

Appendix H 2018 CAMS NSW Production Touring Car Championship

H1 ELIGIBILITY

- (i) The objective for the 2018 CAMS NSW Production Touring Car Championship ('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 drivers who hold the minimum of a CAMS Provisional Clubman Circuit (PCC) Licence, except for any event conducted at Mt Panorama Bathurst where each Driver must hold a current CAMS Clubman Circuit (CC) Licence or higher, and whose vehicles comply with Production Touring Cars as defined in 2018 CAMS Group 3E regulations section 2.3 or comply with either of the following categories in accordance with the 2018 CAMS Manual of Motorsport:-


CAMS Group 3K – Saloon Cars

The Championship is run under the control of the Confederation of Australian Motor Sport Ltd ('CAMS'), competitors must ensure that their vehicle complies with either Group 3E or Group 3K Section 2, eligibility approval process or any additional CAMS directives including any additional freedoms as stated in this Appendix.

- a) Commodore V8 vehicles that were logbooked prior to July 2016 may have exhausts exit from the side of the vehicle in front of the rear wheels.
- (ii) Replica vehicles (i.e. base model cars upgraded to a higher specification) will be considered by the Committee. An application is to list all components, including part numbers that are required to be upgraded to create the replica. OEM parts should be considered for the creation of a replica. The decision of the Committee will be final. Each vehicle competing in the Championship shall be registered with the Street Sedan Racing Association of Australia ('Organisers').
- (iii) The onus of proof of vehicle eligibility rests with the individual competitor at all times.
- (iv) CAMS Bulletins/Directives, Group 3E or Group 3K Section 2 Rules, CAMS Group 3E recognition documents, FIA Homologation documents and the Vehicles' Workshop Manuals must be made available by the competitor to the Category Technical Committee at their request. The list in this paragraph sets the order of precedence for documents to be referenced.
- (v) At the conclusion of any Championship race, any vehicle can expect to be directed to parc fermé without returning to the pits or paddock area and without having been interfered with. Such vehicles shall remain under the control of the Chief Scrutineer, an Official appointed by him or Eligibility Officer. 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 Attachment A or Group 3K Regulations and the eligibility requirements of this Championship.

- (vi) Any competing car may be impounded at the discretion of the Chief Scrutineer or Eligibility Officer in accordance with the race meeting standing regulations.
- (vii) The Eligibility Officer for the Championship shall be Brian Anderson and the Organisers' Technical Committee.
- (viii) Each vehicle must remain in compliance with all aspects of Group 3E, CAMS Recognition document or CAMS directives, except for the freedoms or limitations permitted by these Regulations; any modification or tuning practice which is not specifically permitted by these Regulations is expressly forbidden.
- (ix) Following the commencement of the first official practice/qualifying session of each round of the Championship, any vehicle that has been entered to compete at that round may not be replaced with another vehicle. To receive championship points drivers must compete in the vehicle they qualify in which has been entered to compete at that round of the Championship.
- (x) Tyres
 - a) Each vehicle must be fitted with the Hankook Control Tyre Hankook Z221 in C5 compound as per the Contractual Agreement of a size appropriate for their vehicle, that have been purchased from the Control Tyre Supplier. Vehicles not fitted with the Hankook Control Tyre purchased from the control tyre supplier will not be allowed to partake in competition. Where a suitable tyre is not available from the Control Tyre Supplier, this needs to be confirmed in writing from the Control Tyre Supplier and approval obtained from the technical Committee to run a specified alternative tyre.
 - b) Each tyre must be purchased from the Control Tyre Supplier listed below.

Gary's Motorsport Tyres
Unit 3/13 Penny Place
Arndell Park NSW 148
Contact: Gary Harrison
Ph: (02) 9676 8655


 - c) The use of any tyre heating, heat retention devices or chemical treatments are prohibited. With the exception of wear resulting from normal usage, all tyres must remain unmodified. Heat cycling new tyres by the tyre provider is permitted prior to any use of the tyre.
 - d) At no time may any tread wear indicator be exposed, or in the case of tyres that have dimpled tyre wear indicators, 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 original tread pattern must be clearly visible.

Please Note: The Technical Committee, the Eligibility Officer and the Organisers are the sole arbiters with regard to the interpretation and application of these Tyre Regulations and any decision made by the Eligibility Officer and the Technical Committee in this regard will not be the subject of any protest or appeal.

(xi) Forced Induction Cars

- a) In accordance with CAMS' Specifications of Vehicles CAMS Group 3E Item 4.13, all cars which have forced induction engines must be fitted with an MSE BM2012 pressure monitoring data logger manufactured by:

Motor Sport Electronics
22 Deep Pool Way
MT ANNAN NSW 2567
Phone: (02) 4648 0030.
Email: sales@msedata.com.au
Mobile: 0402 102 553
Website: www.msedata.com.au

No MSE units manufactured before 1 January 2012 will be permitted.

- b) For all forced induction vehicles the maximum allowable inlet manifold pressure is as specified in the CAMS Group 3E Rules (or any additional directives by CAMS), CAMS Recognition document, FIA Homologation document. The list in this paragraph indicates the order of precedence for documents to be referenced.
- c) The Organisers, Chief Scrutineer or Eligibility Officer has the right to check the output of the MSE Pressure Monitoring Data Logger at any time during a race meeting whilst the cars are under the control of the Chief Scrutineer or the Eligibility Officer. The Eligibility Officer can exchange the competitor's MSE unit for one owned by Street Sedan Racing Association of Australia at any time.
- d) Each Pressure Monitoring Data Logger must be installed in accordance with all instructions issued by the Chief Scrutineer or Eligibility Officer and must remain fully operational to record the inlet manifold pressure of the vehicle for the duration of all practice sessions, qualifying sessions and races. No driver controlled boost adjusters are permitted. The MSE unit is to be mounted in the engine bay of the vehicle and the hose to the inlet manifold is to be visible or be able to be felt along its complete length.
- e) Any vehicle's MSE Pressure Monitoring Data Logger checked by the Chief Scrutineer or Eligibility Officer and found to be not recording any data or recording boost pressure over the maximum allowable for that vehicle The following actions will be taken:

If the recordings boost pressure is less than 5% above the maximum allowable for that vehicle, the Chief Scrutineer or Eligibility Officer may issue a warning to the competitor. A maximum of 3 warnings, none of which may be for consecutive sessions (qualifying or race) may be issue for one vehicle in the championship year. If all warnings have been used than the competitor will be excluded from any future races or qualifying sessions where the recordings boost pressure is above the maximum allowable for that vehicle.

If the recordings boost pressure is more than 5% above the maximum allowable for that vehicle, or the MSE Pressure Monitoring Data Logger was

found to be not recording any data, the Chief Scrutineer or Eligibility Officer will direct that the competitor be excluded from the session where the recordings were taken (race or qualifying) and will commence the next race from the rear of the grid.. Should more than one vehicle be involved, the vehicles will be grid positioned at the rear of the field in their qualifying times. Any points earned in that session will be forfeited.

Further penalties may be imposed by the Stewards.

- f) The Chief Scrutineer or Eligibility Officer are the sole arbiters with regard to the interpretation of any data and the determination of compliance of each vehicle with the maximum manifold pressure listed in the vehicle's CAMS Recognition Document, or any additional directives from CAMS. Any decision made by the Chief Scrutineer or Eligibility Officer in this regard shall not be the subject of any protest or appeal.
- (xii) Engine Seals
- a) 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.
- b) Any vehicle not complying with this requirement must have a temporary seal affixed to the engine by the Technical Manager as detailed above prior to the first race at the first attending round without a permanent seal.
- c) Each vehicle will be issued one (1) temporary seal, thereafter the vehicle will be required to have an Approved Engine Sealer seal the engine with a permanent seal.
- d) Any car that competes without either a permanent or temporary seal will receive NO Championship points for each race undertaken without a seal. It is the competitor's responsibility to ensure that their engine is sealed prior to racing.
- e) Competitors, who achieve first, second or third in each class in the Championship and whose engines are still fitted with temporary seals may be required to have their engine checked before the Championship is awarded. The costs of these checks are to be borne by the competitor. Refer to the Engine Sealing Protocol prepared by the Organisers.
- f) A temporary seal may be removed by an approved Engine Sealer to allow for minor maintenance that does not require the engine to be stripped down e.g. Tappet clearances. Once the maintenance is completed, a replacement temporary seal is then to be applied to the engine by the Approved Engine Sealer.
- (xiii) Fuel – For all classes except class S, only Pump Fuel as detailed in Paragraph 2.1 of Schedule G of the CAMS Manual of Motor Sport shall be used for the duration of the

meeting. With the exception of ambient atmospheric air and the specified fuel, no other substance may be added to the intake charge of the engine.

The fuel will be randomly tested using the NSW Production Touring Digitron Fuel Tester.

Class S can use E85 fuel.

- (xiv) Fuel Sampling – A dry break fuel sampling coupling at the fuel rail is mandatory. The approved dry break fuel sampling coupling is the Goodridge G-Link quick disconnect coupling (Part number, GQD08PP06F), which can be purchased from Competition Friction 02 6226 8877. The competitor is responsible for ensuring that this fitting is fitted to the vehicle.

Fuel samples will be taken during parc fermé. When directed to supply a fuel sample the vehicle is not permitted to be moved or started from that point until the fuel sample is taken and the results confirmed. The Fuel Testing team is deemed to be a Judge of Fact.

- (xv) The Driving Standards Advisor (DSA) for the Championship shall be Chris Gough.
- (xvi) Camera – All Vehicles must have a video camera mounted showing a clear view of the driver and track to the front of the car. The video camera must be mounted, operating and recording during every session. The DSA can request any video camera footage at any time. Penalties will be determined after referral to the Clerk of Course and may include exclusion from the race for non-provision of camera footage of that race to the DSA.

H2 CLASS DEFINITION

- (i) For the Championship the following vehicle classes shall apply:

1.	Class A1	High Performance Turbo
2.	Class A2	High Performance Naturally Aspirated
3.	Class B1	Performance Turbo
4.	Class B2	Performance Naturally Aspirated
5.	Class C	Sports Touring Cars
6.	Class D	Other Touring Cars
7.	Class E	Small Capacity Touring Cars
8.	Class S	Saloon Cars

- (ii) All vehicles competing in the Championship must be models that are included in the 2018 Classing System Document, which is published by the Organisers from time to time.
- (iii) While only those vehicles currently listed in the Organisers' 2018 Classing System Document may compete within the Production Touring Car category, the Organisers will consider any new additions to the Classing System Document. The Classing System Document is for CAMS Group 3E Series Production Touring Cars as defined in CAMS Group 3E section 2.3 Production Touring Cars and CAMS Group 3K Saloon

Cars. Requests for additions to the Classing System Document must be made to the Technical Committee 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 CAMS Group 3E.

- (iv) The 2018 Classing System Document details a formula based system to give an indication of the relevant class for each vehicle. The 2018 Classing System Document is available on the Organiser's website. 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 Technical Committee 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. The Eligibility Officer for the Championship is Brian Anderson who can be contacted on Mb: 0414 499 961.
- (vi) All cars must display classes on the upper left of the front windscreen and adjacent to the door racing numbers on both sides of the vehicle. The size of the class stickers will be a minimum of 150mm in height and the colour must be dayglo yellow or green.

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 Section H3(ii) must be received by the Organisers before the commencement of qualifying at that race meeting.
- (ii) The registration fee shall be \$125.00 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 'Organisers'.

The Championship Director, Robert Coulthard, who can be contacted on Mb: 0428 424002 and the Club Secretary, Sam Rigoli, who can be contacted on Mb: 0408 006 141 for administrative matters

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

H5 RACES

- (i) The State Championship will consist of five (5) Rounds.
- (ii) Championship Calendar.

Round	Date	Circuit	Race Format
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1	17-18 March	Sydney Motorsport Park	3 Sprint Races
2	10-13 May	Sandown	Double Enduro
3	26-27 May	Wakefield Park	3 Sprint Races
4	30 June- 1 July	Sydney Motorsport Park	3 Sprint Races
5	21-22 July	Wakefield Park	Enduro
6	17-18 November	Sydney Motorsport Park-GP	Enduro

- (iii) Unless otherwise approved by CAMS, each round of the Championship shall comprise one of the following race formats:
- a) "SPRINT" – 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) "SPRINT" – Up to two (2) sprint races of a planned minimum of 20 minutes duration each 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) "ENDURO" – One (1) sprint race of a planned minimum of 12 minutes duration, one (1) co-driver's sprint race of a minimum of 12 minutes duration and one (1) Enduro of not less than 45 minutes duration which may be expressed as a number of laps appropriate to the host circuit in the supplementary regulations.
 - d) "DOUBLE ENDURO" – Two Enduro of 60 minutes duration.
- (iv) For ENDURO race meetings, there can be one (1 / Sole Driver) or two (2 / Driver A & Driver B) drivers entered for each vehicle. In the event of two (2) drivers being entered, the first shall be Driver A and the second shall be the co-driver (Driver B). The second sprint race (only run if there are co- drivers), may be contested by both co-drivers and sole drivers but shall count toward the points score referred to in Section H7 for the co-driver only.
- (v) Where there are (1 / Sole Driver) or two (2 / Driver A & Driver B) drivers entered for each vehicle the Event Organiser is to provide helmet stickers to identify Driver A, Driver B and Sole Drivers.
- (vi) For ENDURO race meetings, the Enduro race shall include a Compulsory Pit Stop (Refer to Section H9 Compulsory Pit Stops).
- (vii) For SPRINT, 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 Section H7 (v).

H6 QUALIFYING

- (i) Unless otherwise approved by CAMS, qualifying shall consist of one (1) session of approximately 15 minutes duration for SPRINT race meetings, or one (1) session of

approximately 30 minutes or two (2) sessions of approximately 15 minutes for ENDURO race meetings.

- (ii) Unless otherwise approved by CAMS, qualifying for Double ENDURO race meetings shall consist of two 20-minute qualifying sessions.
- (iii) Where there are two (2) qualifying sessions, one (1) of these shall be for the drivers (Driver A and Sole Drivers) and one (1) session for the co-drivers (Driver B). Sole Drivers are able to participate in the Driver B qualifying session if they wish (not compulsory) however their qualifying time for the ENDURO will be taken from the Driver A session only.

H7 GRID POSITIONS

- (i) For SPRINT race meetings, grid positions for Race 1 will be allocated according to the fastest lap time achieved by each driver. 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 this appendix, or any other penalty applied by the Stewards of the Meeting.
- (ii) For ENDURO meetings 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 this appendix, or any other penalty applied by the Stewards of the Meeting. Also see (v) Top Ten shootout below.

In the case of two (2) drivers competing in one vehicle in an ENDURO, Driver A and Sole Drivers must qualify and race in Driver A sessions, and Driver B must qualify and race in Driver B sessions. A Sole Driver can enter Driver B qualifying and can race in the Driver B race based on their Driver B qualifying time and they will not receive Championship points from the Driver B races. However the sole driver qualifying time for the Enduro race will be taken from the Driver A session only. Championship points will be awarded to Driver B drivers as if Driver A drivers were not present in the race. Driver B race grid will be determined on qualifying times of all cars entered in that race.

- (iii) For DOUBLE ENDURO meetings the grid position 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 this appendix, or any other penalty applied by the Stewards of the Meeting. **Note:** the grids for the two ENDURO races are NOT progressive but based on the qualifying time for the nominated starting driver for each race.
- (iv) Starting Driver Nomination for each round:
 - a) All two (2) driver teams must nominate starting driver for the ENDURO races, by notifying the Secretary of the Event or nominated person no later than three (3) hours after the finishing time for their final qualifying session. If a nomination is not received by the nominated time then the Driver A will be the starting driver for all ENDURO races.

- b) Nominations are not required for the Driver A or Driver B races.
 - c) The Event organisers are to ensure the Starting Driver Nominations process is provided to each entrant at sign on. Also they are to ensure that the deadline for nominations is announced during the nomination period. **Note:** If the event is a Double Enduro the starting driver could be different for each race.
 - d) On registering their starting driver nomination the Event Organisers are to supply the Starting Driver with an appropriate helmet sticker to identify the starting driver. **Note:** If the event is a Double Enduro the starting driver could be different for each race.
- (v) Top Ten shootout:
- a) A top ten shoot-out may be held based on the 10 fastest cars from qualifying. The qualifying times from the Top 10 Shoot-Out will determine the top ten positions for the race grid.
 - b) Competitors not in the Top 10 Shoot-Out will be placed behind the competitors who took part, in their original order of qualifying times from the original qualifying session.
- (vi) 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 i.e. the slowest class first and the fastest class last. Only classes shall be reversed, individual cars within each class shall still start in accordance with Section H7 (i). Any penalty applied in accordance with Section 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.
 - 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).
- $Z = (TX - TY) \times \text{Laps} \times \text{Factor}$

Where

Z = Handicap time between Class X and Class Y

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

TY 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 (i.e, 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 2016 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 Section H7 (v)(f) 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.
- (iii) For the purpose of measurement, the race time shall commence when the starting lights are extinguished or the starting flag is lowered by the race starter.

H9 COMPULSORY PIT STOPS

- (i) Compulsory Pit Stops (CPS) can be of two types:
 - a) Wheel change using rattle gun with driver change, 45 seconds stationary
 - b) Driver change only, 45 seconds stationary
- (ii) The following CPS will be used at the listed events:
 - a) Round 2 at Sandown - Driver change only, 45 seconds stationary
 - b) Round 5 at Wakefield Park - Wheel change using rattle gun with driver change
 - c) Round 6 at Sydney Motorsport Park - Wheel change using rattle gun with driver change
- (iii) Each CPS shall be conducted in accordance with the following:
 - a) Wheel Change using rattle gun
 - Wheel to be changed need not be nominated prior to CPS.

- Wheel may be replaced with a new wheel, or
 - Wheel is removed-placed flat on the ground (laid over on its side, both hands off) and refitted.
 - Only standard non-modified hydraulic trolley jack to be used.
 - Wheel nuts must be manually screwed onto the wheel studs for at least 1 turn prior to using the rattle gun
 - Where wheel bolts are used, the bolts are to be screwed in for one turn prior to using the rattle gun
 - One commercially available air or battery powered rattle gun may be used to remove and replace wheel nuts or bolts. The rattle gun can only operate on one nut/bolt at a time
 - A tension wrench, breaker bar or standard non-modified T-bar wheel brace may be used to tension the wheel nuts/bolts
- b) Where a stationary time is specified above the car **MUST** remain stationary for the required time.
- c) Driver Change (2 drivers)
- Exiting Driver – removes themselves from vehicle
 - Entering Driver – assumes driving position, attaches seat belts, before the vehicle may proceed at the direction of the car controller;
 - During this change, the drivers are allowed to assist each other with any adjustments deemed necessary.
- d) Driver Change (1 driver)
- For each vehicle with a single driver, the driver must exit the vehicle.
 - Close driver's door.
 - Re-enter the vehicle and attach seatbelts before the vehicle may proceed at the direction of the car controller.
- (ii) On completion, a Pit Observer will then log time and success or otherwise of CPS and advise the Clerk of the Course of any infringements.
- (iii) Failure to complete CPS correctly at this time will result in a two (2) minute penalty, and a failure to complete the CPS during the proscribed window will result in a five (5) minute penalty.
- (iv) Failure to attempt CPS at any time during the race will result in a ten (10) minute penalty.
- a) Each vehicle must complete one (1) CPS during the prescribed pit stop window in the race. A CPS may only be conducted when pit 'window' is open.
- b) For one (1) hour races, the CPS window shall open when 20 minutes of the race has been completed and close when 40 minutes of the race has been completed. For 50 minute races the CPS window shall open when 15 minutes of the race has been completed and close when 35 minutes of the race has been completed.

NOTE – If the safety car is out during CPS 'Window' the window will not be extended all laps under the safety car count. The pit lane is only open for its

- prescribed 20 minutes, whether the safety car is out controlling the race or in the pits.
- c) There will be a board displayed at the start/finish lane entrance to advise that the window is open-closed. This board will be displayed for 2 laps only when opening pit lane – and 2 laps only on closing pit lane for the purposes of a CPS.
 - d) There will be no refuelling during the CPS, any discretionary pit stop, or any other time during the race. The penalty for any refuelling during any pit stop is exclusion from that race.
 - e) A vehicle shall be deemed to have commenced a CPS when the vehicle enters pit lane (crosses the timing control line at pit entry).
 - f) A vehicle shall be deemed to have completed a pit stop when the vehicle exits the pit lane (crosses the timing control line at pit exit).
 - g) A Car Controller must be appointed for each vehicle who is responsible for the safe conduct of any pit stop and specifically for the safe release of the vehicle at the conclusion of the pit stop. The Car Controller is not permitted to perform work of any kind on a vehicle during a pit stop.
 - h) A maximum of two (2) pit crew members, not including the Car Controller, are permitted to attend the vehicle during the CPS.
 - i) Should a driver change be performed, the in-coming and out-going drivers will not be deemed a pit crew member and neither driver is permitted to perform work of any kind on the vehicle during the CPS, however, the drivers may assist each other to exit and enter the vehicle. Alternatively, a driver's assistant may be used to assist with a driver change or a single driver exiting and re-entering the vehicle in addition to the two pit crew members but this is the only function the assistant may carry out during the CPS. The in-coming and out-going drivers may remove or replace a drink bottle.
 - j) Each vehicle must come to a complete stop in its allocated pit bay prior to the safety harness being unfastened.
 - k) All crew, except the car controller, and equipment must remain behind the prescribed control line until the vehicle has come to a complete stop in its allocated pit bay.
 - l) The Car Controller may only cross the prescribed line into pit lane one (1) lap prior to the pit stop.
 - m) The safety harness must be fastened before the vehicle leaves its allocated pit bay.
 - n) All crew and equipment must return behind the prescribed control line, except the car controller, before the vehicle can leave its allocated pit bay.
 - o) The Car Controller must be behind the prescribed line before the vehicle exits

the pit lane.

- p) Each vehicle with more than one driver shall have each driver's helmet marked with an ID decal as supplied by the organisers. This decal must be placed on the right hand side of the helmet for right hand drive cars, and the left hand side of the helmet for left hand drive cars.
- q) If a vehicle takes more than twice the time of the winner'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.
- r) All penalties will be applied at the conclusion of each Enduro race.

H10 POINTSCORE

- (i) Points shall be awarded to all drivers who meet the eligibility requirements of Section H1 and H3 for all races for each class as detailed in the following Table. To receive Championship Points drivers/entrants must exhibit their Club Registered Race Number on the vehicle they are competing in, unless they are competing in another vehicle where the driver/entrant is using their Club Registered Number (ENDURO). The number of cars for each class will be the number of eligible cars in that class that start each Race at each event:

SPRINT Races

Cars in Class	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th	11 th	12 th	13 th	14 th	15 th	16 th	17 th	18 th	19 th	20 th
10+	34	32	29	26	24	22	20	18	16	14	12	10	9	8	7	6	5	4	3	2
5-9	32	29	26	24	22	20	18	16	14											
3-4	29	26	24	20																
2	25	20																		
1	20																			

ENDURO Races

Cars in Class	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th	11 th	12 th	13 th	14 th	15 th	16 th	17 th	18 th	19 th	20 th
10+	68	64	60	56	53	50	47	44	41	38	35	32	30	28	26	24	22	20	18	16
5-9	64	60	56	53	50	47	44	41	38											
3-4	60	56	53	40																
2	50	40																		
1	40																			

Fastest qualifier in Class for SPRINT Rounds – 1 Bonus Point

Fastest Race Lap in Class for SPRINT Rounds – 1 Bonus Point

Bonus points will not be issued at ENDURO rounds.

- (ii) All five (5) rounds shall count towards the final point score for the championship.
- (iii) A driver can score points in different vehicles at different meetings during the year. Points will be awarded according to Section H10 (i) for the class in which the individual vehicle falls.

- (iv) For Enduro races 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 Section H10 (i). For the Co-driver race the number of cars will be based on the number of co-drivers only.
- (v) The outright Drivers' Championship will be awarded to the driver who accumulates the most points over the five (5) rounds. Should a driver 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.

H11 AWARDS

- (i) 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.
- (ii) Promoters are requested to present trophies for 1st, 2nd, & 3rd outright for each meeting.
- (iii) 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 drivers and 1st only in classes that have 2 or more starting drivers.
- (iv) Additional awards may be included at the discretion of the Organisers.

H12 SPONSORS

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

H13 COMPETITION NUMBERS

- (i) The number '1' shall be reserved for the sole use of the outright winner of the previous year's NSW State championship.
- (ii) The number '2' shall be reserved for the sole use of the outright winner of the previous year's Endurance Cup Championship.
- (iii) Drivers may otherwise request a competition number from the Organisers

- (iv) 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.

H14 COMPULSORY VEHICLE SIGNAGE

- (i) Drivers must display the following stickers to be eligible for points in the Championship:
- a) Shockwave
 - b) Hankook
 - c) Bilstein
 - d) Race Bred Engineering
 - e) Massel
 - f) V-Sport
 - g) Quattro Risk Services

All stickers referred to above are available from the Organisers.

