANCE SPECIFICATIONS	20



2017 Touring Car Masters Series Technical Regulations

T1		PREAMBLE	21
T2		GENERAL	21
	T2.1	Modifications	21
	T2.2	Eligible Models	21
	T2.3	Homologation Requirements	22
	T2.4	Materials	22
T3		WEIGHTS AND DIMENSIONS	22
	T3.1	Racing Weight	22
	T3.2	Ballast	22
T4		CHASSIS & BODYWORK	22
T5		INTERIOR	25
T6		SUSPENSION AND STEERING	27
T7		BRAKES	29
T8		WHEELS AND TYRES	30
T9		ENGINE	31
T10		TRANSMISSION AND DRIVETRAIN	32
T11		INDUCTION SYSTEM	33
T12		IGNITION SYSTEM	33
T13		ELECTRICAL SYSTEM	34
T14		FUEL AND FUEL SYSTEM	34
T15		FIRE EXTINGUISHER SYSTEM	35
T16		POWERTRAIN COOLING	35
T17		IN-CAR CAMERAS	35



2017 TOURING CAR MASTERS SERIES

Sporting Regulations

S1 TITLE and JURISDICTION

S1.1 Title

This Series shall only be known as and referred to as the "Touring Car Masters".

S1.2 Authority / Jurisdiction

- (a) Each event in the 2017 Touring Car Masters 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 and Technical Regulations issued for this Series by CAMS; Supplementary and Further Regulations issued by the Organiser at each round; Bulletins issued by the Stewards and any Driver Briefing Notes and instructions issued by the Clerk of the Course at an event.
- (b) This Series has been sanctioned by CAMS as an Authorised Series.
- (c) Touring Car Masters Pty. Ltd has been appointed as the Category Manager (CM) by CAMS for this Series.

Contact Details:

Touring Car Masters Pty Ltd (ABN 602 911 197)

PO Box 601 Bayswater Vic 3153

Name: Tony Hunter

Phone: 0427 314 943

Email: tony_hunter@sunliner.com.au

Name: Rowan Harman

Phone: 0412 166 976

Email: rowan@motoringevents.com.au

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) Technical Commissioner (TC) John Mahncke
 - (ii) Category Administrator (CA) Tony Hunter, Rowan Harman
 - (iii) Driving Standards Advisor (DSA) Rowan Harman



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 the 2017 Touring Car Masters Terms of Participation Agreement and Series Entry Contract.

S4 AUTOMOBILE ELIGIBILITY

- (a) Each automobile must comply with the provisions of the 2017 Touring Car Masters Series Technical Regulations and the Automobile Eligibility List (refer Appendix B of these regulations), and be registered for the Series with the CM as per the Series Entry Contract to be eligible to compete in the Series.
- (b) The CM, with the prior approval of CAMS, may impose a restriction on the total number of any make/model which is eligible to compete in the Series.
- (c) The CM may nominate invited automobiles at their discretion. Each invited automobile shall comply with any condition placed upon it by the CM at all times.

S4.1 Automobile Classes

- (a) Each automobile shall be allocated into one of the following Classes by the CM and shall compete throughout the Series with each of the automobiles within the same Class.
 - (i) Pro Masters
 - (ii) Pro Am
 - (iii) Pro Sport
 - (iv) IROC (Porsche)
 - (v) Trans Am

S4.2 Replacement Automobiles

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

S5 DRIVER ELIGIBILITY

- (a) To be eligible to compete in the Series, each Driver must be a minimum of 17 years of age and hold a current CAMS Provisional Circuit Licence (PC) or higher and be registered for the Series with the CM.
- (b) To be eligible to compete in any round of the Series conducted at Mount Panorama, Bathurst, each Driver must hold a current CAMS National Circuit Licence (NC) or higher.
- (c) Each Driver must be party to the 2017 Touring Car Masters Terms of Participation Agreement.

- (d) The CM reserves the right to prohibit any Driver from competing in any Round if, in the sole opinion of the CM, the Driver's previous actions have resulted in the category being brought into disrepute.

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 Driver Classification/Status

- (a) A Driver shall be classified as a seeded driver at the discretion of the CM.
- (b) A driver's classification may be changed at any time and shall be advised by the CM.
- (c) Each seeded Driver shall be subject to a performance adjustment applied to their automobile of up to 500rpm reduction to the Minimum Revs and/or up to 50kg addition to the minimum Racing Weight to that stated in these regulations in addition to the application of any success adjustment (refer S16.2). The CM shall determine this adjustment based on the driver/automobile/performance combination and shall apply the adjustment at their discretion.

S5.3 Guest Drivers

The CM reserves the right to permit Guest Drivers to participate in any Round of the Series. Each Guest Driver shall comply with any condition placed upon them by the CM at all times.

S6 SERIES ROUNDS

- (a) The Series shall be conducted over seven (7) rounds as detailed in the Series Calendar below.
- (b) Only the two (2) Series Races and the Trophy Race conducted at each round of the Series shall count in determining the final results of the round and the Series unless specified otherwise in the Supplementary or Further Supplementary Regulations for any round of the Series.

S7 SERIES CALENDAR

The Series shall be conducted over the following rounds:

Round	Date	Circuit
1	2 – 5 March	Adelaide Parklands
2	19 – 21 May	Winton Raceway
3	16 – 18 June	Hidden Valley
4	28 – 30 July	Queensland Raceway
5	15 – 17 September	Sandown
6	5 – 8 October	Mount Panorama
7	24 – 26 November	Newcastle



S8 ROUND FORMAT

The number, length and format of track sessions shall ultimately 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.

S8.1 Round Format

- (a) Generally, the format for each round of the Series shall be as follows:
- (i) Practice - A minimum of two (2) x 20 minute practice sessions.
 - (ii) Qualifying - A minimum of one (1) x 20 minute qualifying session.
 - (iii) Races - A minimum of two (2) Series Races and one (1) Trophy Race (each expressed as a number of laps).
- (b) The scheduling of any practice or qualifying session or race should allow for a minimum of two (2) hours between each session and/or race.

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

- (a) The grid for the first Series Race shall be determined from the fastest qualifying lap time of each automobile as detailed in the RMSR – Progressive Grid.
- (b) The grid for the second Series Race shall be determined from the results of the first Series Race as detailed in the RMSR – Progressive Grid.
- (c) The grid for the Trophy Race shall be determined from the fastest qualifying lap time of each automobile as detailed in the RMSR – Progressive Grid except that the top 45% to 55% as determined by the CM shall be reversed and placed at the rear of the grid.
- (d) If for any reason the Qualifying session is not conducted or the qualifying lap times are not able to be published, each grid position for the first Series Race and the Trophy Race shall be determined by the fastest lap time achieved by each automobile in the combined practice sessions or other method as determined by the Stewards in consultation with the CM.

S10 START PROCEDURE

- (a) The start procedure for each race shall be as detailed in the RMSR – Championship Start – Rolling Start except that pit crew may not access the grid and only the 1 minute board shall be displayed. This shall be displayed when the first automobile stops on the grid at the end of the observation lap. The green flag shall be displayed by the Starter to commence the formation lap when the last automobile stops on the grid.

- (b) In exceptional circumstances, at the request of the CM and only with the prior approval of the Stewards, a standing start with same procedure as above may be utilised.

S11 AWARDS and POINTSCORE

S11.1 Prizes and Trophies

Prizes, trophies and awards shall be as determined by the CM and shall be advised to each Competitor.

S11.2 Series Pointscore

- (a) Points shall be awarded to each driver, based on their finishing position for each Series Race as follows:

Finishing position	Points	Finishing position	Points	Finishing position	Points	Finishing Position	Points
1 st	60	11 th	27	21 st	11	31 st	2
2 nd	56	12 th	24	22 nd	10	32 nd	2
3 rd	52	13 th	21	23 rd	9	33 rd	2
4 th	48	14 th	18	24 th	8	34 th	2
5 th	45	15 th	17	25 th	7	35 th	2
6 th	42	16 th	16	26 th	6	36 th	1
7 th	39	17 th	15	27 th	5	37 th	1
8 th	36	18 th	14	28 th	4	38 th	1
9 th	33	19 th	13	29 th	3	39 th	1
10 th	30	20 th	12	30 th	2	40 th	1

- (b) Points shall only be awarded to the drivers classified as finishers in the final results of each of the two (2) Series Races conducted at each round of the Series unless specified otherwise in the Supplementary or Further Supplementary Regulations at any round of the Series.
- (c) In addition to the above, five (5) Series points shall be awarded to the Driver that records the fastest lap time in qualifying.
- (d) In addition to the above, each Driver shall be awarded twenty five (25) points for each Trophy Race that they start.
- (e) In addition to the above, each Driver shall be awarded twenty five (25) points for each Trophy Race that they finish.
- (f) The results for each round of the Series shall be determined by the number of points scored by each Driver (including Guest Drivers) in each Class at that round.
- (g) 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 of the tied drivers 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 Series Race.



- (h) The Driver gaining the highest points total from all eligible round results shall be declared the winner of the Series
- (i) The Driver gaining the highest points total from all eligible round results in each Class shall be declared the winner of that Class.
- (j) In the event of a tie at the end of the Series, the final positions shall be determined by comparing the race results achieved by each tied driver, with the driver with the highest number of first places in Class 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) in Class achieved by each tied driver until all positions have been determined.
- (k) Any points scored by a driver within a Class shall not be transferred if that driver changes Classes during the Series.

S12 EVENT OPERATIONS

S12.1 Series Registration and Entry

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

S12.2 Driver and Team Manager Briefings

- (a) Each Driver and Team Manager must attend the compulsory Drivers' briefing.
- (b) The time and location of this briefing shall be detailed in the Supplementary or Further Regulations for the event.
- (c) The attendance sheet must be signed by each Driver and Team Manager to confirm attendance.
- (d) Other compulsory briefings may be convened as required and shall be advised to each Competitor accordingly.

S12.3 Impound/Parc Ferme

- (a) Each automobile and Driver, 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 qualifying, without returning to pit or paddock areas and without interference from any third party (other than an Official).
- (b) Each automobile and Driver 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 and no third party is permitted to enter the 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 shall be determined by the fastest lap time achieved by each automobile in the combined practice sessions at the event.
- (b) During qualifying, an automobile may not return to the paddock/garage area without the express permission of the TC. If an automobile exits pit lane to the paddock/garage during qualifying it shall not be permitted to re-join that session.

S12.5 Pit Lane

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.

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 Driver leaving the Circuit

Any Driver leaving the circuit prior to one (1) hour after the completion of the last track session for the Series for that day must notify the CM or a TCM official.

S12.8 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.

S12.9 Race Management Channel (RMC)

- (a) A minimum of one (1) team member for each competing automobile must monitor RMC at all times during practice, qualifying and racing.
- (b) This team member must monitor RMC from the time automobiles are released from the pit/paddock area.
- (c) Each track related message must be relayed to each driver.

S13 TYRES

- (a) Each automobile must only be fitted with Hoosier tyres in compliance with the maximum tyre sizes stated in Appendix B of these regulations and as detailed in the following tables:

Dry Tyres		
Size	Type	Wheel diameter
205/50-15	D.O.T. Radial	15"
215/60-15	D.O.T. Radial	15"
225/50-15	D.O.T. Radial	15"
245/40-15*	D.O.T. Radial	15"
245/50-15	D.O.T. Radial	15"
275/35-15*	D.O.T. Radial	15"
275/50-15	D.O.T. Radial	15"
25.5/8.5	Hoosier TDS	15"
26.5/9.5	Hoosier TDS	15"

* IROC Class only

Wet Tyres		
Size	Type	Wheel diameter
205/50R-15	Sports Car Radial Wet	15"
225/55R-15	Sports Car Radial Wet	15"

- (b) The tyres detailed on the list above must only be supplied by the TCM Series tyre supplier and/or their approved agent:

Hoosier Racing Tire Australia (Max Dumesny Motorsport)

17 Blind Road,

Nelson NSW 2765.

Phone: 02 9679 1990

Fax: 02 9679 1187

Mobile: 0407 108 946

- (c) With the exception of wear resulting from normal usage, each tyre must remain unmodified save for cleaning conducted outside of an event.
- (d) A maximum of six (6), eight (8) or ten (10) dry tyres and eight (8) wet tyres shall be marked for each automobile by the TC at each round of the Series except for each automobile in Pro Sport Class which may have an unlimited number of dry tyres. The dry tyres marked shall be comprised of a combination of new tyres and tyres which have been used in practice, qualifying and/or racing at a previous round of the 2016 or 2017 Series which shall also have been previously marked, as detailed in the table below. The wet tyres marked shall be comprised of a combination of a maximum of four (4) new tyres and wet tyres which have been used in practice, qualifying and/or racing at a previous round of the 2015, 2016 or 2017 Series. These marked tyres are the only tyres permitted to be used on that automobile during any qualifying session or race at that round.

Total No. of Dry Tyres	No. of New Dry Tyres	No. of Used/Previously Marked Dry Tyres
6	4	2
8	2	6
10	0	10
Unlimited	2	Unlimited

- (e) Within one (1) hour from the completion of the final practice session at each round of the Series, each competitor must present a minimum of four (4) tyres for marking at the front of their respective garage/paddock bay. The balance of tyres may be marked during the event. Tyre marking shall cease from the commencement of the final race at each Round.
- (f) 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.
- (g) Each competitor is permitted to purchase an additional two (2) new dry tyres for each automobile at the first round of the Series in which they compete. These tyres shall be deemed to be previously marked and must be used during the first round of the Series in which they compete.
- (h) Each Competitor is permitted to replace a marked tyre 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) The use of any tyre heating, heat retention device or chemical treatment is prohibited.
- (j) From the commencement of the event, through to the conclusion of the event, a tyre may not be buffed. Any tyre may be cleaned but the use of a heat gun or similar device(s) for cleaning is prohibited.
- (k) If qualifying and/or racing is scheduled on more than one (1) day at any round of the Series, the TC may impound any tyre overnight at his sole discretion.
- (l) If the track is declared wet by the Clerk of the Course, each automobile must be fitted with wet tyres only.

Please note: The TC shall be the 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.

S14 FUEL

- (a) For the duration of an event, each competitor must only use commercially available 98 or RF100 fuel.



- (b) No fuel additives are permitted.
- (c) With the exception of ambient atmospheric air and the specified control fuel, no other substance may be added to the intake charge of the engine.

S15 AUTOMOBILE MARKINGS

S15.1 General

In addition to the requirements detailed in Appendix A of these regulations, each automobile must comply with Schedule K of the CAMS Manual of Motor Sport.

S15.2 Competition Numbers

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.

S15.3 Class Identification

The Class that each automobile is competing within must be displayed by placing a “PRO MASTERS”, “PRO AM”, “PRO SPORT”, “IROC” or “TRANS-AM” identification at the base of the windscreen below the competition number of the automobile. This identification shall be in capitals no more than 50mm high as supplied by the CM.

S16 PERFORMANCE SPECIFICATIONS AND ADJUSTMENTS

S16.1 Performance Specifications

- (a) Each automobile in Pro Masters, Pro Am and IROC Class shall be subject to the Performance Specification Sheet (refer Appendix C of these regulations).
- (b) Each automobile in Pro Sport and Trans Am Class shall be subject to the following:

Class	Engine capacity (cc)	Minimum Racing Weight (kg)	Maximum engine rotational speed (rpm)
Pro Sport	Up to 5100 and TCM Pro Sport Engine	1320	7500
	5101 - 6000	1450	7000
Trans Am	Up to 5000 and TCM Pro Sport Engine	1320	7500
	5001 - 6000	1450	7000

alternatively, the Performance Specifications for Pro Masters and Pro Am Class may be used

- (c) At each Round of the Series each automobile shall be issued with a Performance Specification Label displaying the minimum Racing Weight and maximum rpm that the Competitor must affix to the left hand side rear window glass prior to the commencement of the first qualifying session.



S16.2 Success Adjustments

- (a) A success adjustment of minus 100 rpm shall be applied to the automobile of the Driver that records the fastest lap time in qualifying. This adjustment shall apply to each race at that Round only.
- (b) A success adjustment of minus 100 rpm shall be applied to the automobile of the Driver that finishes first outright in each Series Race. This adjustment shall be cumulative and shall be adjusted by plus 100 rpm when the Driver is placed fourth or lower outright in a Series Race, subject to the maximum revs allowed for that automobile.
- (c) There shall be no success adjustment based on the results of a Trophy Race.
- (d) The success adjustment shall be applied to the automobile for each race (including Trophy Races).
- (e) Any success adjustment, except for any adjustment applied for fastest qualifying lap time, shall be carried forward to future rounds.

S17 IN-CAR CAMERAS

- (a) Each automobile must be fitted with an in-car camera system as detailed in the 2017 Touring Car Masters Series Technical Regulations.
- (b) The in-car camera system must be switched on and remain fully operational to record video images for the duration of each practice session, qualifying session, ride session and race.
- (c) It is the responsibility of each Competitor to ensure that the cameras supplied are in operational condition and are turned on prior to each session and turned off following each session.
- (d) Each in-car camera must be installed and aligned by the Competitor in accordance with the requirements of the CM. It is not permitted to adjust the alignment of any camera once set by the CM.
- (e) Access to the video images recorded by the in-car camera system must be provided to the DSA and the CM at any time upon request.
- (f) The video images recorded by any in-car camera system must not be viewed, distributed or used for any purpose without the prior express approval or release by the CM.
- (g) An SD card must not be removed from any camera until authorised by the CM.

S18 RAIN LIGHT

The rain light fitted to each automobile must be illuminated at all times whilst the automobile is fitted with wet weather tyres and is being driven on the race circuit or as otherwise directed by Race Control.



S19 SCALES OF FACT

- (a) The CM shall provide a set of scales for the purpose of weighing of automobiles for the entire Series.
- (b) These scales shall be the Scales of Fact for regulatory control.



Appendix A

Signage Requirements for 2017 Touring Car Masters Series

- (a) Each Competitor shall leave exclusive space on the automobile for Series Sponsor signage as follows:
- (i) Area 1: Front windscreen strip: A strip 140mm in height as supplied by the CM and extending across the entire upper portion of the front windscreen.
 - (ii) Area 2: Number Panel: A panel, 480 mm high x 340 mm wide, as supplied by the CM must be fixed to each front door of each automobile. The number must be in accordance with Schedule K of the CAMS Manual of Motor Sport and be a minimum height of 220 mm.
 - (iii) Area 3 & 4: Number Plate Panel front and rear: A rectangle 150mm high x 320mm wide, as supplied by the CM, must be affixed to supplied material and attached to the automobile in the original number plate position.
 - (iv) Area 5: Bonnet: A banner on the forward most leading section of the bonnet or nose panel with a minimum size of 750mm wide x 140mm high as supplied by the CM. No other signage may be affixed forward of this area.
 - (v) Area 6: Lower Rear Quarter (rear): A panel 350 mm high x 400 mm wide, as supplied by the CM, to be affixed to each lower rear quarter panel.
 - (vi) Area 7: Headlights: Reserved for a Series Sponsor as supplied by the CM. Where an automobile has four (4) or more headlights the outer headlights are reserved for a Series sponsor and the inner lights must not contain any signage.
 - (vii) Area 8: Front Guards: A panel 150 mm high x 300 mm wide, as supplied by the CM, to be affixed to the upper front of each front guard. Due to the position of signage on certain automobiles being impractical, the location of this area may be varied at the discretion of the CM.
 - (viii) Area 9: Body Sill: The area below Area 2 and/or the sill (subject to automobile configuration) and located between the leading edge of the front door and the leading edge of the rear wheel arch below the door line must be reserved for Series Sponsorship as supplied by the CM.
 - (ix) Area 10: Forward face of rear spoiler: The forward facing area of the rear spoiler is exclusively reserved for Series sponsorship signage as supplied by the CM.
 - (x) Area 11: Roof panel above front door openings: Driver name (mandatory) with text in "Brush Script" font with 60mm for Capitals and 30mm for non Capitals.
 - (xi) Area 12: Front Windscreen: Competition number in 'Dayglo' Yellow (mandatory. 150mm high, refer CAMS Manual of Motor Sport Schedule K) non driver side with class identification no larger than 50mm high as supplied by the CM at the base of the windscreen.



Appendix A

Signage Requirements for 2017 Touring Car Masters Series (Cont)

- (xii) Area 13: "C" Pillar: A rectangle 200mm x 200mm reserved for Series Sponsorship as supplied by the CM.
- (xiii) Area 14: Roof panel above the windscreen: Must be reserved for Series sponsorship signage.
- (b) Any other signage must comply with the requirements of Schedule K of the CAMS Manual of Motor Sport.

APPENDIX B – AUTOMOBILE ELIGIBILITY LIST

2017 Touring Car Masters Series

Make	Model	Year	Series	Engine	CAMS Recognition Document No.	Maximum Tyre Width (mm)	
						Front	Rear
AMC	Javelin	1971–1973		360 (5899)	3-10-004	245	275
Chevrolet	Camaro	1969		350 (5735)	3-10-001	245	275
Chevrolet	Camaro	1967-1968		350 (5735)	3-13-002	245	275
Chevrolet	Camaro RS	1970		350 (5735)	3-10-018	245	275
Chevrolet	Monza 2+2	1975-1978		302 (4942)	3-13-016	245	275
Chevrolet	Monza 2+2	1975-1978		350 (5735)	3-13-016	245	275
Dodge	Challenger	1970-1973		340 (5572)	TBA	245	275
Ford	Falcon GT 4-Door	1970-1971	XY	351C (5752)	3-10-007	245	275
Ford	Falcon GT 2-Door	1972-1978	XA-XB-XC	351C (5752)	3-10-014	245	275
Ford	Falcon GT 4-Door	1972-1976	XA	351C (5752)	3-10-105	245	275
Ford	Falcon Sprint	1964-1965		302W (4942)	3-11-005	245	275
Ford	Falcon Superbird 2-Door	1973	XA	351W (5752)	3-13-003	245	275
Ford	Mustang Coupe/Fastback	1964-1968		302W (4942)	3-10-028	245	275
Ford	Mustang Trans-Am Coupe	1968		302W (4942)	3-13-004	245	275
Ford	Mustang Fastback	1969-1970		302B (4942)	3-10-002	245	275
Ford	Mustang Fastback	1969-1970		351W (5752)	3-10-003	245	275
Ford	Perana Capri	1971-1973		302W (4942)	TBA	245	275



APPENDIX B – AUTOMOBILE ELIGIBILITY LIST (Cont)

2017 Touring Car Masters Series

Make	Model	Year	Series	Engine	CAMS Recognition Document No.	Maximum Tyre Width (mm)	
						Front	Rear
Holden	Monaro 4-Door	1971-1974	HQ	308 (5047)	3-13-005	245	275
Holden	Monaro 4-Door	1971-1974	HQ	302 (4942)	3-13-005	245	275
Holden	Monaro 2-Door /4-door	1971-1972	HQ	350 (5735)	3-10-006	245	275
Holden	Monaro	1969-1971	HT-HG	350 (5735)	3-10-017	245	275
Holden	Torana 4-Door/Hatch	1974-1978	LH	302 (4942)	3-13-006	245	275
Holden	Torana 4-Door/Hatch	1974-1978	LH	308 (5047)	3-13-006	245	275
Plymouth	Barracuda	1970-1973		340 (5572)	TBA	245	275
Pontiac	Firebird	1970-1971		350 (5572)	TBA	245	275
Porsche	911 IROC 3.6	1973-1974		3600cc	3-13-007	245	275
Valiant	Charger E55	1971-1975	VH-VJ	340 (5572)	3-10-016	245	275
Valiant	Charger	1971-1975	VH	265 (4342)	3-10-025	245	275
Valiant	Pacer 4-Door	1969-1970	VF-VJ	265 (4342)	3-10-026	245	275

APPENDIX C – PERFORMANCE SPECIFICATIONS

Pro Masters, Pro Am and IROC

Make	Model	Year	Series	Engine	CAMS Recognition Document No.	Minimum Racing Weight (kg)	Maximum Revs (rpm)	Maximum Tyre width (mm)	
								Front	Rear
AMC	Javelin	1971-1973		360 (5899)	3-10-004	1500	7500	245	275
Chevrolet	Camaro	1967-1978		350-S1 (5735)	3-10-001	1500	7500	245	275
Chevrolet	Camaro	1967-1978		350-S2 (5735)	3-10-001	1530	7500	245	275
Chevrolet	Monza 2+2	1975-1978		350-S2 (5735)	3-13-016	1530	7500	245	275
Chevrolet	Monza 2+2	1975-1978		302 (4942)	3-13-016	1410	8000	245	275
Ford	Falcon GT 4- Door	1970-1971	XY	351C (5752)	3-10-007	1530	7500	245	275
Ford	Falcon GT 2-Door	1972-1978	XA-XB-XC	351C (5752)	3-10-014	1530	7500	245	275
Ford	Falcon GT 4-Door	1972	XA	351C (5752)	3-10-105	1530	7500	245	275
Ford	Falcon Sprint	1964-1965		302W (4942)	3-11-005	1410	8000	245	275
Ford	Mustang Coupe/Fastback	1964-1968		302W (4942)	3-10-028	1410	8000	245	275
Ford	Mustang Fastback	1969-1970		302B (4942)	3-10-002	1410	8000	245	275
Ford	Mustang fastback	1969-1970		351W (5752)	3-10-003	1530	7500	245	275
Holden	Monaro 2-Door/4-Door	1971-1974	HQ	308 (5047)	3-13-005	1410	8000	245	275
Holden	Monaro 2-Door/4-Door	1971-1972	HQ	350-S1 (5735)	3-10-006	1500	7500	245	275
Holden	Monaro 2-Door/4-Door	1971-1972	HQ	350-S2	3-10-006	1530	7500	245	275
Holden	Monaro	1969-1971	HT-HG	350 (5735)	3-10-017	1500	7500	245	275
Holden	Torana SL/R 5000/Hatch	1974-1978		302 (4942)	3-13-006	1410	8000	245	275
Holden	Torana SL/R 5000/Hatch	1974-1978		308 (5047)	3-13-006	1410	8000	245	275
Pontiac	Firebird	1970-1971		350-S1 (5735)	TBA	1500	7500	245	275
Pontiac	Firebird	1970-1971		350-S2 (5735)	TBA	1530	7500	245	275
Porsche	911 RS 3.6	1974/75		3600cc	3-13-007	1100	7300	245	275
Valiant	Charger E55	1971-1975	VH-VJ	340 (5572)	3-10-016	1500	7800	245	275
Valiant	Charger	1971-1975		265 (4342)	3-10-025	1200	8000	245	275
Valiant	Pacer 4-Door	1969-1970	VF-VJ	265 (4342)	3-10-026	1200	8000	245	275



2017 TOURING CAR MASTERS SERIES

Technical Regulations

T1 PREAMBLE

- (a) The Touring Car Masters Series shall be a Series for Touring Cars manufactured between 01 January 1963 and 31 December 1978, IROC Porsche and Trans Am Class automobiles, as approved by CAMS, which have been modified in accordance with the current Touring Car Masters Series Technical Regulations.
- (b) Allowable modifications specific to an individual model shall be documented in the relevant CAMS Recognition Document.
- (c) A representative selection of touring cars from the defined period is required and limitations on the total number of individual makes and models shall be determined by the Category Manager (CM) and CAMS.

T2 GENERAL

T2.1 Modifications

- (a) Each automobile must remain unmodified, in compliance with all aspects of its CAMS Recognition Document and identical in all respects to the production make/model as supplied by the original automobile manufacturer except for the freedoms permitted by these regulations.
- (b) Any aspect relating to the construction, modification and/or preparation of the automobile including the location, fitment/mounting of any ancillary component that is not specifically authorised in the present regulations and the associated CAMS Recognition Document, CAMS Sporting Variants or CAMS Option Variants is prohibited.

T2.2 Eligible Models

- (a) Eligible models of automobiles are listed in the current Touring Car Masters Series Sporting Regulations, Appendix B: Automobile Eligibility List.
- (b) Additional models of automobile may be added to the list of Eligible Automobiles upon recommendation by the CM and subsequent approval by CAMS.
- (c) Each automobile shall be the subject of a completed CAMS Recognition Document where applicable.
- (d) The CM may invite other automobiles makes/models at their discretion. Any invited automobile shall be subject to any conditions stated by the CM.

T2.3 Homologation Requirements

- (a) In all cases, when interpreting the present regulations, any component on an automobile eligible to compete must be original equipment supplied by the manufacturer unless otherwise specified in the relevant CAMS Recognition Document, CAMS Sporting Variants (SV) or CAMS Option Variants (VO).
- (b) Any component shown in Option Variants (VO) may be used at the discretion of the competitor.
- (c) Any component shown in Sporting Variants (SV) must be used of necessity in its entirety.
- (d) Nuts and bolts: Throughout the automobile, any nut, bolt, screw may be replaced by any other nut, any other bolt, any other screw and have any kind of locking device (washer, lock nut etc).

T2.4 Materials

- (a) Unless specifically authorised in these regulations, the use of carbon fibre or carbon Kevlar® composite materials is prohibited.
- (b) The use of carbon fibre or carbon Kevlar® composite material in the production of any GRP component detailed in Article T4(ff) is permitted.
- (c) Any race seat, safety intrusion component, door trim, front air dam, panel replacement, bumper bar and brake scoop is permitted to utilise GRP/carbon fibre/carbon Kevlar® composite materials.

T3 WEIGHTS AND DIMENSIONS

T3.1 Racing Weight

The minimum Racing Weight for an automobile at any time, including the driver with helmet and wearing all apparel, shall be the weight as listed for that automobile in the Touring Car Masters Series Sporting Regulations Article S16.1.

T3.2 Ballast

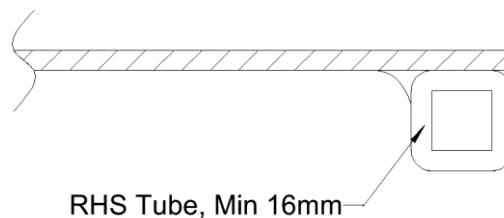
Ballast may be used to achieve the minimum Racing Weight requirement, and if used shall comply with CAMS requirements.

T4 CHASSIS & BODYWORK

- (a) Except where freedom is provided in these regulations, or where detailed in the CAMS Recognition Document, bodywork shall be of the original material, design and appearance.
- (b) Body work including any subsequent repair of damage shall be to a tradesman-like standard and must permit the automobile to be presented in as near to original condition as possible.

- (c) It is permitted to remove the following components:
 - (i) External body trim or decoration if shown in VO.
 - (ii) Unused brackets and supports for items not required to be retained. (eg battery tray, exhaust mounting brackets etc).
- (d) Where the edge of any mudguard panel protrudes inside the wheel housing, it may be folded back against the outer panel.
- (e) The external shape of the coachwork around the wheel arch opening may be reformed provided that the maximum width specified in the relevant Recognition Document is respected. Such reformation shall be done in such a way as to retain the general original external appearance and profile of the automobile.
- (f) Any add-on flare is specifically prohibited unless recognised in the Recognition Document/VO.
- (g) Any mudguard may be modified or flared to allow clearance of the wheel/tyre assembly providing the overall width does not exceed the dimensions prescribed in the Recognition Document/VO for the automobile.
- (h) The inner guard panel of the wheel arch may be modified or replaced to provide clearance for the complete wheel assembly.
- (i) It is permitted to modify the bonnet by removing the additional strengthening from its underside, provided that no strengthening is removed from any point less than 75mm from the outer perimeter along the sides of the bonnet, 125mm from the outer perimeter along the front of the bonnet, 75mm from the outer perimeter along the rear of the bonnet, and that the outer skin is not modified. It is permitted to drill holes/slots in the remainder of the frame.
- (j) It is permitted to remove the strengthening from the underside of the boot/tailgate, providing sufficient frame remains for attachment of hinges/locking devices.
- (k) It is permitted to replace the bonnet with a bonnet available as an option for the model as specified in the VO. For each automobile that does not have an original bonnet scoop with an air scoop or "shaker" it is permitted to fit the TCM Bonnet Scoop (PN: SC001TRA). Each Original Manufacturer (or Supplier) fitment position and dimension must be respected.
- (l) Save for the fitment of bonnet restraints/pins in accordance with Schedule B, and as permitted in Article T4(i), where applicable, the original hole/opening dimensions and location shall remain unmodified.
- (m) The bodyshell, subframe and sub-chassis may be reinforced by the addition of metal.
- (n) Each subframe isolation bush may be replaced by a bush of rigid material.
- (o) The front suspension cross members/subframe may be modified and reinforced to the minimum amount necessary to facilitate the fitment of the sump, oil pump and fittings, exhaust and steering systems including any shaft, linkage and power steering component.

- (p) It is permitted to add chassis reinforcement tubes as follows:
 - (i) Bars between the front firewall and front suspension tower, or alternatively to the chassis rails.
 - (ii) Between the front suspension towers (a strut brace) or between the rear suspension towers.
 - (iii) Other gussets as permitted or as required.
- (q) The front and rear chassis rails may be locally modified to facilitate the fitment of additional locating arms, watts link/panhard bar.
- (r) The modification of front and rear chassis rails to allow additional ride height clearance is prohibited.
- (s) The radiator support panel may be modified by the removal of metal to allow the passage of any air ducting and fluid line.
- (t) Holes may be drilled for the passage of any fuel, oil or brake line, or electric cable.
- (u) The floor of the boot/trunk may be modified by the removal of metal to facilitate:
 - (i) The fitment of a replacement fuel tank and mounting/spill tray. Any cut edge must be reinforced by an RHS tube of minimum dimension 16mm stitch welded to the edge as per Drawing 1.
 - (ii) the fitment of a watts link/panhard bar
 - (iii) clearance of the differential housing



Drawing 1

- (v) The transmission tunnel may be modified to facilitate the fitment of any replacement gear shift system and/or starter motor, or tailshaft.
- (w) Each automobile must be fitted with a full safety cage in compliance with Schedule J (refer "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport). The safety cage may extend forward of the front firewall and rearward of the rear firewall.
- (x) Any unused support (eg, spare wheel bracket) situated on the chassis/bodywork may be removed, unless it is a support for a mechanical part which cannot be moved or removed. Other panels or panel sections may be removed if specified in a VO.

- (y) The minimum clearance of the front air dam to the ground is 120mm measured when the automobile is fitted with “dry weather tyres”. No metal is permitted in the construction of the air dam save for mounting brackets, fasteners and brake cooling scoops. Only one central adjustable external brace may be fitted.
- (z) Where the automobile was not homologated with a front air dam, it is permitted to fit a front air dam to the dimensions of part No. 69C. For the Trans Am Class, the front air dam shall be as per manufacturer or an alternative fabricated from aluminium, plastic or fibreglass.
- (aa) The pinch weld beneath the sill panel may be folded flat, or removed, in the immediate area around the exhaust outlet for the purpose of clearance.
- (bb) The lightening of any door by removal of metal is permitted, provided it is not visible with the door trim in place. The fitting of anti-intrusion materials is recommended.
- (cc) Additional ventilation holes/ducts are permitted in the front air dam and front valance panel below the bumper for cooling.
- (dd) The floor pan may be modified to allow for muffler boxes.
- (ee) A body panel may be manufactured of alternative material provided that such replacement meets the “substitution criteria” approved by the CM and that the panel is made from GRP/composite material.
- (ff) Each bumper must be retained but is allowed to be lightened and modified for air ventilation and/or replaced with GRP/composite material components of the same size and design. A Trans Am Class automobile may remove any bumper.
- (gg) An on-board jacking system approved by the CM is permitted. Use of an on-board jacking system is restricted to the paddock area. Use of an on-board jacking system in pit lane during any practice session, qualifying session or race is prohibited.

T5 INTERIOR

- (a) Any carpet, centre console, underfelt and body deadening material may be removed.
- (b) The driver’s seat may be replaced by another in compliance with Schedule C (refer “General Requirements for Cars and Drivers”) and may be made from carbon/Kevlar® composite. The position of the driver’s seat shall be in the same general location as per the manufacturer’s original specifications. This may be further restricted in homologation SV.
- (c) The front passenger’s seat may be replaced by one similar to the driver’s seat or removed.
- (d) The rear seat may be re-trimmed in a similar material, or replaced by another seat of similar appearance or removed.
- (e) The steering wheel may be replaced with one of a minimum 330mm diameter.
- (f) It is permitted to add a steering wheel boss, possibly incorporating a quick release mechanism to enable the fitment of a permissible steering wheel.
- (g) The steering column length and mounting face for the steering wheel must remain within 80mm of the manufacturer specification.

- (h) The Steering column may be replaced but must meet CAMS safety standards. A collapsible column is recommended.
- (i) Where an automobile is changed from left to right-hand drive, the steering column location must be mirrored about the automobile centreline.
- (j) The steering column may be relocated in the horizontal plane toward the centre of the automobile and in the vertical plane.
- (k) The dashboard crash-pad and any door trim may be distorted or cut to facilitate the passage of any safety cage tube.
- (l) The headlining may be removed and any door/rear side trim panel may be replaced by another of a non flammable material.
- (m) The window regulator and associated mechanisms may be removed from each front and rear door, opening quarter panel window and front quarter window.
- (n) The front and rear door glass and front and rear quarter window glass may be replaced with clear polycarbonate material. The fitting of ventilation ducting is permitted. The rear window glass may only be replaced by polycarbonate material provided it is additionally secured.
- (o) The Drivers window may be removed. The Driver's window, if fitted, must only be retained with "christmas tree clips" (Fastex Fasteners PN: 266-029) and must have a "handle" hole in the upper rear corner. The Driver's window must be able to be removed by an Official at any time if required.
- (p) A drivers window safety net must be fitted in accordance with CAMS regulations
- (q) A 'dead' pedal or footrest may be fitted to the left of the clutch pedal. A floor covering of anti-slip style (eg, checker plate) may be bolted to the driver's side floor of the passenger compartment.
- (r) The accelerator, clutch and brake pedal pads are free.
- (s) The passenger compartment shall be effectively sealed against fire, fluid and fumes at the firewall, floorpan and rear parcel shelf/bulkhead. The rear parcel shelf may be replaced by one made from metal.
- (t) The heater assembly, including controls, may be removed provided that demisting of the front windscreen is assured. The addition of heating elements to the front screens is permitted. Any resultant opening in the firewall must be closed by a metal panel. Any resultant control panel opening must be closed.
- (u) The original instrument cluster may be replaced by a panel incorporating analogue gauges. Where an analogue gauge is not available (e.g.: Lambda Gauge), an alternative gauge may be fitted. Additional analogue instruments may be added to a separate panel or panels, preferably integrated into the existing dashboard structure. Where the original instrument cluster is retained, a tachometer, possibly incorporating a shift light, may be added to the steering column.

- (v) Any type of data logging instrument, equipment and/or “GPS” activated system and camera is permitted providing that no under car camera, wheel speed sensor, or suspension sensor is fitted. Data instrument display is restricted to Speed and Lap Time only. The display unit must be approved by the CM. Digital/Data “dashes” are prohibited.

T6 SUSPENSION AND STEERING

- (a) Where an automobile utilises a double wishbone front suspension, the upright may be replaced. Each such replacement upright shall be of single piece forged or cast construction of ferrous material.
- (b) Where an automobile utilises a McPherson Strut front suspension, the strut may be replaced.
- (c) The stub axle may be replaced and/or reinforced.
- (d) Each suspension pivot point attached to the bodyshell/chassis may be relocated within a 50mm radius of the original. Metal may be added for this purpose.
- (e) Each suspension joint that is attached to an unsprung component may be replaced provided the same type of joint is maintained (ie, ball joint may not be replaced by spherical joint). The original or replacement joint may be relocated on the suspension control arm to which it is mounted. The pivot point of the joint must remain within 15mm of the original pivot position on the suspension control arm. Suspension control arms and uprights may be locally modified to facilitate such replacement/relocation.
- (f) Any demountable steering arm and tie rod end is free
- (g) Front suspension:
 - (i) Any elastomeric suspension bush may be replaced by a spherical bearing, threaded rod end (rose joint) or other elastomeric bush.
 - (ii) The effective length of the suspension arm may be altered and be adjustable. This applies only to the body/chassis/sub-frame attachment end for the front suspension.
 - (iii) Notwithstanding Article T10(g), the pivot point of each suspension arm locating a live rear axle may be relocated within a 50mm radius in relation to that of the original pivot point.
 - (iv) Each front suspension arm may be reinforced/remanufactured and/or replaced with fabricated components provided the original dimensions are respected.
- (h) Rear Suspension:
 - (i) A rear spring may only be replaced with the same type ie, coil/coil, leaf/leaf.
 - (ii) Any rear hanger and front leaf spring bush is free.
 - (iii) Each leaf spring must be rigidly mounted to the rear axle housing. The number of spring leaves are free.

- (iv) Rear coil spring diameter is free and may have adjustable spring seats. The upper spring seat must be within 50 mm of the original position. The lower spring seat must be as close as possible to the original position with respect to freedom of the rear axle housing.
- (v) Each rear spring must be made of ferrous material.
- (vi) Any additional rear spring is not permitted unless specified in a VO.
- (vii) Torsion bar suspension may be made adjustable.
- (i) Front Suspension:
 - (i) It is permitted to change coil springs to those of different dimensions/weight.
 - (ii) Upper and lower spring seats may be made adjustable, and the removal /addition of material for this purpose is permitted.
 - (iii) Coil spring upper and lower seats may be attached to the shock absorber/damper (ie. coilover units) providing the shock absorber/damper mountings are modified to accept increased loads.
 - (iv) The allowance for relocation of the spring seats shall be within a 50 mm radius of the original shock absorber mounting positions. The addition of material is permitted to allow for this.
 - (v) Any additional spring may only be fitted if provided for in the VO.
 - (vi) Torsion bar suspension may be made adjustable.
- (j) Suspension dampers:
 - (i) Any suspension damper mounting point may be repositioned within a 50mm radius of the original. Metal may be added for this purpose.
 - (ii) The original number of suspension damper units fitted to the front and rear of the automobile must remain as per the manufacturer's original specification.
 - (iii) Each suspension damper (shock absorber) is limited in its operation in that it has a maximum of one external adjustment for "bump" and a maximum of one external adjustment for "rebound".
 - (iv) No facility for electronic control or adjustment from within the cockpit, or external "gas canister" is permitted.
- (k) The steering box or rack may be replaced by another of similar design of either type. Steering shafts, couplings, idler and pitman arms are free, and the use of steering quickeners is permitted. An automobile may be converted from left- to right-hand drive.
- (l) The automobile may be fitted with a power steering system of either hydraulic or electric actuation.
- (m) Front and rear sway bars may be of one or three piece construction including blade type. Material is free. Remote adjustment is prohibited. Sway bar connection links to the chassis/body and suspension/differential housing may be adjustable. Any hydraulic or rocker device/connection is prohibited.

- (n) Additional locating arms of rigid ferrous material may be added to the front or rear suspension providing the locating arms do not protrude into the interior of the automobile unless specified in the VO save for modification of the rear tunnel for the fitment of a central upper control arm. Local modification of the body/floorpan is permitted for the mounting of any additional arm provided it is documented in the VO for the make and model. Bushings for these arms can be spherical bearings, rod end or elastomeric type. The original upper rear suspension link arms may be removed/replaced.
- (o) Any rear suspension/leaf spring bush may be replaced by another of free design. A replacement bush may be welded into the arms. The location of the pivot point of any leaf spring bush may be relocated within a 50mm radius of the original. Metal may be added for this purpose. Lowering blocks between the rear axle housing and the spring are permitted.
- (p) Suspension bump stops are free, and any device to limit suspension droop is permitted.
- (q) No facility for control or adjustment of any suspension mechanism (eg. Roll-centre) is permitted from within the cockpit
- (r) A suspension control arm may be reinforced by the addition of metal or alternatively fabricated.
- (s) Additional suspension pivot point mountings may be added to the bodyshell/chassis.

T7 BRAKES

- (a) Each front brake must be a disc brake of ferrous material with maximum dimensions as detailed in the table below.

Wheel Rim	Diameter	Thickness
15"	305mm	35mm

- (b) Each disc rotor may be grooved, but not drilled.
- (c) Disc mounting bells are free.
- (d) Wheel hubs are free but they must be made from ferrous material.
- (e) Bearings and wheel studs are free.
- (f) Each brake calliper can have a maximum of four (4) pistons and must be of a type that was manufactured as a four piston calliper. No calliper originally manufactured with more than four pistons is permitted.
- (g) Brake calliper mounting brackets are free.
- (h) Only one (1) calliper per rotor is permitted.
- (i) Only two (2) brake pads per calliper are permitted.
- (j) Each rear drum brake may be either original, or be replaced by another drum brake or disc brake. If disc brakes are used, they must reflect the maximum dimensions shown in the table above.

- (k) Rear slave cylinders are free.
- (l) Any brake master cylinder or power booster may be removed or replaced.
- (m) It is permitted to fit a brake proportioning system including the adjustment mechanism from the cockpit by cable/mechanical linkage only.
- (n) Brake pedal boxes are free, as is their location. The firewall, floor and dash may be locally modified to facilitate the fitment of replacement brake boxes.
- (o) The brake system must be dual circuit with separate systems for the front and rear brakes.
- (p) It is permitted to add flexible pipes to carry air to the brakes at each wheel.
- (q) Brake protection shields/ducting on unsprung suspension components may be added, removed or replaced.
- (r) Front brake scoops are permitted provided they do not each exceed 300mm in combined width per side and 100mm in combined height per side. Where practical, front brake scoops should be either:
 - (i) Incorporated in the front air dam/spoiler save that the front surface of the front air dam/spoiler must remain in the same plain as original. Brake scoops shall not protrude through the front face of the air dam/spoiler and cannot be fitted to either side or below the front air dam/spoiler unless documented in the VO for the make and model.
 - (ii) through the radiator support panel into the area behind the grill; and
 - (iii) Where possible, replace park lights and/or driving lights.
- (s) The brakes may be cooled only by air.
- (t) Any flexible brake hose and rigid line may be replaced with another of suitable material.
- (u) The hand brake and all associated components, linkages, brackets and cables may be disconnected removed or replaced with other components.

T8 WHEELS AND TYRES

- (a) Each automobile must use a wheel of 15 inches diameter.
- (b) The maximum wheel rim width for an automobile in Pro Masters, Pro Am or Pro Sport Classe is 8 inches.
- (c) The maximum wheel rim width for a rear wheel on an automobile in IROC (Porsche) is 10 inches.
- (d) The maximum wheel rim width for an automobile in Trans Am Class is 8.5 inches.
- (e) Each wheel must be either a single homogenous casting of aluminium alloy or of welded two piece construction. Three piece (composite) rims are permitted on an automobile in IROC (Porsche) Class only. Wheels of a period appearance are encouraged.
- (f) Each tyre shall be in compliance with the current Touring Car Masters Series Sporting Regulations.



T9 ENGINE

- (a) The cylinder block and head/s shall either be those supplied as standard for the model, or as otherwise shown in the VO. Internal components of the engine are free.
- (b) The cylinder bore and stroke shall be as listed in the Recognition/VO documents for each automobile except that the reconditioning (re-bore) of the cylinder block is permitted up to a maximum of 1.5mm (0.060"). It is not permitted to overbore engines utilising "barrels".
- (c) Subject to any restrictions imposed in the present regulations, all reciprocating and rotating components within the engine are free.
- (d) A cylinder head may be modified only by the addition or removal of material. A replacement cylinder heads of alloy material is permitted for each engine providing the replacement cylinder head or heads are as listed in the VO document for each automobile
- (e) Valves material is free. The valve size, number and location must be as per original specification or that allowed in the relevant VO.
- (f) Internal camshaft timing chains may be replaced by external belt drives or gears. Camshafts must remain in their original position and number.
- (g) Bearings, seals and gaskets are free.
- (h) Rocker, camshaft and timing covers are free.
- (i) The oil system, including the sump and pump, is free. The use of external oil lines, oil pressure accumulators and dry sump systems is permitted. Dry sump tanks/accumulators may be mounted in the cockpit provided they are in a secured sealed container as per Schedule A of the CAMS Manual of Motor Sport.
- (j) The crankcase/dry sump oil tank must be ventilated to a catch can.
- (k) The engine must be mounted utilising the original mounting points on both the engine block and crossmember/bodyshell.
- (l) Engine mounts, being those assemblies between the cylinder block and crossmember/bodyshell are free in construction.
- (m) The location of the engine, as defined by the centreline of the crankshaft and the centreline of the number one cylinder bore, must remain unchanged.
- (n) The crankshaft 'phasing' shall remain the same as the original engine.
- (o) The engine must have provision for engine sealing via the timing cover, cylinder head/s and inlet manifold. The engine may be sealed by the TC, CM or an approved representative of the CM.
- (p) Each automobile in the Pro Sport and Trans Am Class may use the TCM Pro Sport 6L engine. This engine must be compliant with the Pro Sport TCM Engine Recognition Document.

T10 TRANSMISSION AND DRIVETRAIN

- (a) The gearbox shall either be that supplied as standard for the model, or an alternative gearbox providing it is manufactured as a four (4) forward speed unit only plus reverse.
- (b) 5/6 speed housings are prohibited.
- (c) The use of “DOG” engagement is permitted.
- (d) Operation of the gearbox shall be exclusively manual, with gear selection effected only the driver to the exclusion of all automatic and semi-automatic mechanisms.
- (e) The maximum number of forward ratios is four, unless shown otherwise in the recognition document or VO.
- (f) The gearbox must provide a reverse gear.
- (g) The shifter mechanism, including the location of the lever is free, provided that the shift remains non-sequential “H-pattern”. Redundant standard shift components may be removed.
- (h) The rear crossmember may be modified or replaced to accommodate a replacement gearbox, where permitted. The powertrain rear mount is free.
- (i) The tailshaft assembly is free. A central bearing may be incorporated, whereupon a mounting system may be added to the floorpan/tunnel. Local modification to the tunnel is allowed for the fitting of the tailshaft/centre bearing mount.
- (j) The final drive assembly may be modified or replaced by an item of the same configuration of an automobile with a live rear axle.
 - (i) The differential housing may be replaced providing it is constructed of ferrous material.
 - (ii) Full floating stubs and hubs must be fitted and be constructed of ferrous material
 - (iii) The number of axles must not exceed two (2). One (1) per side of the differential centre.
 - (iv) Camber/toe adjustment may only be achieved by means of setting/shimming of the stub/hub. Maximum rear camber shall be 2.0 degrees.
 - (v) The use of CV or universal type joints in the final drive assembly is prohibited.
 - (vi) The drive plate must be in direct contact with the outer axle spline.
 - (vii) The use of spline or ball type couplers is allowed.
 - (viii) “Barrel End” axle splines are permitted on the outer spline only.
- (k) The differential is free, provided that it is passive.
- (l) Where the differential has a removable centre, the centre is free providing it is of ferrous or alloy material.
- (m) The clutch and its method of actuation is free save that it is not electronically controlled/actuated. Clutch material is free.
- (n) The pressure plate assembly is free.
- (o) The flywheel is free save that it shall be made completely of ferrous metal.



T11 INDUCTION SYSTEM

- (a) On each V8 engine, only one carburettor with maximum of four (4) venturis is allowed. Carburettors must be entirely mechanical in operation, save for an electric choke. The inlet manifold on carburettor engines is free.
- (b) The carburettor on each V8 engine shall be fitted in a manner that the horizontal surface to which the air cleaner assembly is fitted shall be within the height of the original bonnet skin when the bonnet is in its closed position (the upper surface of the bonnet shall be flush with the adjoining body panels). Each Automobile exempt from this rule shall have this exemption noted in their VO.
- (c) A fuel injection system, where fitted as standard, may be retained in unmodified form save for adjustment to fuel delivery quantity, or alternatively may be replaced by a carburettor system.
- (d) Any air cleaner or air box contained within the engine bay are free. Ducting may be added to direct air to the induction system.
- (e) Any bonnet scoop (including 'shakers') shall be of the original size and design specified by the manufacturer for that model and shall be located in the original position or as specified in the VO for the make and model.
- (f) The CM may nominate that a V8 engined automobile must fit a restrictor plate, supplied by the CM, between the carburettor and the inlet manifold for specific rounds of the Series.

T12 IGNITION SYSTEM

- (a) The distributor may be replaced by another provided that it is interchangeable with the original. The ignition timing in relation to crankshaft position may only be varied by a mechanical system based on engine rotational speed and/or manifold vacuum. The spark trigger system for the ignition must be contained wholly within the distributor.
- (b) Each automobile must have fitted a MSD 6AL/MSI 6ALN CDI unit and rev limiter which is sealed. The maximum allowable engine rotational speed limits shall be as listed in Article S16.1 of the current Touring Car Masters Series Sporting Regulations.
- (c) The wiring from the MSD unit to the distributor shall be as supplied by the CM and be direct and separate from the automobile wiring harness. All wiring associated with the MSD shall remain as supplied/advised by the CM. The MSD unit shall be placed in an accessible position so as to be able to be easily removed with the wiring harnesses. The plugs connecting the MSD unit must remain as supplied by the CM.
- (d) Spark plugs and spark plug leads are free.



- (e) Other than the rev limiter required by article T12 (b) above, the fitment of any device, the effect of which is to interrupt or enhance the ignition system, is prohibited. The fitment of any device associated with the ignition system other than as specified in Article T12 (b) of these regulations is prohibited.
- (f) The TCM Pro Sport engine must be fitted with the sealed ignition system as supplied by the CM and be accessible only under instruction from the CM.

T13 ELECTRICAL SYSTEM

- (a) The alternator is free.
- (b) The battery and its location is free.
- (c) All fuses, wiring, relays and switches are free.
- (d) All electrically operated systems may be removed save for the following:
 - (i) either high or low headlight beam. Trans Am Class automobiles may remove headlights
 - (ii) tail lights
 - (iii) stop lights
 - (iv) engine starting system
 - (v) windscreen wipers
- (e) Each automobile must be fitted with an operational, rearward facing, red, rain light of a minimum 220 cd (straight ahead) and fifteen (15) x 10 mm multi-chip LED's and must be mounted proud of the surface on an external panel as far practicable to the rear of the automobile. The light must be individually switched direct to a power source.
- (f) A 'Keene Stall Light' manufactured by Motorsport Electrics may be fitted to each automobile, located at in the rear window facing rearwards. It shall be permanently wired and be activated at any time the ignition switch is on and the motor is not running, and extinguish when the motor is running. The activation of the stall light shall only be triggered by the tachometer signal from the MSD ignition module.

T14 FUEL AND FUEL SYSTEM

- (a) Fuel shall be in accordance with the Touring Car Masters Series Sporting Regulations.
- (b) Fuel pumps are free. Electrically-operated pumps may replace mechanical ones and their location is free.
- (c) Fuel lines and filters are free. Fuel lines may pass through the cockpit but there must be no joins save at the firewalls.
- (d) Electric fuel pumps must be fitted with an engine stall power cut off in accordance with CAMS regulations.

- (e) The fuel tank may be replaced by one of safe design and preferably with certification. An FIA Approved (FT3 Spec) is recommended.
- (f) Where the standard tank is retained or the replacement tank is not an FIA Safety Tank, it must be fitted with anti-spray foam in conformity of Schedule N.
- (g) Any bladder/replacement tank that protrudes outside the body shell, (i.e. drop tanks) must be fitted in a protective housing of either alloy or ferrous material in accordance with T4 (u) of these regulations.
- (h) Where an internal filler is fitted within the boot/trunk, a splash/overflow tray draining to the outside of the automobile must be fitted.

T15 FIRE EXTINGUISHER SYSTEM

It is recommended that each automobile be fitted with an FIA approved on-board fire extinguisher system of either manual or electronic activation.

T16 POWERTRAIN COOLING

- (a) The water pump is free.
- (b) The radiator is free provided that it is mounted in the same general location.
- (c) Engine oil coolers may be added freely.
- (d) Cooling systems, possibly incorporating pumps, may be added for the purpose of cooling the oil within the transmission and final drive assemblies. The radiators/heat exchangers must be mounted outside of the cockpit.

T17 IN-CAR CAMERAS

- (a) Each automobile must be fitted with a complete in-car camera system as specified by the CM.
- (b) It is permitted to fit additional cameras including those that utilise GPS systems subject to approval of the CM.
- (c) It is not permitted for any camera or remote lens to be fitted outside the cockpit, unless the camera or remote lens has been installed by the CM or by the Series telecaster.
- (d) Any Competitor installed camera must not interfere with the vision or operation of any camera installed by the CM or the Series telecaster.
- (e) The fitting of each camera must be approved by the Chief Scrutineer (or their nominee) prior to the automobile proceeding on to the track.