

Appendix H

2019 CAMS QLD Production Car Championship

As at September 2019

H1 ELIGIBILITY

1. The objective for the 2019 CAMS QLD Production 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 2019 CAMS Group 3E regulations section 2.3 or comply with either of the following categories in accordance with the 2019 CAMS Manual of Motorsport:-

3E Production Touring Cars

CAMS Group 3K – Saloon Cars (Invited Class S)

3E Production Sports Cars

Note: 3E log booked cars configured with mid mounted or rear mounted engines and vehicles designated as a utility vehicle; vans and utes are not eligible for participation in the QPC Championship. All vehicles must comply with all relevant sections of the current CAMS Manual of Motorsport, General Requirements for Cars and Drivers.

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.

- 2.** 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').
- 3.** The onus of proof of vehicle eligibility rests with the individual competitor at all times.
- 4.** 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.
- 5.** 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 competitor's cost, to confirm the component's compliance with the requirements of Attachment A or Group 3K Regulations and the eligibility requirements of this Championship.
- 6.** Any competing car may be impounded at the discretion of the Chief Scrutineer or Eligibility Officer in accordance with the race meeting standing regulations.
- 7.** The Eligibility Officers for the Championship shall be Garry Hawgood, Tony Vaughan and the Organiser's Technical Committee.

8. 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.
9. 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.
10. Tyres

a) Tyre choice is governed under the stipulations of the Production Car Tyre List.

b) No soft compound tyres may be utilised and a maximum number of tyres (detailed below) shall be marked to be permitted for use during the round. Only tyres that are marked can be used during Qualifying session or Race at that Round.

Sprints: 8 tyres

Enduro: 12 tyres

- c) Tyres will be marked for each round, prior to qualifying.
- d) The cutting of grooves is permitted on the condition that no more than two continuous grooves are cut around the circumference of the tyre. The Technical Director will be the final arbiter on the legality of the modified tyre.
- e) The same brand and model of tyre must be consistent on all four wheels.
- f) The use of any tyre heating, heat retention devices or chemical treatments are prohibited. Heat cycling new tyres by the tyre provider is permitted prior to any use of the tyre.
- g) Each Competitor is responsible for ensuring that each tyre is marked / remarked as appropriate.
- h) At the commencement of any qualifying or race 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.
- i) Should a competitor need to replace a tyre for any reason, beyond the permitted number per round, then a 5 grid position penalty shall be imposed for the next race at the round.

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.

11. 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 Phone: (02) 4648 0030.

Version 3

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 have 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 QPC 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 recorded boost pressure is less than 5% above the maximum allowable for that vehicle, the Chief Scrutineer or Eligibility Officer may issued a warning to the competitor. A maximum of three (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 then 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 recorded 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. Where forced induction vehicles are officially homologated with less manifold pressure than original, it is by application to the committee on whether the vehicle can run a higher than homologated boost pressure with sufficient evidence stating proposed level

12. Engine Seals **Planned to be implemented in 2020**

~~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 by the approved Organisers and with the seal number and associated documentation logged with the Organisers.~~

~~a) 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.~~

~~b) 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.~~

~~c) 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.~~

~~d) 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.~~

~~e) 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.~~

13. Fuel – For all classes except class S, only Pump Fuel (excluding E85) 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 QPC Digatron Fuel Tester.

Class S can use E85 fuel.

14. Scheduled to be included from 1 January 2020

~~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 in time until the fuel sample is taken and the results confirmed. The Fuel Testing team is deemed to be a Judge of Fact.~~

15. Driving Standards Officer (DSO) for the Championship shall be Chris Manley.

16. Camera – All Vehicles must have a video camera mounted such as to show 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 DSO or Technical Officers may request any video camera footage at any time. Penalties for not providing camera footage will be determined after referral to the Clerk of the Course and may include exclusion from the race or to start from rear of grid for the next race.

17. All Vehicles must have SOFT tow straps installed to the front and rear of the vehicle; the use of solid tow points that protrude beyond the silhouette of the vehicle are strictly prohibited. Breaches of this rule will be referred to the Eligibility Officer, and at his discretion, to the Clerk of the Course. Penalties may include exclusion from the event.

H2 CLASS DEFINITION

1. For the Championship the following vehicle classes shall apply:

Class A1 High Performance Turbo

Class A2 High Performance Naturally Aspirated

Class B1 Performance Turbo

Class B2 Performance Naturally Aspirated

Class C Performance Touring / Sports Cars

Class D Production Touring / Sports Cars

Class E Small capacity Compact Touring Cars

Class S Saloon Cars

2. All vehicles competing in the Championship must be models that are included in the 2019 Classing System Document, which is published by the Organisers from time to time.
3. While only those vehicles currently listed in the Organisers' 2019 Classing System Document may compete within the Production 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 and Sports Cars as defined in CAMS Group 3E section 2.3 Production Touring and Sports 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.
4. The 2019 Classing System Document details a formula-based system to give an indication of the relevant class for each vehicle. The 2019 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.
5. 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 Garry Hawgood who can be contacted on Mb:0418 645 940.
6. 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

1. 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.
2. The registration fee shall be min of \$80 and includes membership of the Queensland Production Cars Incorporated.

H4 CATEGORY ORGANISERS

1. The Organisers of the Championship shall be the QLD Production Cars Association of Australia, herein referred to as 'Organisers'.

The Championship Director, Justin Anthony, who can be contacted on Mb: 0427 851 137 and the Club President, Gerry Murphy, who can be contacted on Mb: 0419 439 615 for administrative matters

2. The Organisers' website is www.qldproductioncars.com.au

H5 RACES

The State Championship will consist of six (6) Rounds.

Championship Calendar.

March 30/31: Morgan Park Sprint
June 29/30: Morgan Park Sprint
July 19- 21: Mocomm, Sprint QLD Raceway
September 14/15: Night Masters Double Enduro, QLD Raceway
September 28/29: Morgan Park Enduro
November 2/3: Morgan Park: Enduro and Grand Final.

3. Unless otherwise advised by Queensland Production Cars, 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 races of 60 minutes duration and two Sprint races of not less than 12 minutes.
4. For ENDURO race meetings, there can be one (1 / Sole Driver) or a maximum of 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.
Note: Sole Drivers will be designated as Driver A.
5. Where there are (1 / Sole Driver) or two (2 / Driver A & Driver B) drivers entered for each vehicle QPC will provide helmet stickers to identify Driver A and Driver B.
6. For ENDURO race meetings, the Enduro race shall include a Compulsory Pit Stop (Refer to Section H9 Compulsory Pit Stops).
7. 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

1. Unless otherwise advised by Queensland Production Cars, 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. In Endurance Meetings both drivers in two driver teams must qualify and the fastest time for the car will determine its starting position. Either driver can start the car in this position.
2. Unless otherwise advised by Queensland Production Cars, qualifying for Double ENDURO race meetings shall consist of two 20-minute qualifying sessions.
3. In the case of two (2) drivers competing in one vehicle in an ENDURO, Driver A must qualify in driver A sessions, and driver B must qualify in Driver B sessions. Both drivers must complete at least 3 laps in their allocated session.
4. Sole Drivers MUST participate in Driver A and B qualifying sessions for a minimum of 3 Laps to validate all qualifying sessions, their fastest time will be taken from either session.

H7 GRID POSITIONS

1. 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.
2.
 - a) For ENDURO meetings where a sprint race follows qualifying, the fastest qualifying time used for single drivers will come from the applicable session the time was achieved. EG: Qualifying A = Driver A sprint race. Qualifying B = Driver B sprint 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 (5) Top Ten shootout below. For ENDURO events where a 1 hour race follows qualifying, the fastest time for the car will be used from the session in which the fastest time was achieved to determine the grid position.
 - b) In the case of two (2) drivers competing in one vehicle in an ENDURO, Driver A must race in driver A sessions, and driver B must race in Driver B sessions. It is compulsory for a sole driver to compete in both driver A and driver B race sessions to earn points for an ENDURO championship (see pointscore H10.8) Starting position is determined from the Previous Race or Qualifying which ever applies in the format.
3. 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 one hour prior to the start of the race. If a nomination is not received by the prescribed 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.
 - d) **Note:** If the event is a Double Enduro the starting driver could be different for each race.
4. 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.

5. 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

1. The starting procedure for all races excepting handicap races shall be in accordance with the Motor Race Championship Sporting Regulations.

Rolling or standing starts may be utilised dependant on the event management. The process for starting will be advised at the time of entries opening.

2. 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.
3. 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 (CPS)

In Endurance races of 60 minutes duration, a CPS must be performed. The CPS will occur between 20 and 40 minutes after the race start and will be advised by the track officials as to when the pit window is open and closed. The pit window time will be taken at pit entry. A sign board or siren may be utilised, this will be advised to competitors prior to the race.

The satisfactory completion of the CPS will require the car to remain stationary in its pit bay for 45 seconds. For Driver A single drivers, the driver must exit the car, close the door, re-open the door, re-enter the car and prepare to depart. For those utilising a co-driver, the driver change is to be effected. Each car must have a car controller whose sole responsibility or function is the management of and safe release of the vehicle at the completion of the pit stop. The car controller must not perform any other function nor touch the vehicle.

Each car can have up to 2 crew to assist in the pit stop in addition to the car controller. If the outgoing driver is assisting in the driver change he is not counted as crew.

There is no refuelling to be done in the CPS.

Failure to perform the CPS will incur a 5 lap penalty.

Failure to satisfactorily complete the CPS will incur a 5 minute penalty.

All infringements will be referred to the Clerk of the Course.

Any mechanical repairs or changes to the vehicle may only be performed following the expiry of the 45 second mandatory pit stop. Eg. If you need to change a wheel, work can only commence after the vehicle has been stationary in the pit for 45 seconds.

Penalty for non-compliance with above, 5 minute time penalty added to race time.

Any variation to these provisions will be advised by Queensland Production Cars.

H10 POINTSCORE

1. 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
8+	35	32	29	26	24	22	20	18	16	14	12	10	9	8	7	6	5	4	3	2
5-7	32	29	26	24	22	20	18													
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
8+	70	64	60	56	53	50	47	44	41	38	35	32	30	28	26	24	22	20	18	16
5-7	64	60	56	53	50	47	44													
3-4	60	56	53	40																
2	50	40																		
1	40																			

Fastest qualifier in Class in 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.

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.

2. All six (6) rounds shall count towards the final point score for the Overall Drivers Championship.

3. 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.

4. 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.

5. 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.

6. If at the end of the year there is a tie in 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 affected and the award is still not determined, the relative placings in the last round, second last round, etc shall be the decider.

7. 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.

8. Where the races fall under the Inter-Championship (MASSEL Endurance Cup / ENDURO) Points will be awarded to the car regardless of whether it is a single or two driver team. This points system is run SEPARATELY to the Overall Drivers Championship and will determine the outcome for this Inter-championship ONLY. Awards will be given to the Team / Car with most points at the end of this Inter-Championship

The Overall Drivers Championship points will be awarded to individual drivers. Where a race has a compulsory driver change both drivers will receive the same points depending on their finishing position. Where there is Driver A or B solo race, each driver will only earn points in their allocated races. A sole driver will only earn points in the Driver A races, however, the vehicle will continue to earn points in ALL races for the MASSEL Endurance Cup / ENDURO, making it compulsory to compete in both driver A and B races.

9. Outright - Past-the-post awards will be awarded at the end of each event by QPC where the points are based on the Sprint 8+ cars points system. These points do not count towards the Overall Drivers Championship and are ONLY awarded at each event as 1st, 2nd, 3rd. At Enduro events points will be awarded to the car.

H11 AWARDS

1. Awards for 1st, 2nd and 3rd outright in the Mocomm/Massel Queensland Production Car Championship shall be presented at the CAMS QLD CAMS Presentation Dinner. The Organisers will have a separate trophy presentation for individual class awards at a time that they advise.
2. Promoters are requested to present trophies for 1st, 2nd, & 3rd based on class points for each meeting.
3. 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.
4. Additional awards may be included at the discretion of the Organisers.
5. The Organiser will provide awards for Outright Past-the-post, as 1st, 2nd, 3rd.

H12 SPONSORS

1. The sponsor of this Championship is MoComm Racing Communications.

2. Associate sponsors

Massel Foods

Carselling.com

BTuned European Specialists

Evoke Realty

Motorsportsales.com.au

Loc8te

H13 COMPETITION NUMBERS

1. The number '1' shall be reserved for the sole use of the outright winner of the previous year's QLD State championship.
2. The number '2' shall be reserved for the sole use of the outright winner of the previous year's Endurance Championship.
3. Drivers may otherwise request a competition number from the Organisers
4. 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.
5. Competition numbers must be displayed in a way that is legible. A fluorescent side window number no less than 150mm in height is advised.
6. Front and Rear Fluorescent numbers no less than 150mm are to be displayed in accordance with the 2019 vehicle signage guide.
7. Classing letters are to be displayed in accordance with the 2019 vehicle signage guide and be no less than 100mm. Classing letters on front and rear windscreens are to be of same fluorescent colour as windscreen race number.

H14 COMPULSORY VEHICLE SIGNAGE

1. Drivers must display the following stickers to be eligible for points in the Championship in accordance with the 2019 vehicle signage guide:

MoComm

Massel Foods

Carselling.com

BTuned European Specialists

Evoke Realty

Motorsportsales.com.au

Each car will also be issued an in-car sponsor sign board which must be affixed to the dashboard area. Visibility from in-car camera is recommended.

Each vehicle must display the YELLOW QPC technical scrutineering label.

Failure to comply with the provisions of H14 may result in a loss of points, referral to the Clerk of the Course or grid spot penalties.

H15 TRACK LIMITS

Failure to comply with track limits will be brought to the attention of the Clerk of the Course with a recommendation to penalise the offending car with a time penalty.

Track limits are defined as the area between the white lines delineating the sealed surface plus any ripple strips. It does not include any unsealed area or the area beyond a ripple strip.

H16 TECHNICAL INFRINGEMENTS

Any car deemed to have a technical infringement by the QPS Technical team will be referred to the Clerk of

the Course. QPC reserve the right to recommend exclusion, grid position penalty or a time penalty. Minor infringements may incur a warning to have the offending variation rectified prior to the next meeting.

H17 CONTACT OR DANGEROUS DRIVING BETWEEN COMPETITORS

Any contact between competitors will require the drivers to see the QPC DSO, to review the incident and footage, immediately after the race or qualifying session. This is in addition to any action the Clerk of the Course may take. No competitors or crew other than the involved drivers may attend this meeting. The DSO will review the incident and if necessary, refer to other Committee members of QPC. Failure to attend or to provide in-car footage will incur a penalty ranging from points loss, grid penalty or time penalty.

Penalties for heavy contact during on-track sessions range from being sent to rear of grid for next race to exclusion from one or more rounds.

H18 CERTIFICATE OF RECOGNITION:

All cars are to have a CAMS Certificate of Recognition or Homologation document. These are available from CAMS or if one doesn't exist for your car, we can assist you with getting this done.