2022 Australian Production Cars
Sporting Regulations

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Sporting Regulations

A capitalised and italicised word in this document is defined in the FIA International Sporting Code (*Code*) or the National Competition Rules (*NCR*), including their Appendices or Attachment C of this document.

Any HEADING is for reference only and has no regulatory effect.

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Sporting Regulations

S1 TITLE AND JURISDICTION

S1.1 Title

(a) This *Series* will only be known as and referred to as the "2022 Australian Production Cars".

S1.2 Authority / Jurisdiction

(a) Each *Round* in the 2022 Australian Production Cars (*Series*) will be held under the FIA International Sporting Code including Appendices; the National Competition Rules (*NCR*) and Circuit Race Standing Regulations (*CRSR*) of *Motorsport Australia*; the Sporting Regulations issued for the *Series* by *Motorsport Australia*; the technical regulations published by *Motorsport Australia*; *Supplementary Regulations* issued by the *Organiser* for 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) The *Series* has been sanctioned by *Motorsport Australia* as an Authorised Series.

(c) Production Car Racing Pty Ltd has been appointed as the Category Manager (*CM*) by *Motorsport Australia* for the *Series*.

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S2 ADMINISTRATION

S2.1 Personnel

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

(i)	Race Director (*RD*)	Peter Cirillo
(ii)	Technical Delegate (*TD*)	David Howard
(iii)	Category Administrator (*CA*)	Troy Williams, Debbie Phillips
(iv)	Driving Standards Advisor (*DSA*)	TBA

S3 COMPETITOR ELIGIBILITY

(a) To be eligible to compete in the *Series*, each *Competitor* must hold a current Motorsport Australia Competitor Licence and be a party to an Entry Agreement with the *CM*.

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S4 AUTOMOBILE ELIGIBILITY

S4.1 Eligible Automobiles

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

(i) comply with the requirements of the Group 3E – Series Production Car Regulations published by *Motorsport Australia*; and

(ii) be a make/model that appears in the List of Eligible Automobiles as published in Attachment B of these regulations; and

(iii) be a closed or hardtop *Automobile*.

(b) An *Automobile* not on the List of Eligible Automobiles will be considered upon application to *Motorsport Australia*.

(c) At all times *Motorsport Australia* reserves the right to accept or reject any application for the inclusion of any make/model into the List of Eligible Automobiles.

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, it is advisable that the *Competitor* contacts the *CM* regarding its eligibility.

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

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

S4.2 Replacement *Automobile*

(a) Following the commencement of the first qualifying session of each *Round*, any *Automobile* that has been entered to compete at that *Round* may not be replaced with another *Automobile*.

S5 DRIVER ELIGIBILITY

(a) The minimum age to be eligible to drive a Group 3E *Automobile* is determined by the weight to power ratio of the *Automobile* calculated in accordance with the General Appendix – Competition Licence Regulations of the *Motorsport Australia Manual*. The minimum ages are:

(i) 16 years for an *Automobile* with a weight/power ratio of less than 5.0 kg/kW.

(ii) 15 years for an *Automobile* with a weight/power ratio of more than 5.0 kg/kW.

(b) To be eligible to compete in the *Series* each *Driver* must hold a current Motorsport Australia Circuit Licence with Provisional endorsement or higher and be registered for the *Series* with the *CM*.

Note: A Motorsport Australia Circuit Licence without Provisional endorsement or higher is required for any *Round* conducted at Mount Panorama.

S5.1 Substitute Driver

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

S5.2 Cross entering of *Drivers*

Cross entering of *Drivers* is prohibited.

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S6 SERIES ROUNDS / REGISTRATION

(a) The *Series* will be conducted over 5 rounds as detailed in the Series Calendar below.

(b) Each race conducted as a part of the *Series* will count in determining the final results of the 2022 Australian Production Cars.

(c) To be eligible to score points in the *Series*, each *Competitor* must register each *Driver* with the *CM* at each *Round* in which they compete.

S7 SERIES CALENDAR

The Series will be conducted over the following *Rounds*:

Round	Date	*Circuit*
1	27 – 29 May	Sydney Motorsport Park
~~2~~	~~25 – 26 June~~	~~Phillip Island~~
2~~3~~	5 – 7 August	Queensland Raceway
3	**16 – 18 September**	**Sandown**
4	21 – 23 October	The Bend Motorsport Park
5	11 – 13 November	Mount Panorama

Note: The above calendar is subject to change. The *CM* will advise each *Competitor* of any change.

S8 ROUND FORMAT

(a) The number, length and format of *Track* sessions will be negotiated between the *CM* and the *Organiser* prior to a *Round* and will be advised in the *Supplementary Regulations* issued for an *Event*.

(b) Generally, the format for each *Round* will be as follows:

(i) Practice — 1 x 20-minute practice sessions.

(ii) Qualifying — 1 x 30-minute qualifying session.

(iii) Warm up — A warm up session may be scheduled prior to a race where time is available.

(iv) Races

Round 1	2 x 30-minute races and 1 x 300 km race
~~*Round* 2~~	~~4 x 1-hour races~~
Round **2**~~3~~	2 x 30-minute races and 1 x 300 km race
***Round* 3**	**2 x 30-minute races and 1 x 1-hour race**
Round 4	4 x 1-hour races
Round 5	4 x 30-minute races

S8.1 Multiple Drivers

Each *Automobile* may have up to 3 *Drivers* entered to compete at a *Round*.

S8.2 Variation to Timetable

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

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S9 GRID DETERMINATION

The grid for each race will be determined as detailed in the *CRSR*.

S9.1 Driver Qualification

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

S10 START PROCEDURE

The *Start* procedure for each race will be as detailed in the *CRSR* – Non-Championship Start – Standing Start.

S11 AWARDS AND POINTSCORE

S11.1 Prizes and Trophies

(a) 1 trophy per *Automobile* will be presented by the *CM* for each *Round* as follows:

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

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

(b) 1 trophy per *Driver* will be presented by the *CM* for the *Series* as follows:

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

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

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

S11.2 Series Conditions and Points

(a) Outright – Each *Driver* who competes in the *Series* (excluding Class I) will be awarded points based on their outright finishing position (excluding Class I) in each race of the *Series*. The Winner of the 2022 Australian Production Cars will be awarded to the *Driver*/s who scores the highest total number of outright points over all *Rounds*. If *Drivers* competing together in the same *Automobile* for the *Series* score the same points at the conclusion of the *Series*, they will be awarded joint *Series* winners (Outright).

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

(c) A *Driver* must have competed at a minimum of 3 Rounds, one of which must be the final *Round*, to be eligible to be awarded 1st, 2nd, or 3rd outright or in class for the *Series*.

S11.3 Point score

(a) Points will be awarded to *Drivers* for each race in each *Round* as follows:

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Finishing position	Points per race	
	30-minute or 1-hour race	300 km race
1st	36	72
2nd	31	62
3rd	27	54
4th	23	46
5th	21	42
6th	19	38
7th	17	34
8th	15	30
9th	13	26
10th	11	22
11th	9	18
12th	7	14
13th	5	10
All other finishers	2	4

(b) Points will only be awarded to the *Drivers* of *Automobiles* (refer S11.3(d)) classified as finishers in the final results of each race.

(c) To be classified as a finisher 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 *Automobile's* class winner of the race.

(d) If more than 1 *Driver* is entered to drive an *Automobile*, each *Driver* who completes 1 or more laps of a race will be awarded the number of points allocated to the finishing position of that *Automobile* outright and in its class for each race at that *Round*.

(e) In addition to the above, 2 points will be awarded to the *Drivers* of each *Automobile* that records the fastest qualifying lap time within each Class at that *Round*.

(f) The results for each *Round* will be determined by the number of outright and class points scored by each *Driver* at that *Round* respectively.

(g) If there is a tie at the end of any *Round*, the final positions for that *Round* will be determined by comparing the results of each tied *Driver* in the final race of that *Round*. The higher place in the *Round* results will be awarded to the *Driver* with the higher finishing position in the final race.

(h) The winner/s of the *Series* will be determined as detailed in Article S11.2.

(i) If there is a tie at the conclusion of the *Series*, the final positions will 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 will be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied *Driver* until each position has been determined.

(j) Any *Driver* that competes in the last *Round* that has not competed in any *Round* prior to the last *Round* or does not meet the requirements of S11.2(c) will not be eligible to score *Series* points (Outright or Class). However, any such *Driver* will be eligible to win or place at the *Round* based on their finishing position (Outright or Class).

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S12 EVENT OPERATIONS

S12.1 Series Registration and Entry

(a) The Series will operate under the Motorsport Australia Series Registration and Entry Process.

(b) Series Entry Forms will be available from the *CM*.

(c) Document checking will be conducted by the *CA* prior to the first official track session at each *Round*.

S12.2 Scrutineering

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

(i) each *Driver's* apparel;

(ii) each refueller's apparel (where applicable);

(iii) pit garage fire extinguishers; and

(iv) overhead refuelling rig (where applicable).

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 *Driver*/Team Manager Briefing/s.

(b) The time and location of the briefing/s will be detailed in the *Supplementary 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 will be advised to each *Competitor* accordingly.

S12.4 *Parc Fermé*

(a) Each *Automobile*, including those remaining in pit lane, must proceed directly to the designated *Parc Fermé* 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 *Parc Fermé* 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 *Parc Fermé* except with the permission of the *TD* or the Chief Scrutineer who must notify the *CA*.

S12.5 Automatic Timing

(a) Each *Automobile* must be fitted with a Dorian transponder. This can be supplied by the *Competitor* or hired from the relevant supplier at each *Circuit*.

(b) It is the responsibility of each *Competitor* to have the Dorian transponder supplied and fitted to each of their *Automobiles* before the first official *Track* session.

S12.6 Practice and Qualifying

(a) Each lap of official practice and qualifying will be timed. The times achieved during practice and qualifying sessions will 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 *TD* or the Chief Scrutineer. If an *Automobile* exits pit lane to the pit garage/paddock area during qualifying it will be prohibited to re-join that session and will be subject to a penalty of *Disqualification* from the qualifying session.

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S12.7 Races

(a) For an *Automobile* with more than 1 *Driver*, the *Competitor* must nominate the *Driver* to *Start* each race to the *CA* 1 hour before the scheduled *Start* of that race.

(b) If the *CA* does not receive a start *Driver* nomination for an *Automobile*, then the first *Driver* listed on the Entry Form will be nominated as the start *Driver*.

(c) If the nominated *Driver* does not *Start* the race, a pit lane drive through penalty or other penalty may be imposed by the Stewards.

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

(e) 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 will not be taken into account when determining the total race distance covered.

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

(g) The pushing of an *Automobile* by the *Driver* or by another competing *Automobile* along the *Track* or pushing it across the *Finish Line* is prohibited and will result in the *Disqualification* of the *Automobile/s* concerned.

S12.8 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 *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 S12.8 (a).

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

(d) Non-essential personnel, such as any sponsor, family member, or other guest, are prohibited to access the front 50% of any garage that opens onto pit lane at any time during *Track* activity that involves an *Automobile* from that garage.

(e) The 'Prescribed Line' referred to in these regulations will be defined by the Race Director at the compulsory Driver/Team Manager Briefings.

(f) A speed limit of 40km/h will 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 *CRSR*. The designated pit lane speed limit area will 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 3 persons per competing *Automobile* are permitted 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 prohibited 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) Except to comply with S19.3(c) for use in night racing, no overhead boom or gantry is permitted in pit lane.

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(m) Each *Competitor* must appoint a Car Controller, who is nominated to the *CA*, 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 prohibited to assist in any way with a pit stop and will not count in any following regulation regarding the number of persons permitted to assist with a pit stop.

S12.9 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) Subject to receiving the prior approval of the *TD* or Chief Scrutineer, if an *Automobile* requires repairs which cannot be carried out in the pit lane garage, it is permitted for that *Automobile* to be removed from the pit lane garage to the scrutineering bay or other suitable location approved by the *TD* 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 re-joins the *Track*. 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 *TD* or Chief Scrutineer or their nominee. A speed limit of 10km/h will 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 *TD* or Chief Scrutineer, including an *Automobile* stopped on the *Track*, 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 *TD* or Chief Scrutineer is prohibited.

(e) If an *Automobile* which has stopped on the *Circuit* has been removed from the *Circuit* by officials it will, when appropriate, be taken to the scrutineering bay where the *Competitor* will have the option to either:

  (i) Carry out repairs in the scrutineering bay;

  (ii) Move the *Automobile* to the pit lane garage or another location approved by the *TD* or Chief Scrutineer for repairs; or

  (iii) Withdraw the *Automobile* from the race by supplying written notice to the Secretary of the Event.

(f) If an *Automobile* is to restart the race following repairs, it may only do so with the permission of the *RD* after having been rescrutineered by the *TD* or Chief Scrutineer.

S12.10 Removal of *Automobile* from the *Circuit* Precinct

Following the commencement of the first practice session, it is prohibited to remove any *Automobile* from the *Circuit* precinct prior to the release of all *Automobiles* from the *Parc Fermé* established following the final race of that *Round* without the prior written approval of the *TD*.

S12.11 Radio Communication to/from *Automobile*

Two-way radio communications between the *Driver* and a member of the pit crew is mandatory at all times whilst the *Automobile* is on the *Track*.

S12.12 Race Management Channel (*RMC*)

(a) A minimum of 1 senior team member for each competing *Automobile* must monitor *RMC*, on a strictly listening basis only, at all times during any practice, qualifying or race.

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(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 *Round*.

(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 is 471.700.71.9.

S12.13 Information distribution

(a) "Team App" will be used by the *CM* and *CA* at each *Round* to distribute information outside of *Track* sessions.

(b) Each *Driver* and Team Manager must download "Team App" on their phone device for this purpose.

S13 PIT STOPS

S13.1 General Procedures

(a) Each pit stop will be conducted in accordance with the requirements of the *CRSR* plus the following:

(i) Except for a *CPS*, a pit stop may be carried out during any Safety Car deployment.

(ii) The use of reverse gear in pit lane is prohibited. If an *Automobile* passes its pit bay, it must be pushed back to the pit bay by the pit crew.

(iii) Each *Competitor* must supply a minimum of 2 dry chemical powder type extinguishers in each of their *Automobile's* garage 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 prohibited.

(vi) When an *Automobile* is off the ground, and other than during wheel and/or brake pad changing when any part of a person's body except hands and forearms are under any part of an *Automobile*, it is mandatory to use solid incompressible components capable of supporting that *Automobile*.

(vii) The use of an onboard jacking system is prohibited at any time. Each *Automobile* must only be lifted by the use of a commercially available standard trolley jack as approved by the *TD* or Chief Scrutineer.

(viii) A suitable pit stop sign must be provided by each *Competitor* for the Car Controller 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 the following activities:

(A) refuelling the *Automobile,* where permitted; and/or

(B) servicing the *Automobile.*

(x) Refuelling the *Automobile,* where required, 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 pit stop can be considered completed. If the wheel chock is not removed, it must be restrained.

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

(xiii) If refuelling is permitted during the race, the Car Controller must be attired as per the personnel carrying out the refuelling.

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(xiv) A maximum of 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/exiting the Automobile, Driver Assistant, and Car Controller who must carry out their functions exclusively. Any tyre or TV technician across the Prescribed Line during refuelling must be attired as per the personnel carrying out the refuelling.

(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, will 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 will 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 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 re-join the *Track*, 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.

S13.2 Refuelling the Automobile

(a) Refuelling of an *Automobile* with a dry break coupling must only be carried out on the pit lane apron and in accordance with Circuit Race Appendix, Refuelling in the Pit Lane – Part 1 of the *Motorsport Australia Manual* and the following regulations.

(b) Each person involved in refuelling the *Automobile* must wear apparel which complies with Circuit Race Appendix, Refuelling in Pit Lane of the *Motorsport Australia Manual.*

(c) 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).

(d) Each *Competitor* must appoint 1 person to carry out each of the following refuelling roles for each of their *Automobiles* to the *CA* prior to the start of *Competition*.

(i) The fuel hose operator;

(ii) The fire extinguisher operator;

(iii) The dead man handle operator.

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(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 overhead refuelling rig must comply with the requirements of Articles S16.

S13.3 Servicing the Automobile

(a) A maximum of 3 persons are permitted to assist with servicing the *Automobile*, excluding the Car Controller, Driver Assistant and others identified in Article S13.1(a)(xiv).

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

(c) A maximum of 1 powered tool (hand or otherwise) per *Automobile* is permitted to be used to loosen or re-tension the wheel nuts.

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*. It is 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 Stop (*CPS*)

(a) At each *Round,* each *Automobile* must complete 1 *CPS* in each 1-hour race, and each 300 km race. (For clarity, a *CPS* is not required in a 30-minute race)

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

(c) Unless detailed otherwise in *Event* regulations, the prescribed *CPS* window will open when the official race time is 20 minutes and will close when the official race time is 50 minutes for a 1-hour race or 120 minutes for a 300 km race.

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

(e) A *CPS* will be deemed to have commenced when the *Automobile* crosses the timing line at pit entry or the speed restriction line if a timing line is not installed or functioning.

(f) A *CPS* will be deemed to have been completed when the *Automobile* crosses the timing line at pit exit, or the speed derestriction line if a timing line is not installed or functioning and re-joins the *Track*.

(g) Each *CPS* will be conducted in accordance with Article S13.1 and the following **will also apply to each *Automobile* during each *CPS***:

(i) ~~Each *Automobile* must change~~ A minimum of 2 wheels and tyres **must be changed by one of the following procedures:** ~~in each *CPS*~~.

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(A) Remove the 2 wheels and tyres and replace them with 2 different wheels and tyres; or

(B) Remove the 2 wheels and tyres, place on the ground, remove hands and refit the same wheels and tyres; or

(C) Remove 1 wheel and tyre, place on the ground, remove hands and refit the same wheel and tyre and then repeat the process with the same wheel and tyre.

(ii) **Refuelling is prohibited.** ~~No refuelling may be carried out on the *automobile* during the *CPS*.~~

(iii) A *Driver* change may be completed if required.

(h) The minimum penalty for failing to conduct the *CPS* during the prescribed *CPS* window will be 2 laps deducted at the completion of the race.

S14 MAXIMUM DRIVING TIME

There is no maximum driving time in any race of the *Series*.

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) Unless specified otherwise in the *Supplementary Regulations*, the official fuel supplier will on arrival at the *Event* and prior to the start of the *Event* deliver each *Automobile* or team (maximum of 2 *Automobiles* per team) 1 x 205 litre 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 1 hour after the finish of the final race for the *Round*. No fuel will be accepted after this time and it will be the *Competitor's* responsibility and cost.

(e) A fuel sample may be taken from an *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 *TD* or Chief Scrutineer.

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

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

(i) Refuelling and defuelling is prohibited during any qualifying session, or before the completion of post-qualifying or post-race scrutineering.

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.

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(c) The maximum amount of fuel to be stored in each pit lane garage will be 205 litres or as advised in the *Supplementary Regulations*. A pit lane garage is defined as the area provided by the *Organiser* as a single pit lane garage hire for one *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*.

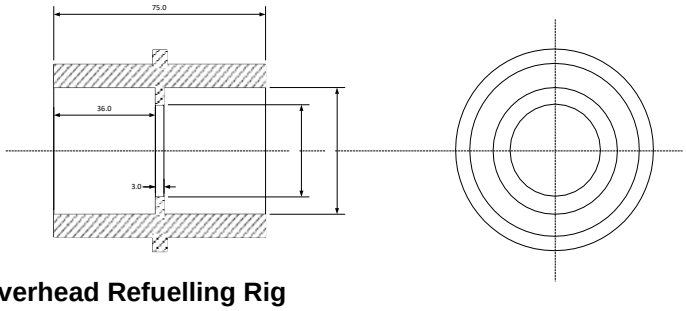
S16 OVERHEAD REFUELLING RIG

S16.1 Construction

(a) Each overhead refuelling rig must conform to the following:

(i) All refuelling equipment must comply with Circuit Race Appendix, Refuelling in Pit Lane – Part 1 of the *Motorsport Australia Manual*.

(ii) Each overhead refuelling rig must have a restrictor fitted between the exit of the refuelling rig hose and within 150 mm 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.



S16.2 Use of the Overhead Refuelling Rig

(a) The refuelling of an *Automobile* by use of an overhead refuelling rig is only permitted during a race or outside of any *Track* activity and then only following notification of a pit lane fire marshal and when the *Automobile* is in pit lane.

(b) It is permitted to practice pit stops with the overhead refuelling rig in pit lane, outside of *Track* activity, provided that there is no fuel in the refuelling hose.

(c) Each fuel drum must comply with AS2906.

(d) It is prohibited to place any type of cover or shield over the overhead refuelling rig during a race.

(e) The refilling of an overhead refuelling rig is prohibited during refuelling of an *Automobile* from that overhead refuelling rig.

(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 an overhead refuelling rig in the pit lane garage all personnel must be fully attired in the apparel as per Circuit Race Appendix, Refuelling in Pit Lane of the *Motorsport Australia Manual*. Each *Competitor* must also ensure that a similarly attired attendant, with a fire extinguisher in working order, is present.

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S17 TYRES

(a) Any tyre used must be from the table below:

Make	Model	Compound
Dunlop	Direzza DZ03G	R2, R3, H1
MFR	ZTR	Medium
Yokohama	A050	Medium
Hankook	Ventus TD	C50

(b) Only semi-slick tyres nominated for the *Series* by each *Series* approved tyre manufacturer are permitted.

(c) Each tyre used on an *Automobile* must be purchased by the *Competitor* directly from an authorised distributor of a *Series* approved tyre manufacturer.

(d) Each *Competitor* must select 1 brand and type of tyre to be used on their *Automobile* for the entirety of a *Round*. A different brand or type of tyre may be selected for each *Round*.

(e) The use of a combination of different tyre brands or types on an *Automobile* is prohibited.

(f) From the commencement of qualifying, a maximum of 12 tyres are permitted to be used on each *Automobile* at each *Round* of which 1 set (4 tyres) must be new tyres.

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

(h) A maximum number of tyres (as detailed above) will be scanned/marked for each *Automobile* by the *TD* or their nominee at each *Round* and these scanned/marked tyres are the only tyres permitted to be used on that *Automobile* during any qualifying session or race at that *Round*.

(i) Prior to qualifying at each round of the Series, each *Competitor* must present to the *TD* each tyre for scanning/marking.

(j) Each *Competitor* is responsible for ensuring that each tyre is scanned/marked or re-scanned/marked as appropriate. If a tyre is not scanned/marked for any reason or the barcode or markings become illegible, the *Competitor* must notify the *TD* or their nominee immediately.

(k) A *Competitor* is permitted to replace 1 scanned/marked tyre per *Automobile*, if the *TD* is satisfied that due to exceptional circumstances, the tyre in question can no longer be used. The *TD* will 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.

(l) If a *Competitor* is permitted to replace a scanned/marked tyre, the *Automobile* concerned must start the next race at that *Round* from the rear of the grid. If the replacement occurs during the last race of a *Round*, 30 seconds will be added to the race time for that *Automobile*. For clarification, any tyre that is not scanned/marked for that *Round* prior to qualifying will be considered a replacement tyre even if it is within the permitted maximum number of tyres for the *Round*.

(m) Any heating or chemical treatment of tyres prior to an *Event* is prohibited.

(n) The use of any tyre heating, heat retention device or chemical treatment during an *Event* is prohibited.

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

(p) If qualifying and/or racing are scheduled on more than 1 day at any *Round*, the *TD* may impound any tyre overnight at their sole discretion.

(q) 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 *TD* is sole arbiter with regard to the interpretation and application of these tyre regulations and any decision made by the *TD* in this regard will not be the subject of any protest or appeal.

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S18 BALANCE OF PERFORMANCE (BOP)

(a) An *Automobile* may be subject to a Balance of Performance (*BoP*) adjustment which may take the form of a change to any of the following:

(i) *Automobile* weight – weight may be added to the actual weight of the *Automobile* as measured by the *TD* at the *Event*;

(ii) Maximum allowable boost;

(iii) Minimum ride height;

(iv) Number and/or length of *CPS;*

(v) Fuel tank capacity.

(b) Any application of *BoP* will be advised by the *TD* and will be covered by a Technical Bulletin.

(c) The *TD* reserves the right to apply a *BoP* adjustment/s up to 2 hours prior to the commencement of each race.

S19 AUTOMOBILE MARKINGS

S19.1 Automobile Markings and Series identification

(a) In addition to the requirements detailed below and in Attachment A of these regulations, each *Automobile* must comply with Technical Appendix - Schedule K of the *Motorsport Australia Manual*.

(b) The front windscreen strip of each *Automobile* is to be left vacant for the *Series* sponsor. 250 mm 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 260 mm high x 380 mm wide and placed 10 mm to 20 mm back from the front door line – to be supplied by the *CM*.

(d) Each competition number must be black, 220 mm high x 260 mm wide and in Helvetica Bold Italic – to be supplied by the *Competitor*.

(e) The class of the *Automobile* entered must be placed on the bottom right- hand side of the number panel 80 mm high and in black Helvetica Bold Italic. For example, "***A1***" – to be supplied by the *Competitor*.

(f) A panel above the side number panel must be left vacant for the *Series* commercial partners. 100 mm high x 380 mm wide – to be supplied by the *CM*.

(g) A panel 100 mm high x 380 mm wide below the side number panel must be left vacant for the *Series* commercial partners – to be supplied by the *CM*.

(h) A panel 100 mm high x 380 mm wide on each corner of the front and rear bumper (4 locations) must be left vacant for the *Series* sponsor – to be supplied by the *CM*.

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

(j) A panel 100 mm high x 380 mm wide on each side skirt behind the front wheels must be left vacant for the *Series* commercial partners – to be supplied by the *CM*.

(k) A panel on each rear side window or panel must be left vacant for the Motorsport Australia decal – to be supplied by the *CM*.

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(l) Front windscreen number and class letter – day glo Helvetica Bold. 150 mm high for number, 80 mm high for class letter – to be placed 25 mm from the left side of the windscreen and 25 mm below the bottom of the windscreen strip.

(m) Rear windscreen number and class letter – day glo Helvetica Bold. 150 mm high for number, 80 mm high for class letter – to be placed 25 mm from the bottom of the rear windscreen strip and 25 mm from the right-hand side.

S19.2 Competition Numbers

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

(b) The Number ”1” will be reserved for the outright *Series* winner from the previous year with their number from the previous year being retired for the current year.

S19.3 Night Racing Requirements

(a) Each door number must be 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.

S20 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 *TD* 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 *TD* at any time upon request.

(d) Downloading of logged data by a *Competitor*, or their representative, is prohibited until 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 can be used to determine the compliance of each forced induction *Automobile* with the maximum inlet manifold pressure detailed in its Motorsport Australia Vehicle Recognition Document – Group 3E.

(f) The *TD* 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 will be reported to the Stewards with a recommendation of *Disqualification* from the relevant session.

(g) The *TD* 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

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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 *TD* 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*.

S21 TESTING RESTRICTIONS

Unless authorised in writing by the *CM*, any *Driver* associated with the *Series* is prohibited to drive on any *Circuit* that is hosting a *Round* in any *Automobile* entered in the *Series* after midnight on the Friday of the week preceding the commencement of the relevant *Round*. The *CM* will be the sole arbiter as to whether an *Automobile* or *Driver* is associated with the Series.

S22 SEALING OF *AUTOMOBILES*/COMPONENTS

(a) The engine fitted to each *Automobile* must have been sealed by the *TD* or a nominated sealer approved by the *CM*, prior to the commencement of qualifying at each *Round*.
(b) The *TD* may seal any drive train and engine part during a *Round* for inspection between *Rounds*.
(c) No *Seal* may be removed without the prior permission of the *TD*.
(d) Where a sealed component has been determined to be ineligible by the Stewards, the Stewards may, at their discretion, impose a penalty of *Disqualification* of the *Automobile* from the results of all previous *Rounds*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*.

S23 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 must 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 *Track* ahead.
(d) Each *Competitor* is required to ensure that the camera is switched on and functioning in the correct manner prior to the *Automobile* entering the *Track* for each practice/qualifying session and race.
(e) Access to the camera must be provided to personnel authorised by the *CA* at any time upon request.
(f) No person other than personnel authorised by the *CA* will have access to the camera for 30 minutes after the conclusion of any *Track* activity.
(g) Each *Competitor* is permitted access to any video image recorded by a camera in their *Automobile*, however the footage is "strictly for private purposes"; that is, it cannot be sold, licensed, broadcast, published, commercially exploited or otherwise publicly distributed.
(h) Each *Competitor* must have a minimum of 2 flash cards per *Automobile* with the competition number marked or tagged on each card for identification.

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(i) When requested, each *Competitor* must immediately provide the flash card to the *RD*, *TD* or Stewards.

(j) The fitment of any other camera and/or recording device to an *Automobile* is subject to the prior approval of the *CM* and the installation is subject to the approval of the *TD*.

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ATTACHMENT A

Automobile Marking

Location behind front wheel is to be used for the selected tyre manufacturer

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ATTACHMENT B

List of Eligible Automobiles

CLASS X - Ultimate Performance					
Make	**Model**	**Designation**	**Recognition Document No**	**Maximum Manifold Boost Pressure (bar)**	**Minimum Racing Weight (kg)**
Alfa Romeo	Giulia	Quadrifoglio		N/A	
Audi	RS3	8V		N/A	1534
BMW	M2 Coupe	F87 MY2016		TBA	1490
BMW	M2 Coupe	F87 LCI Competition	3-21-013	1.79	1412
BMW	M3	F80, F80 LCI Competition	3-18-011	1.79	1478
BMW	M4	F82	3-17-002	1.79	1494
Holden	VF MY14-HSV	GTS	3-14-006	0.92	1714

CLASS A1 - Extreme Performance Forced Induction					
Make	**Model**	**Designation**	**Recognition Document No**	**Maximum Manifold Pressure (bar)**	**Minimum Racing Weight (kg)**
Audi	TT RS Plus	8J	3-21-002	1.25	1448
BMW	M Coupe (1 Series)	E82	3-12-003	0.95	1462
BMW	M135i Hatch	F20	3-14-004	1.95 (absolute)	1398
BMW	M140i	F20		TBA	1418
BMW	M235i Coupe	F22		TBA	1423
Ford	FG FPV	GT-P, F6	3-10-009	0.91	1661
Ford	FGII	GT-F	3-17-008	0.75	1725
Ford	FGX	XR6 Turbo Sprint	3-18-019	1.2	1617
Ford	FGX	XR8		TBA	1700
Ford	BF2 FPV	F6		TBA	1638
Ford	Focus RS	LZ	3-17-007	1.85	1521
Mercedes-Benz	A45	AMG	3-16-004	1.8	1480
Mitsubishi	Lancer Evo X	RS	3-09-030	1.4	1486
Mitsubishi	Lancer Evo IX	RS, GSR	3-09-028	1.21	1450
Mitsubishi	Lancer Evo VIII	RS	3-09-029	1.21	1466
Mitsubishi	Lancer Evo VII	RS		1.21	
Mitsubishi	Lancer Evo VI	6.5 TME		1.21	1330
Mitsubishi	Lancer Evo V	RS		1.02	1192
Subaru	Impreza WRX Sti	G-4, V-1	3-17-003	1.31	1470
Subaru	Impreza WRX Sti	G-1		TBA	
Volkswagen	Golf R	Series 7.5	3-19-008	1.3	1448
Volkswagen	Golf R	Series 7		TBA	1435

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CLASS A2 - Extreme Performance Naturally Aspirated					
Make	**Model**	**Designation**	**Recognition Document No**	**Maximum Manifold Pressure (bar)**	**Minimum Racing Weight (kg)**
Audi	RS4	B8		N/A	1682
Audi	S4	B7 V8		N/A	1579
Audi	S5	8T V8		N/A	1568
BMW	M3	E90, E92	3-18-016	N/A	1517
Ford	BA Mk I/II - FPV	GT, GT-P		N/A	
Ford	BF Mk I/II - FPV	GT, GT-P		N/A	1700
Ford	FG - FPV	GT		N/A	
Ford	FG – Mk II	GT R-Spec	3-14-003	N/A	
Ford	Mustang	FM GT	3-19-007	N/A	1599
Ford	Mustang	FN GT	3-20-005	N/A	1626
Ford	Mustang	FN Mach 1	3-21-011	N/A	1646
Holden	VY/VY2 – HSV	GTS	3-09-018	N/A	1581
Holden	V2-HSV	GTS Coupe		N/A	
Holden	VZ – HSV	GTO Coupe, GTS Coupe	NOT NUMBERED	N/A	1563
Holden	VZ – HSV	R8 Clubsport	3-18-008	N/A	1574
Holden	VF – HSV	R8 Clubsport	3-18-021	N/A	1610
Holden	VE/VE2 – HSV	R8 Clubsport	NOT NUMBERED	N/A	1651
Holden	VE/VE2 – HSV	GTS	3-11-007	N/A	1665
Holden	VX– HSV	GTS		N/A	
Holden	VY CSV Monaro	Mondo GT	3-16-001	N/A	1510
Holden	VF II	SS, SSV Redline (6.2)	3-18-022	N/A	1640
HSV Chevrolet	Camaro	2SS		N/A	
Lexus	RC RCF	USC10R	3-19-011	N/A	1705
Mercedes-Benz	C63	W204	3-18-009	N/A	1612

CLASS B - High Performance					
Make	**Model**	**Designation**	**Recognition Document No**	**Maximum Manifold Pressure (bar)**	**Minimum Racing Weight (kg)**
Audi	TTS	RV		1.3	1430
BMW	135i	E82	3-09-042	0.80	1425
BMW	335i	E90, E92	3-09-004	0.80	1480
Ford	BA Mk I/II - FPV	XR6 Turbo		TBA	
Ford	BF Mk I/II	XR6 Turbo	3-09-006	0.64	1612
Ford	FG - FPV	F6		TBA	
Ford	FG	XR6 Turbo	3-12-001	0.87	1620
Ford	Focus LV	RS		TBA	1455
Honda	Civic	Type R FK8	3-21-001	1.60	1389
Infiniti	V37	Q60		TBA	1506
Kia	Stinger	330 GT CK		TBA	1668
Peugeot	308	Gti 270		TBA	1178
Renault	Megane	RS 275 Trophy R		TBA	1247
Subaru	Impreza WRX	G-3	3-09-037	1.31	1370
Subaru	Impreza WRX Sti	G-2 / GD	3-21-006	TBA	1437

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Subaru	Impreza WRX Sti	G-3		TBA	1395
Volkswagen	Golf R	Series 6	3-19-001	1.20	1472
Audi	TT	3.2 Quattro MY05		N/A	1410
BMW	M3	E46	3-18-007	N/A	1452
BMW	M3	E36 3.2L	3-19-015	N/A	1448
Ford	AU	XR8	NOT NUMBERED	N/A	
Ford	BA Mk I/II	XR8	NOT NUMBERED	N/A	
Ford	BF Mk I/II	XR8	3-9-007	N/A	1646
Ford	FG	XR8	NOT NUMBERED	N/A	
Holden	VX – HSV	R8 Clubsport		N/A	
Holden	VY	SS, SV		N/A	
Holden	VZ	SS, SV, SS-Z Series	3-09-014	N/A	1565
Holden	VE	SSV-Redline	3-19-002	N/A	1618
Holden	VE	SSV-Z Series	3-19-004	N/A	1659
Holden	VE	SS	3-10-008	N/A	1622
Holden	VF	SS, SSV Redline, SSV CL (6.0)	3-17-006	N/A	1626

CLASS C - Performance					
Make	**Model**	**Designation**	**Recognition Document No**	**Maximum Manifold Pressure (bar)**	**Minimum Racing Weight (kg)**
Alfa Romeo	Guilietta	QV	3-17-001	1.50	1358
Audi	TT	FV 2L		N/A	
BMW	130i	E87	3-09-003	N/A	1355
BMW	228i	F22		TBA	
BMW	M3	E36 3.0L	3-19-016	N/A	1448
Ford	Focus XR5	LT, LV, LVII		N/A	1408
Ford	Focus ST	LZ		TBA	1425
Holden	Astra Sri Turbo	AH	3-09-011	0.85	1373
Holden	Astra HSV VXR	AH	3-11-004	1.2	1333
Holden	Astra HSV VXR	PJ	3-20-001	1.50	1489
Hyundai	I30N	PDE	3-18-015	2.205 (absolute)	1408
Mazda	3 MPS	BL	3-11-002	1.10	1420
Mazda	3 MPS	BK 3A, 3B	3-09-025	1.10	1403
Mazda	6 MPS	6A	3-12-010	1.10	1534
Mazda	6 Diesel		3-13-011	2.70 (absolute)	1471
Mazda	RX-8	GT	3-11-003	N/A	1377
Mazda	RX-8 Series 1	RX8A	3-19-010	N/A	1299
Mini	Cooper S JCW	R53		TBA	1195
Renault	Megane	RS 265	3-14-005	1.55	1374
Renault	Megane	RS 265 Trophy R	3-21-003	1.55	1247
Renault	Clio	RS200 Sport X98	3-19-013	2.0	1190
Subaru	Impreza WRX	MY06		1.0	1377
Subaru	Impreza WRX	MY03		0.93	1357
Volvo	C30	T5		TBA	1388
Volkswagen	Scirocco	R	3-19-005	1.20	1351

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CLASS D - Production					
Make	**Model**	**Designation**	**Recognition Document No**	**Maximum Manifold Pressure (bar)**	**Minimum Racing Weight (kg)**
Alfa Romeo	Mito	1.4 Turbo		TBA	1368
BMW	328i	E36		N/A	1345
Eunos	30X			N/A	1100
Ford	Fiesta WZ	ST	3-18-020	1.5	1172
Ford	Fiesta	XR4 WQ	3-10-024	N/A	1067
Honda	Integra	Type R DC2	3-18-023	N/A	1087
Honda	Integra	Type R DC5	3-09-015	N/A	1160
Honda	Integra	Type S DC5	3-09-016	N/A	1230
Kia	Proceed	GT	3-17-005	1.2	1280
Mazda	626	GE 2.5		N/A	
Mazda	MX6	GE 2.5		N/A	1175
Mini	Cooper S JCW	R56		TBA	
Nissan	Pulsar SSS	N14	3-18-024	N/A	1141
Nissan	Pulsar	N15	3-18-010	N/A	1102
Renault	Clio	197	3-10-012	N/A	
Subaru	BRZ	Z-1	3-19-022	N/A	1255
Toyota	Camry	XV20		N/A	1345
Toyota	Celica SX	ZR	3-09-038	N/A	1085
Toyota	Corolla	Sportivo	3-10-010	N/A	1238
Toyota	86 GT	ZN SER	3-19-009	N/A	1179
Toyota	86 GTS	ZN SER	3-13-009	N/A	1198
Toyota	86 GT	ZN 2018	3-20-002	N/A	1218
Toyota	86 GTS	ZN 2018	3-20-003	N/A	1215
Volkswagen	Golf Gti	Series 5	3-19-023	1.0	1340

CLASS E - Compact					
Make	**Model**	**Designation**	**Recognition Document No**	**Maximum Manifold Pressure (bar)**	**Minimum Racing Weight (kg)**
Hyundai	Getz	TB		N/A	1077
Mazda	2	DJ, DE		N/A	980
Mazda	3 SP23	BK Series 1, Series 2	3-19-012	N/A	1227
Mazda	3 SP25	BL Series 1, Series 2	3-18-018	N/A	1305
Mini	Cooper	R50		N/A	
Proton	Satria GTi	BS	3-11-001	N/A	1163
Suzuki	Swift Sport	FZ	3-19-006	N/A	1030
Suzuki	Swift Sport	EZ RS416	3-18-017	N/A	1067
Suzuki	Swift GTi	AA34S		N/A	
Toyota	Corolla	Accent, Levin		N/A	1265
Toyota	Echo	10 SER	3-09-039	N/A	884
Toyota	Yaris	YRX	3-10-011	N/A	

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ATTACHMENT C

Definitions

BoP: Balance of Performance

CA: Category Administrator for the *Series* appointed by the *CM*

CM: Category Manager for the *Series* appointed by *Motorsport Australia*

CRSR: Circuit Race Standing Regulations published by *Motorsport Australia*

DSA: Driving Standards Advisor for the *Series* appointed by *Motorsport Australia*

RD: Race Director for the *Series* appointed by *Motorsport Australia*

RMC: Race Management Channel

Round: A round of the *Series*

Series: 2022 Australia Production Cars

TD: Technical Delegate for the *Series* appointed by *Motorsport Australia*

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