



9/9/2019

QPC Introductory document

Queensland Production Cars (QPC) began in 2017 in order to bring production car racing, under the CAMS 3 e regulations to Queensland.

If you want to race a 6 hour at Bathurst or Philip Island, then your local QPC competition provides the perfect place to start.

Production Car racing is currently one of the fastest growing categories in Australia. The rapid growth of QLD Production Cars is testament to bringing state based motorsport back to basics. Category Manager, Justin Anthony extolls the virtues of consistent regulations, controlling costs and of cost effective and sustainable rules and regulations.

Production Cars compete under a power to weight ratio classing system, which allows a wide variety of makers and models to compete on an even footing. The Champion is decided on points accumulated throughout the year, not first past the post. This means that the Championship can be won from any class. In fact the Toyota 86 has been very successful over the past few years.

The allowed modifications are minimal. This category is a true reflection of the showroom shootout. Basically, if the car didn't come with it from the showroom, it can't be utilised. Basically all the parts for your racer can be sourced from your local dealer.

The growth in both QLD and NSW competitions is across all classes, you can spend up to the \$150,000 salary cap or as little as you want for a class competitive car.

In QLD we are a no contact category, with *all* contact to have video reviewed by the Driving Standards Officer. In fact, we have instituted a two race probationary period for drivers new to the category. We of course encourage everyone to race hard but you must have consideration for your fellow competitor.

We also do not specify a control tyre. Our regulations allow you run any tyre on the 3e tyre schedule. We believe the competitor should be free to explore what is the best tyre for their car and budget. The costs of tyres is significantly reduced when there is no tyre rebate for the manufacturer to absorb.

The presentation of QLD Production cars is second to none. They look like quality race cars and are presented at the highest level, in fact we enforce that any damage incurred or existing be rectified before the next meeting. The cars are a credit to the teams and families who race with us.

So how does a club grow so rapidly and enjoy an enviable culture right from the start?

The answer lies within a driving group which is vested in seeing the club grow in a sustainable manner and exhibits admirable traits on and off the track and in a committee with a mix of youth and experience.

Your management group, whilst small, has led the way in innovative ideas which are all aimed at making your experience richer and in protecting your investment in your sport.

Justin Anthony, Garry Hawgood, Tony Vaughan, Karl Begg, Shelley Ives, Katey Ison, Chris Manly, Mike O'dea all work very hard to give you a national level experience on a reasonable budget.

So welcome to QLD Production Cars, above all else, "We're for the driver"

Kind Regards,
Gerry Murphy
QPC President

Feel free to contact any of the committee to discuss.

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Classification formula:

$$\text{Class Factor} = \frac{\text{AWD Factor} \times 1.5}{\text{Factory Performance} \times 1.15}$$

How to calculate your Class Factor: Gather the data required

1. Locate the RVD for your vehicle - <http://myrta.com/rvd/searchRVD.do>

- Record the Tare Mass (Kg)
- Record the NEP (kW)

2. Look up your vehicle on Redbook - <http://www.redbook.com.au/>

- Record the Torque (Nm)

3. Calculate the race weight.

- Take the Tare Mass from step 1 multiply by the percentage reduction as per the CAMS 3E rules (see table below) and add 85 Kg give you the race weight.

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Tare Mass	Percentage reduction
Less than 1450	Nil- TARE weight applies as Racing Weight
1450 – 1499	6
1500 – 1549	7
1550 – 1599	8

1600 – 1649	9
1650 – 1699	10
1700 or greater	11

Perform the Calculation

1. Calculate the Power to weight (PWR) value Divide the Race Weight in Kilograms by the RVD Power in Kilowatts 5
2. Calculate the Torque to weight (TWR) value Divide the Race Weight in Kilograms by the Redbook Torque in Newton Metres
3. Multiply the Power to Weight by the Torque to Weight values
4. Apply the AWD Factor if appropriate. Take value from step 3 and divide by AWD Factor. The AWD Factor is 1.5.
5. Apply the Factory Performance Vehicle Factor if appropriate. Take value from step 4 and divide by Factory Performance Vehicle Factor. The Factory Performance Vehicle Factor is 1.15.
6. Take the resultant number (class factor) and determine where it fits within the class brackets.

Class Brackets

The following are the suggested class brackets:

Class	Maximum Class Factor
A1	17
A2	17
B1	25
B2	25
C	40
D	55
E	>55

Exceptions

There will always be exceptions to the formula, particularly if vehicles do not have the required RVD or Redbook entries. These vehicles will have to use information from alternate sources to try and class these vehicles. The Production Touring committee will allocate the vehicle to a class. Examples are Mitsubishi Evolution vehicles and Nissan GTiR. This system should be suitable for the majority of the vehicles that race with the Production Touring category.