



# Production Cars Australia Championship



## Sporting Regulations Overview

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## **Production Cars Australia Championship Sporting Regulations Overview**

### **Preamble**

The Production Cars Australia Championship (PCAC) is recognised as a National Championship and will be conducted at various motor racing events throughout Australia.

The primary aim of PCAC is to provide owners of production cars with a cost-effective, user-friendly environment in which to compete at a national level while ensuring the highest levels of safety and sporting integrity.

The intent is to allow each competitor entered in the PCAC to appropriately prepare a production based automobile for competition. The specific purpose of each of the freedoms that will be detailed in the regulations will be to provide for safe and cost effective competition by increasing serviceability and reducing maintenance costs whilst maintaining the inherent strengths or weaknesses of individual makes/models.

PCAC is exclusively for reasonably priced, 4- seater cars which have been sold new in Australia and are driven on our roads by everyday people.

These regulations will be written in “plain english”, exclusively for the conduct of the PCAC and must be interpreted in a way which is consistent with that of a “reasonable person”.

The intent of the regulations will be to allow each competitor entering the PCAC to appropriately modify and prepare a production based vehicle for competition in the Championship.

Current plans are that the PCAC will combine challenging motor racing with a friendly social environment that is competitor and family friendly, including a planned Saturday night barbecue for competitors, their family and crew, officials and fans alike.

Value for money competition for competitors, an enjoyable atmosphere for competitors and fans and inclusive technical and sporting regulations are to the hallmarks of the Production Cars Australia Championship.

The emphasis will be on class competition rather than the outright victory while technical regulations will be freed up with the allowance of ‘common sense’ modifications to allow for close, competitive and friendly racing.

It is our position that the PCAC holds its own spot in the motorsport market and isn’t designed to compete with other production car races on the calendar.

### **Driver Eligibility**

To be eligible to compete in PCAC, each driver must be licenced by an Australian motor sport sanctioning body as appropriate.

### **Multiple Drivers**

Each car may be driven by one or two drivers during each Round.

### **Driver/Competitor Media & Fan Activities**

Drivers and/or competitors may be required to make themselves available, periodically, to the media and/or spectators while at the race track. Therefore, the drivers and teams will be asked to display exemplary and professional conduct at all times.

Pit crew members should wear matching uniforms. Driving suits or professional, clean, presentable clothing is required for all personal appearances.



## List of Eligible Cars / Classes

The List of Eligible Cars able to compete in PCAC will be produced soon. Each car will compete against each other car listed in its class.

Each make/model of car that is eligible to compete must be representative of the normal everyday cars that appear on Australian roads



### Inclusion into the List of Eligible Cars

For a make/model to be considered for inclusion into the List of Eligible Cars above, it must comply with the following:

- It must be a closed car with a minimum seating capacity for four (4) adults.
- It must be available for purchase in Australia from a dealer appointed by the Manufacturer.
- It must have achieved certification through the Road Vehicle Certification System (RVCS) by the OEM or their appointed agent in Australia.
- It must have a maximum total retail price of AUD\$150,000.00, which is made up of the Manufacturer Suggested Retail Price (MSRP) as detailed on [www.redbook.com.au](http://www.redbook.com.au), plus the cost of any Manufacturer options which must be available for purchase by a member of the public from a dealer in Australia at retail price (RRP).
- Applications for a make/model to be considered for inclusion into the list of Eligible Cars may be made to the organisers via a form that will be available when the Sporting and Technical Regulations are issued.
- **Invited Cars** – At the sole discretion of category management, cars that do not qualify under the eligibility criteria MAY have the opportunity to run at certain rounds. Competitors who are granted this permission will not receive any class or championship points.

### S3 Calendar

The PCAC Championship will be contested over **six (6)** Rounds as detailed below:

Round	Date	Circuit	Race Formats
1	28 <sup>th</sup> Feb – Mar 1 <sup>st</sup>	Winton Raceway	2 x 1HR Enduro
2	3-5 April	Morgan Park Raceway	2 x Sprint 1HR Enduro



3	17-19 July	Winton Motor Raceway	2 x Sprint 1HR Enduro
4	7-9 August	Queensland Raceway	2 x Sprint 1HR Enduro
5	25-27 September	Sydney Motorsport Park	2 x Sprint 1HR Enduro
6	13-15 November	Wakefield Park Raceway	2 x Sprint 2hr Enduro*

\*Enduro split by 15 min break for re-fuel

### Start Procedure

Each race will have a standing start with cars being released from pit lane to complete a formation lap and form up on the grid.

Once all cars have formed up on the grid, the 5 second signal will be given, followed by the start signal. Any car that causes any undue delay during the formation lap may be the subject of a penalty.

### Wheels & Tyres

Each wheel and tyre is free, provided:

- Wheel arches sizes are not increased i.e. no changes or additions to the bodywork.
- Tyres do not protrude past the external bodywork as viewed from above (no extended guards).
- Wheels and tyres are matching opposite each other across the car.
- Different cars have different tyre requirements, the choice of tyre is free, the number of tyres used for qualifying and racing (Unless the event is declared wet) will be limited to 6 (six) marked tyres for Rounds 1 to 5, and eight (8) marked tyres for Round 6.
- Competitors are only permitted to use tyres from a single manufacturer for each round.
- Tyres used must be E-Marked or DOT approved and available commercially within Australia.

### Fuel

Each car must only use fuel, as supplied by the organiser, for the duration of each Round.

### Forced Induction Vehicles

Boost levels for turbocharged/supercharged cars are free. However, all vehicles must only use factory-fitted mechanical components.

### Telemetry

The use of telemetry in any form will not be permitted.

### Timing Transponder

Each car must be fitted with a functioning Dorian Data 1 timing transponder prior to entering the track for any session or race during the Championship.

### Racing Weight

Each car must comply with the Racing Weight as specified in its recognition documents at all times during each round. The method of determination will be detailed in the Technical Regulations when they are published. The methods used will be the same if not similar to those currently employed elsewhere.





### **Permitted Modifications**

Each car must remain unmodified in respect of the standard production make/model as supplied by the original vehicle manufacturer, except for the freedoms permitted by the Regulations to be issued. Modifications and/or tuning practices will be limited to only those which will be designated in the Regulations..

In addition to the above, the only work which may be carried out on the automobile is that necessary for normal servicing, or for the replacement of worn or damaged parts by standard parts.

The use of carbon fibre, carbon/Kevlar® composites, ceramic materials or titanium alloys, will not be permitted unless such component/material are fitted/used as a standard part by the manufacturer, or its use is otherwise specifically permitted in the Regulations.

In all circumstances the primary function of any component, even if all or part of its design is free, is the overriding factor in determining its compliance with the Regulations. Any secondary function/s that are not specifically permitted by the Regulations will not be permitted.

The bodywork must cover all mechanical components when seen from above or from the side. Bodywork must be contiguous. Bodywork, joints and/or seams must not be taped or covered. Seam welding is permitted provided no metal is added.

### **Non-Genuine Parts**

The use of non-genuine parts is permitted for all fasteners, belts, gaskets, seals, flexible hoses, liquid carrying pipes, mechanical cables, bearings, clamps, spark plugs, spark plug leads, filters, batteries, battery cables, globes and LEDs, fuses and electro mechanical relays and windscreen glass provided the non-genuine parts are mechanically identical to the standard part and that no modifications are required to facilitate the fitment of the non-genuine part.

### **Charge Air Cooler/Intercooler**

Original charge air coolers may be replaced provided the car's original appearance is maintained and the charge air cooler fits in the original location, with no modification to the car structure or body work.

### **Exhaust System**

The exhaust system will be free downstream of the final junction of the exhaust manifold.

