



*J* 26/03/07

## Appendix D – 2007 Production Sports Cars NSW Championship

### D.1 ELIGIBILITY

(i) The objective of the championships is to continue to provide a competitive and exciting racing category for contemporary Production sports cars, at an amateur level, within NSW. The current and highly successful format is to be retained, with the grid consisting of five Classes, based on power to weight ratio or capacity.

(ii) An eligible Production Sports Car for the purposes of these Rules, is a vehicle:

Which conforms to the current CAMS Manual of Motorsport under Groups 2F and 2B Class I and Class II or Paragraph (v) below of these regulations but specifically excluding Clubman style vehicles.

(iii) A Clubman for the purposes of these rules is a vehicle that

- a) Has a wheel or wheels that are not enclosed by the body work,
- b) Is one of the vehicles listed in Para (iv) below,
- c) Is eligible for the Sports Car Club of Australia Championship, or
- d) Is otherwise specified as a Clubman by the PSCRAA Committee.

(iv) The Clubman List is as follows:

Amaroo  
Ariel Atom  
Bolwell Ikara  
Elfin Clubman  
Elfin Streamliner  
Caterham  
Birkin  
Fraser  
Leitch  
Lotus 7  
Lotus 340R  
Lotus Circuit Car  
Nota Fang  
PRB  
Westfield

(v) Eligible vehicles are those which comply with the 2006 CAMS Manual Group 2B Class I, Group 2B Class II or Group 2F regulations and cars meeting the specific criteria listed in paragraph (vi) below.

(vi) Vehicles that meet the criteria contained in the CAMS 2B Class 1 Regulations with the exception of engine specifications which shall comply with the following:

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- (a) Vehicles within the same marque and model as defined in Paragraphs D1(x) to D1(xii) may substitute engines from the same manufacturer that have been used in a different member of the same model, that is also eligible under the Group 2B Class 1 rules. A supercharged engine cannot replace a non supercharged engine. All entries under this Rule are to be submitted in writing to the PSCRAA Committee for approval. Vehicles complying with this paragraph are recognised under the CAMS Group 2A regulations.
- (b) If supercharging is recognised as standard production for the model, the production inlet manifold and supercharging device and its location must be retained as per manufacturer's design specification with the following exceptions that:
- a. The original supercharging device(s) may be replaced by a ball bearing supercharging device having the equivalent specifications.
  - b. Twin sequential turbochargers may be replaced with a single turbocharger provided the volume and inlet opening area does not exceed the combined volume and inlet openings area of the twin sequential turbochargers.
  - c. The boost pressure may be altered including the fitting of electronic boost controllers or for mechanical superchargers by modification of the drive pulley.
  - d. The exhaust is free from the cylinder head exhaust port.
- (vii) Competitors are reminded that possession of a CAMS Logbook does not constitute compliance with, or eligibility for, Championships conducted under these Regulations. Furthermore, the Association reserves the right to exclude any ineligible cars from the pointscore.
- (viii) A vehicle found to be ineligible will be given a written report and a reasonable amount of time to remedy the problem. This time allocation will be at the sole discretion of the Eligibility Officer and may be as short as the next race or race meeting. The vehicle will not be eligible for points until rectified; any irreconcilable matter shall be referred to CAMS for adjudication.
- (ix) In the event of an eligibility issue arising, concerning the vehicle of a Member who is also a relevant Office Bearer of the Association, then that Member shall stand aside from any relevant PSCRAA position for the duration of the section of the Committee meeting concerning said Member's vehicle.
- (x) Definition of **Marque** – Vehicles manufactured by the same Manufacturer e.g. Mazda, MG, Porsche, etc.
- (xi) Definition of **Model** – Vehicles that have the same generic model designation or are of the same basic silhouette, e.g. Porsche 911 (types 911, 964, 993, 996 etc), Mazda MX5 (NA, NB, NB8B), Nissan/Datsun Z (240Z, 260Z, 280Z, 300Z, 350Z), Lotus Elise (Elise, Exige, Sport200 etc) etc.

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### (xii) Current Marques and Models

| Marque           | Model         | Manufacturer's designation               |
|------------------|---------------|------------------------------------------|
| Austin Healey/MG | Sprite/Midget | MG Midget, Austin Healey Sprite          |
| Lotus            | Elise         | Elise, Exige, Motorsport 200             |
| Mazda            | MX5           | MX5, MX5 Miata, Eunos Roadster           |
| Mazda            | RX7           | RX7 Series 1 – VIII                      |
| Morgan           | Morgan        | Plus 4, Plus 8, 4/4                      |
| Datsun/Nissan    | Z             | 240Z, 260Z, 280Z, 300Z                   |
| MG               | MGB           | MGB, MGB GT, MGBGT V8, MG V8 Roadster    |
| MG               | MGF           | MGF, MGTF                                |
| Nissan           | 200SX         | 200SX, Nispro 200SX-R, 200SX GT          |
| Porsche          | 911           | 911, 930, 964, 993, 996, GT3, GT2, Turbo |
| Porsche          | 924, 944, 968 | 924, 944, 968                            |

### D.2 CLASS DEFINITION

(i) Classes for the Championship shall be five Power to Weight Ratio (PWR) Classes, namely A, B and C, and two 2F classes based on capacity namely D and E. The purpose of the PWR classes is to group together cars of broadly similar performance.

A: For cars 3.6 to 6.3 kg/kW

B: For cars 6.31 to 8.1 kg/kW

C: For cars over 8.1 kg/kW

D: For 2F cars with capacity over 2.5 litres

E: For 2F cars with capacity less than or equal to 2.5 litres and Porsche 944 cars conforming with the 944 Challenge specifications (CAMS Bulletin B05/073)

(ii) PWR is defined in Section D.8 of these regulations.

### D.3 REGISTRATION

(i) To be eligible to participate in the Championship, participants must register with the PSCRAA and Competition Fees must be received by the PSCRAA prior to the close of entries of the first race round. Alternatively competitors can pay competition fees on a race by race basis, in which case the Competition Fees must be received by the PSCRAA prior to the close of entries of that race Round.

(ii) Competition fees for the 2007 Production Sports Car Championship: Refer to the Production Sports Car Racing Ass website for the current fees.  
[www.prodsports.com.au](http://www.prodsports.com.au)

(iii) Non-registered competitors may participate in Championship events (subject to available grid space) but will not be eligible for Championship points or trophies.

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(iv) Competitors are also to provide the PSCRAA with an Official Dyno Sheet, a Vehicle Classification Form and a weighbridge ticket for the vehicle at racing weight prior to qualifying for their first event.

### D.4 CATEGORY ORGANISERS

(i) The organiser of the Championship shall be the Production Sports Car Racing Association of Australia (PSCRAA) herein referred to as "the Organisers".

The PSCRAA Competition Secretary is Iain Pretty,  
(02) 9249 2034 (bh) or [iain.pretty@robertsweaver.com](mailto:iain.pretty@robertsweaver.com).

The Eligibility Officer for the Championship shall be Mr David Healy  
(02) 9427 7782 (bh)

(ii) The organiser's website is [www.prodsports.com.au](http://www.prodsports.com.au)

(iii) Contact numbers when at race meetings are:

Iain Pretty 0414220944

Val Stewart 0419803340

Gerry Murphy 0419 439 615

### D.5 POINTSCORE

(i) Points will be awarded for the first 10 place getters in each Class A, B, C D & F.

(ii) Points are awarded for all races in each round of the Championship to registered competitors in accordance with these Rules.

(iii) The driver accumulating the highest points in Class A, B, C D or F becomes the CAMS Champion. Trophies will also be awarded to 2nd and 3rd places outright, based on a comparison of points across each class.

(iv) The highest scoring individual races equal to 80% (rounded up to the nearest whole number) of the total number of races in the championship are counted.

(v) In order to support races at Wakefield there is a penalty applied to competitors who do not attend Wakefield races. Where a competitor has not participated in qualifying or in one of the races at a Wakefield Park round then the individual races at that meeting will be deducted from the total number of races counted for the year. For example if a competitor doesn't run at one meeting at Wakefield and there were 3 races at that meeting and there were 18 as the total number of the races for the year, then the adjusted total for that competitor would be 15 (18-3) and only 80% of those 15 races would be counted for the competitor's total number of points for the year.

(v) Where a competitor has competed in more than one Class, those races would be deducted from the total and 80% (rounded up to the nearest whole number) of the remainder will be counted. For example, if a competitor competes in 14 races in Class B, 6 races in Class A and did not compete in 4 races, then the races counted will be 80% of 18 races (which is 14.4 rounded up to 15 races).

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(vi) In the event of a tied result, a count back will be done to see which competitor scored the most first places, then the most second places, then the most third places. If the result is still tied, then joint winners or placegetters will be declared.

(vii) Points allocation will be as follows for each class and for each race:

|                  | <b>6 + CARS</b> | <b>4 – 5 CARS</b> | <b>1 – 3 CARS</b> |
|------------------|-----------------|-------------------|-------------------|
| 1 <sup>st</sup>  | 14 points       | 12 points         | 10 points         |
| 2 <sup>nd</sup>  | 12 points       | 10 points         | 8 points          |
| 3 <sup>rd</sup>  | 10 points       | 8 points          | 6 points          |
| 4 <sup>th</sup>  | 8 points        | 6 points          |                   |
| 5 <sup>th</sup>  | 7 points        | 5 points          |                   |
| 6 <sup>th</sup>  | 6 points        |                   |                   |
| 7 <sup>th</sup>  | 5 points        |                   |                   |
| 8 <sup>th</sup>  | 4 points        |                   |                   |
| 9 <sup>th</sup>  | 3 points        |                   |                   |
| 10 <sup>th</sup> | 2 points        |                   |                   |

(vii) The points for CAMS Championships are based on the total number of competitors who start in each class, as entered in each Race of each Round.

(viii) All points will be credited by the PSCRAA Pointscore Registrar, whose decision will be final. To be eligible to win a Championship trophy, a competitor must have competed in at least 3 Championship Rounds.

(ix) Points for Members competing in grids containing non-member vehicles, or vehicles not officially classified, shall be calculated as though the other vehicles did not race.

(x) Points are not transferable between Classes. Where a vehicle changes Class due to changes in the PWR:

- I. All points earned in the old Class shall remain unchanged,
- II. Points earned in the new Class accrue only in that Class, and
- III. Placing in each Class shall be determined from points earned in each Class.

(xi) A competitor may change cars during the race season and points may continue to accumulate providing that the replacement vehicle is in the same Class and is deemed eligible by the Eligibility Officer.

(xii) If a competitor has a dynamometer test as part of Parc Fermé (Section D.9) then the points for the Round at which the Parc Fermé occurred will be forfeited if any of the following occur:

- The resultant PWR is outside the PWR limits for the class entered.
- The car was not presented within the specified timeframe.
- The seals appear to have been tampered with or broken.

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(xiii) If Members are unwilling to submit to Parc Fermé dynamometer procedure (Section D.9) they will by default forfeit any points from that Round and, until a new ODS is provided, the points from any future rounds.

### D.6 AWARDS

- (i) The organiser will arrange a trophy presentation at a time to be set to award class trophies.
- (ii) Track Trophies for the Round are awarded by the promoters to the winners in each Class based on the Trophy race results.
- (iii) Association Trophies, for the Round for each Class are awarded by the PSCRAA in accordance with the following schedule, where 'n' is the number of competitors:
  - n < or =3 first place only
  - n > 3 < 6 first and second
  - n = or >6 first, second and third
- (iv) Prizemoney will be dependent on a Championship sponsor.
- (v) Additional awards may be included

### D.7 COMPETITION NUMBERS

- (i) Competitors may request a competition number from the PSCRAA, which shall be allocated for their use at each round of the Championship.
- (ii) Any request for a change in competition number shall be made with the PSCRAA, which maintains the register of competition numbers.
- (iii) The number 1 is allocated to the prior year champion, which for 2007 is Brad Douglass.
- (iv) All race vehicles must display their Class in 100mm high letters next to each of their vehicle numbers.

### D.8 POWER TO WEIGHT RATIO (PWR) RULES

- (i) Power shall be measured as Kilowatts of power at the rear wheels as determined by the official dyno check. For the purpose of establishing the official vehicle PWR, the racing weight shall be determined as per CAMS Regulations, which state "the weight of the car during any practice or race, including the driver wearing all normal racing apparel including helmet. No fuel may be added after the conclusion of any race or practice before the car is weighed". The PWR is calculated by dividing the racing weight by the driven wheels' Kilowatt power.
- (ii) Rotary powered vehicles are to apply a PWR multiplication factor of 1.2 to the raw PWR calculated above to obtain the final PWR.
- (iii) PWR example:

Car weight = 1050kg  
Driver weight = 85 kg

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Dyno at rear wheels = 151 kW

$$\begin{aligned}\text{PWR} &= (\text{car weight} + \text{driver weight}) / (\text{driven wheels KW}) \\ &= (1050 + 85) / 151 \\ &= 1135/151 \\ &= 7.52 \text{ therefore class B}\end{aligned}$$

If applicable apply the rotary factor of 1.2

$$\begin{aligned}\text{Rotary PWR} &= \text{Raw PWR} \times \text{Rotary Factor} \\ &= 7.52 \times 1.2 \\ &= 9.02 \text{ therefore class C}\end{aligned}$$

- (iv) The onus is on the driver of the vehicle to describe the vehicle correctly and to provide an accurate PWR. The PSCRAA Eligibility Officer will initially classify cars based on the owner's Vehicle Classification Form (VCF) declaration with respect to power and weight.
- (v) Prior to the beginning of each race season, all Members intending to take part in the Championships must take their race vehicle to an Association's authorised dyno to establish the vehicle's official PWR. The dyno must be conducted by a Dyno Dynamics accredited "Shootout" organisation using the "Shootout" software. An Official "Shootout" Dyno Sheet (ODS) and a VCF must be submitted at the same time to the Eligibility Officer. The Eligibility Officer shall scrutineer every car for compliance with CAMS and Association Rules and shall advise the Entrant as to whether the vehicle conforms to CAMS Regulations and in which Class the car is to compete.
- (vi) Supercharged cars in addition to the ODS and VCF are also to provide a data log file showing the maximum boost pressure achieved during the ODS run. This maximum boost reading is to be used as the maximum boost figure used by that competitor in competition until a further ODS and log file are provided. The data from the monitor or data log may be checked during Parc Fermé, or at the request of the Eligibility Officer or PSCRAA Eligibility Officer.
- (vii) If the member has not submitted a VCF and an ODS, their vehicle will be permitted to compete in a maximum of two Rounds in a calendar year. However, the vehicle will not be eligible for points, trophies or any of the Association's Championships. Pro rata Competition fees will still be payable.
- (viii) During the season, the PSCRAA reserves the right to demand a power and weight check. This check may be conducted under the supervision of the Eligibility Officer. After a race, Parc Fermé conditions may be invoked by the Eligibility Officer, if deemed necessary. The entrant of the vehicle must in all circumstances comply with the Eligibility Officer's directions, noting his rights of appeal under the CAMS judicial processes. See Appendix A for Parc Fermé Dynamometer Test Procedure.
- (ix) The scales used during Parc Fermé will be taken as a judge of fact. Competitors should note that scales may vary by up to 2% and that the competitors should ensure that their vehicles comply with the PWR for their class and factor in any differences between scales.

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- (x) If the vehicle is found to be in breach of its Class allocation or CAMS Regulations, then the cost associated with transport to the dyno and the dyno costs will be for the Entrant's account. If the vehicle conforms, then the costs will be borne by the PSCRAA. See Appendix A for Parc Fermé Dynamometer Test Procedure.
- (xi) The Eligibility Officer may reclassify the Class of a car at any time due to a change in the PWR of the vehicle.
- (xii) At the beginning of a new race year, the member may resubmit a previous ODS, but must certify in writing that the document is still current and represents the current state of preparation and tune of the vehicle.
- (xiii) For the 2007 season the Association's official dyno will be any DynoDynamics Certified Shoot Out workshop. The test is to be conducted by a certified Shoot Out Scrutineer and the resultant dyno sheets are to be stamped and signed by the Shoot Out Scrutineer.
- (xiv) The Dyno Dynamics website lists the locations of "Shoot Out" authorised dynos.

<http://www.dyno.com.au/near.htm>

### D.9 PARC FERMÉ DYNAMOMETER TEST PROCEDURE

- (i) In accordance with section D.8 (viii), the PSCRAA reserves the right to demand a power and weight check at the designated dyno centre under the supervision of the Eligibility Officer. After a race, Parc Fermé conditions may be invoked by the Eligibility Officer if deemed necessary. The entrant of the vehicle must in all circumstances comply with the Eligibility Officer's directions, noting his rights of appeal under the CAMS judicial processes. If the vehicle is found to be in breach of its Class allocation or CAMS Regulations, then the cost associated with transport to the dyno and the dyno costs will be for the Entrant's account. If the vehicle conforms, then the costs will be borne by the PSCRAA.
- (ii) If a vehicle is placed in Parc Fermé conditions for the purposes of Dynamometer (Dyno) testing one of the following two procedure should be applied. The Entrant and/or Driver will be informed of which procedure is to be used.
- (iii) Procedure A – Transport arranged for immediate dynamometer testing
- The PSCRAA will arrange for the selected vehicle to be transported by truck to a designated dyno centre, which is near to the track.
  - The Eligibility Officer or his representative as well as the entrant or his representative will accompany the vehicle to the dyno centre. On arrival the vehicle is to be unloaded and the entrant or his representative may at that time be allowed to check the vehicle's fluid levels under the observation of the Eligibility Officer or his representative. The entrant or his representative is not to be left alone with the vehicle at any time during the test.

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- **Entrants should ensure their cars are prepared for this eventuality and no responsibility will be accepted by the PSCRAA for any "Incidents" on the dyno!**
- The vehicle is then to be dyno tested using "Shoot Out" mode in accordance with the Dyno Dynamics published procedures and the "Shoot Out" code of practice.
- On completion of the dyno test the vehicle will be transported by truck back to the track.
- On completion of the dyno test the resultant ODS is to be given to the PSCRAA Eligibility Officer (Brian Anderson)

### (iv) Procedure B – Entrant to arrange dynamometer testing

- Sealing of cars prior to Dyno testing. - The selected cars will fall under the custody of the Eligibility Officer or his representative, who will arrange for the sealing of the car. The car is to be sealed with breakable wafer seals. The Entrant or his/her representative is to be present whilst the car is sealed.
- The following items are to be sealed:
  - Engine Bay/Compartment,
  - ECU ports (if a controller is attached then the owner will be asked to remove the controller and the ports will then be sealed)
  - ECU to loom connection and
  - Throttle stops in the cockpit.
  - Mark fitted wheels and tyres.
- Having completed the sealing of the vehicle, the Eligibility Officer is to:
  - Record the seals used and pass this information to the dyno test venue.
  - Instruct the Entrant or his representative to present the vehicle, within the next 7 days, to the PSCRAA's nominated dyno (Dyno Dynamics Certified Shoot Out workshop) for a dyno run to establish peak power.
  - Give the Entrant or his representative a copy of this procedure.
- Post-sealing procedure - The Entrant is responsible for presenting the vehicle to the PSCRAA's nominated dyno within 7 days of the completion of the race meeting. The Entrant is to arrange a suitable time with the nominated dyno operator. If difficulty is experienced they are to inform the PSCRAA Competition Secretary (Iain Pretty, Phone (02) 9429 2034).
- Dyno testing procedure - Check all seals are intact. If any of the seals appear to have been tampered with, abort the dyno run. The entrant or his representative may at that time be allowed to check the vehicle's fluid levels under the observation of the dyno operator. Seals may be broken if necessary to perform this task. The entrant or his representative is not to be left alone with the vehicle if any seals are broken. **Entrants should ensure their cars are prepared for this eventuality and no responsibility will be accepted by the PSCRAA for any "Incidents" on the dyno!** The vehicle is

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then to be dyno tested using “Shoot Out” mode in accordance with the Dyno Dynamics published procedures and the “Shoot Out” code of practice

- Post Dyno testing procedure- The dyno operator is to fax the resultant dyno sheet and the results of the seal inspection to the PSCRAA Eligibility Officer (Brian Anderson fax number 0295762577). The Race Secretary is to calculate the PWR resultant from that dyno test combined with the last official weight and confer with the Eligibility Officer regarding the results. The points for the Round at which the Parc Fermé occurred will be forfeited if any of the following occur:
  - The resultant PWR is outside the PWR limits for the class entered.
  - The car was not presented within the specified timeframe.
  - The seals appear to have been tampered with or broken.
- If Members are unwilling to submit to this procedure they will by default forfeit any points from that Round and, until a new dyno sheet is provided, the points from any future rounds