

Appendix H – Pollicina Motorsports

2010 NSW Production Touring Car Championship

H1 ELIGIBILITY

- (i) The objective for the 2010 NSW Production Touring Car Championship (the Championship) shall be to provide a competitive and exciting racing category for Production based Type 3 vehicles. The series of races is open to all competitors who hold the minimum of a CAMS Clubman PCC licence and whose vehicles comply with H2 of this Appendix and comply with either of the following categories in accordance with the 2010 CAMS Manual of Motorsport:-

Group 3E –Series Production Cars
Group 3K - Saloon Cars

Each vehicle competing in the championship shall be registered with the Street Sedan Racing Association of Australia (the Organisers).

- (ii) The onus of proof of vehicle eligibility rests with the individual competitor at all times.
- (iii) Workshop manuals must be made available by the competitor to the Category technical committee at their request
- (iv) At the conclusion of any Championship race, any vehicle can expect to be directed to park ferme' without returning to the pits or paddock and without having been interfered with. Such vehicles shall remain under the control of the Chief Scrutineer. The Organisers reserve the right to require any competitor to remove components, at the competitors cost, to confirm the component's compliance with the requirements with the CAMS Group 3E regulations and the eligibility requirements of this Championship.
- (v) Any competing car may be impounded at the discretion of the Chief Scrutineer in accordance with the race meeting standing regulations.
- (vi) The Eligibility Officer for the Championship shall be Steve Hodges assisted by the Organisers' Technical Committee.
- (vii) At the Championship meetings the following control tyres will apply:
- a. Group 3K - Saloon Cars – As per the 2010 CAMS Manual of Motorsport.
- (viii) Forced Induction Cars –
- a. In accordance with CAMS' Specifications of Automobiles Group 3E item 4.13, all cars which have forced induction engines must be fitted with ether the approved pressure relief valve, namely the Blow-Off valve manufactured by Advanced Performance Centre of 2928 Logan

Rd Underwood 4119, which must be obtained from the Organisers, or a pressure monitoring data logger provided that the competitor can make available to the Organisers the calibration documents for the pressure transducer and all such devices required for displaying a continuous readout of the boost pressure during each part of the event that has been recorded by the data logger.

- b. The calibration of the pressure relief valve will be set by a nominated representative of the Organisers to a level that is in accordance with the maximum manifold pressure of the standard road-going vehicle as detailed in the Vehicle Specification document.
 - c. The Organisers, have the right to calibrate the valves, allocate the valves to competitors and check the calibration of the valves at any time during a race meeting whilst the cars are under the control of the Chief Scrutineer.
- (ix) Engine Seals – Each vehicle competing shall have its engine sealed prior to competing in any official practice, qualifying session or race. The only seals recognised for this shall be seals which have been fitted in accordance with the requirements listed by the Organisers by an engine sealer approved by the Organisers and with the seal number and associated documentation logged with the Organisers.
- (x) Tyre Limits – At each Championship meeting each vehicle will only be allowed to use a limited number of new tyres without a penalty being applied. All tyres to be used at each meeting must be presented to the Organisers at the commencement of the meeting (before commencing Qualifying) to mark or record them in such a way as the Organisers see fit. Only tyres that have been marked by the Organisers can be used in races forming part of the Championship. There shall be a limit of 6 (six) new tyres that will be allowed to be marked for the first round of the Championship that the competitor competes in and then two additional (2) new tyres for each subsequent round without a penalty being applied to the competitor and vehicle. Where a competitor uses tyres on a vehicle which have not been marked or have new tyres marked in excess of the allowable number then the competitor and vehicle will be penalised by them having to start from rear of grid for the subsequent races at that meeting. For the avoidance of doubt all other tyre related requirements of the Group 3E regulations and General Requirements Schedule E – Wheels and Tyres must be complied with.

H2 CLASS DEFINITION

- (i) For the Championship the following vehicle classes shall apply:
1. Class A – High Performance Vehicles
 2. Class B – Performance Vehicles
 3. Class C – Sports Touring Cars
 4. Class D – Other Touring Cars
 5. Saloon Cars

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- (ii) All vehicles competing in the Championship must be models that are included in the Approved Car List which is published by the Organisers from time to time.
- (iii) While only those vehicles currently listed in the Organisers' Approved Car List may compete within the NSW Production Touring Car category, the Organisers will readily consider any new additions to the Car List. Requests for additions to the Car List must be made to the Organisers and must be accompanied by appropriate vehicle technical documentation such as homologation papers, vehicle description data such as DOTARS Road Vehicle Certification System (RVCS) etc in order to demonstrate compliance with Group 3E.
- (iv) The Organisers will assign the car to the appropriate class. The Organisers alone reserve the right to assign vehicles to classes.
- (v) Competitors are advised to contact the Organisers for clarification of any issues relating to eligibility of vehicles or class definitions prior to purchasing or building a car for entry to this Championship.

H3 REGISTRATION

- (i) To be eligible to compete and to score points detailed in Section H9 at any round of the Championship, the registration fee described in H3 (ii) must be received by the Organisers before the commencement of qualifying at that race meeting.
- (ii) The registration fee shall be \$90 and includes membership of the Street Sedan Racing Association of Australia.

H4 CATEGORY ORGANISERS

- (i) The organisers of the championship shall be the Street Sedan Racing Association of Australia, herein referred to as "the Organisers".

The Championship Director is Stephen Kent, who can be contacted on (02) 9759 1559 (bh) and the Club Secretary is Sam Rigoli who can be contacted on 0408 006 141 (bh) for administrative matters

- (ii) The Organisers' website is www.combinedtouringcars.com.au

H5 RACES

- (i) Unless otherwise approved by CAMS, each round of the Championship shall comprise one of the following race formats:
 - a) Three (3) sprint races of a planned minimum of 12 minutes duration each which may be expressed as a number of laps appropriate to the host circuit in the supplementary regulations of the event, OR
 - b) Up to two (2) sprint races of a planned minimum of 12 minutes duration each and up to two (2) sprint races each of a planned minimum of 20

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minutes duration where each race may be expressed as a number of laps appropriate to the host circuit in the supplementary regulations of the event, OR

- c) One (1) sprint race of a planned minimum of 12 minutes duration, one (1) optional sprint race of a minimum of 12 minutes duration which shall not count toward the pointscore in H9 and one (1) Enduro of not less than 50 minutes duration which each may be expressed as a number of laps appropriate to the host circuit in the supplementary regulations.

- (ii) For Enduro race meetings described in H5 (i) (c), there can be one (1) or two (2) drivers entered for each vehicle. In the event of two drivers being entered, the second shall be the Co-Driver. The optional second sprint race, where provided, shall generally be used as a sprint race for the Co-Drivers and shall not count toward the pointscore referred to in H7.
- (iii) For Enduro race meetings described in H5 (i) (c), the Enduro race shall include a Compulsory Pit Stop, the details of which shall be fully described in the supplementary regulations of the meeting.
- (iv) For meetings of type H5 (i) (a) or H5 (i) (b) a handicap start may be used for one of the sprint races. If a handicap start is used the procedures used to determine the starting positions and handicaps shall be as described in H7 (iii).

H6 QUALIFYING

- (i) Unless otherwise approved by CAMS, qualifying shall consist of one session of approximately 15 minutes duration for race meetings formatted according to H5 (i) (a) or H5 (i) (b) or one (1) session of approximately 30 or two (2) sessions of approximately 15 minutes for race meetings according to H5 (i) (c). Where there are two (2) qualifying sessions, one of these shall be for the Drivers and one session for the Co-Drivers, however, Drivers of vehicles which do not have a Co-Driver entered shall not be precluded from participating in the Co-Driver's qualifying session.

H7 GRID POSITIONS

- (i) For Sprint race meetings described in H5 (i) (a) or H5 (i) (b), grid positions for Race 1 will be allocated according to the fastest lap time achieved by each driver that is nominated for the race during qualifying. The fastest driver will be allocated position 1 and thereafter successive positions will be allocated in order of increasing lap time. For successive races, the starting position shall be in accordance with the finishing position in the previous race except for any penalty that may be applied that results from a breach of H1 (x).
- (ii) For Enduro meetings described in H5 (i) (c) the grid positions for each of the races shall be in accordance with the fastest lap time achieved in qualifying by the driver that is starting that race except for any penalty that may be applied that results from a breach of H1 (x).
- (iii) Where a handicap race is designated, the procedures used shall be as follows:
 - a) The handicapping process shall be performed by a nominated representative of the Organisers in conjunction with the Clerk of the Course.
 - b) The handicap race shall be the second of the three races.
 - c) The grid for each handicap race shall be set in reverse class order ie the slowest class first and the fastest class last. Only classes shall be reversed, individual cars within each class shall still start in accordance

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with H7 (i). Any penalty applied in accordance with H1(x) shall be applied within that class only.

- d) The first car in each class shall start from the first available grid position on the next unoccupied grid row, regardless of whether this results in spaces being left on the grid.
- e) Any car failing to start Race 1 may start Race 2 from the rear of their respective class grid. Should more than one car be affected in this way, such cars will be placed at the rear of their class grid in order of their qualifying times. Any car failing to finish Race 1 may start Race 2 from the rear of their respective class grid in the order of the number of laps completed.
- f) The following formula will be used to determine the time that is to elapse between the start of the slowest class and the start of each subsequent quicker Class (Z).

$$Z = (T_X - T_Y) \times \text{Laps} \times \text{Factor}$$

Where

Z = Handicap time between Class X and Class Y

T_X = Average race time for 2nd, 3rd, 4th placegetters in Class "X" from Race 1 (where Class X is a slower class than Class Y)

T_Y = Average race time for 2nd, 3rd, 4th placegetters in Class "Y" from Race 1

Factor – Normally to be 0.60 but may be reviewed and reset before or after each race of the Championship to ensure the effectiveness of the Handicapping system at each circuit.

- g) Where Z gives a negative value those classes should be combined for the purposes of the start only.
- h) Where Z is less than three seconds, then the later (ie faster class) will start at the same time as the Class immediately in front.

H8 STARTING PROCEDURE

- (i) The Starting procedure for all races excepting Handicap races shall be in accordance with Item 2.9 of the 2010 Motor Race Championship Sporting Regulations.
- (ii) For handicap races the cars shall proceed from the dummy grid to the starting grid as per the normal procedure. When the starter is satisfied that all cars are correctly positioned he will indicate that there are approximately 5 seconds before the red light is to be switched ON. At any moment, not less than three seconds and not more than 5 seconds after the red light is shown, the red light will be extinguished to indicate the start of the race for the class at the front of the grid. Subsequent classes will start at the time intervals determined by the formula in H7 (iii) (d) of these regulations. The signal to start each of these classes will be either the dropping of a flag or the turning on of the red light then turning off of the red light.

H9 POINTSCORE

- (i) Points shall be awarded to all competitors who meet the eligibility requirements of Section H1 and H3 for all races for each class as detailed in the following Table. The number of cars for each class will be the number of cars that start Race 1 at each event:

	Races <30 mins			Races >50mins		
	5+ cars start race 1	2-4 cars start race 1	1 car starts race 1	5+ cars start race 1	2-4 cars start race 1	1 car starts race 1
1 st	16	14	11	32	28	22
2 nd	14	12		28	24	
3 rd	12	10		24	20	
4 th	10	9		20		
5 th	9			18		
6 th	8			16		
7 th	7			14		
8 th	6			12		
9 th	5			10		
10 th	4			8		

- (ii) All five (5) rounds shall count towards the final point score for the championship.
- (iii) A competitor can score points in different vehicles at different meetings during the year. Points will be awarded according to H9 (i) for the class in which the individual vehicle falls.
- (iv) For races of ≥ 50 minutes in which a vehicle entered has both a Driver and Co-Driver, both Driver and Co-Driver are eligible to score points as detailed in H9 (i).
- (v) The outright Drivers' Championship will be awarded to the competitor who accumulates the most points over the five (5) rounds. Should a competitor earn points in more than one class during the year, the points earned in each class will be added together to give a total driver's point score.
- (vi) If at the end of the year there is a tie on placings in the outright Championship, awards shall be determined by comparison of the number of first placings gained at each round. If then not resolved, comparison of the number of second placings, then third placings etc. Then if after all comparisons are effected and the award is still not determined, the relative placings in the last round, second last round, etc shall be the decider.
- (vii) In the event of a tie in any placing within a class at each round, the tie shall be split and the higher placing shall be the competitor that attained the highest place in the trophy race.

H10 AWARDS

- (i) Competitors who achieve 1st, 2nd and 3rd in each class in the Club Championship MAY be required to have their engine checked for compliance with the CAMS Group 3E or Group 3K regulations before the Championship is awarded. The cost of dismantling and reassembly for these checks are to be borne by the competitor.
- (ii) Awards for 1st, 2nd and 3rd outright in the Championship shall be presented at the CAMS NSW Presentation Dinner. The Organisers will have a separate trophy presentation for individual class awards at a time that they advise.
- (iii) Promoters are requested to present trophies for 1st, 2nd, 3rd outright for each meeting.
- (iv) The Organisers will in addition to those trophies provided by the promoters, provide trophies at each meeting for 1st, 2nd and 3rd in classes that have 5 or more starting competitors and 1st only in classes that have 3-4 starting competitors.
- (v) Additional awards may be included at the discretion of the Organisers

H11 SPONSORS

- (i) The sponsor of this Championship is Pollicina Motorsport.
- (ii) Associate sponsors may be included at the discretion of the Organisers.

H12 COMPETITION NUMBERS

- (i) The number 1 shall be reserved for the sole use of the outright winner of the previous year's championship. For 2010 that person shall be Jim Pollicina.
- (ii) Competitors may otherwise request a competition number from the Organisers.
- (iii) Any request for a change in competition number shall be made to the Organisers who maintain the register of competition numbers that is provided to the promoters of the race meetings.

H13 COMPULSORY VEHICLE SIGNAGE

- (i) Competitors must display the following stickers to be eligible for points in the Championship:
 - “Pollicina Motorsport” windscreen sticker
 - “Pollicina Motorsports.com.au” sticker on the lower half of the doors or the skirt below the doors
 - “McDonalds” rear number plateAll stickers referred to above are available from the Organisers.