



**PRODUCTION SPORTS CAR
RACING ASSOCIATION OF AUSTRALIA INC**

2013

**CUE SPORTS CAR ENDURO
INTERCLUB CHAMPIONSHIP
HANDBOOK**

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GLOSSARY

Race:	Individual events in a Round
Round:	A series of races at a venue, over one or more days
Category:	Per CAMS definition i.e.: Groups 2B, Class I and Class II, 2F, 2I and 2A
Class:	PSCRAA grouping of cars of similar performance, based on PWR or Category
Eligible:	Per current CAMS Manual of Motorsport, and augmented by these Rules
OEM:	Original Equipment Manufacture (i.e.: as delivered ex-manufacturer)
PSCRAA:	The Production Sports Car Racing Association of Australia
Promoter:	The convener of the race meeting
PWR:	Power to weight ratio
ODS	Official Dyno Sheet
Start:	When the entered car crosses the start line at the beginning of a race
Production Sports Cars:	For the purposes of this Handbook, cars that are described in the CAMS Manual of Motorsport under Groups 2F and 2B, Class I and Class II, and 2I, as well as 2009 or older homologated GT cars
Marque:	Vehicles manufactured by the same Manufacturer e.g. Mazda, MG, Porsche etc
Model:	Vehicles that have the same generic model designation or are of the same basic silhouette, For example:- Porsche 911 (types 911, 964, 993, 996 etc), Mazda MX5 (NA, NB, NB8B), Nissan/Datsun Z (240Z, 260Z, 280Z, 300Z), Lotus Elise (Elise, Exige, Sport 200, etc.)
Forced Induction	Vehicles that are fitted with turbocharger and/or superchargers are considered to be Forced induction vehicles. This is referred to as supercharging in the CAMS Manual of Motorsport

1 INTRODUCTION

The CUE Sports Car Enduro Interclub Championship is a one-hour format endurance championship for teams, comprising a driver and/or co-driver. It is open only to members of the Production Sports Car Racing Association of Australia (PSCRAA) or Production Sports Car Racing Association of Queensland (PSCRAQ). The format of the event will be a qualifying period for driver and/or co-driver, a sprint race for each of the driver and/or co-driver plus a one-hour duration race with compulsory pitstop for change of driver. Points will be scored on a driver and co-driver basis from the sprint races and the one-hour race. The one-hour race will be worth double points. Championship will be based on four races, two in New South Wales, one in Victoria and one in Queensland.

2 SCHEDULE

The Schedule for the 2013 CUE Sports Car Enduro Championship is:

- Round 1 Bathurst 29-31 March
- Round 2 Wakefield Park 27-28 April
- Round 3 Queensland Raceway 18-20 October
- Round 4 Phillip Island 30 November- 1 December

- Note: **Format for Wakefield Park Enduro to be confirmed and dependant on density of class entries this may consist of split categories i.e. this may be a 1hr race for class A, GT & B competitors and a separate 1hr race for class C, D and 2F competitors, however, if field is not strong enough then it will be 2x 1hr races for all competitors, one on Saturday and one on Sunday**

3 REGISTRATION and CHAMPIONSHIP FEES

3.1 Championship Entry Fee

There is a championship entry fee which is included in the annual membership and racing fees for PSCRAA NSW and PSCRAQ Queensland members, for all other entrants a Championship Entry fee of \$200 is payable prior to the first round of the championship.

3.2 Registration

To be eligible to participate in the Championship, participants must register with the PSCRAA. The Championship Registration Form (Appendix E) plus the Championship Entry Fee are to be forwarded to:

Arthur Magaitis, Studio 103/27-39 Abercrombie St Chippendale, NSW,
2008 or
send via email to am@quintessence.net.au

Please make cheques payable to PSCRAA or direct deposit into PSCRAA account direct – account details available on membership form which are available on our website www.prodsports.com.au.

Non-registered and / or non-financial competitors may participate in Championship events (subject to available grid space) but will NOT be eligible for Championship points or trophies.

4 CATEGORIES OF RACING, CLASSES and ELIGIBILITY

4.1 Eligibility

- a) Eligible vehicles are those which comply with the 2013 CAMS Manual Group 2B Class I, Group 2B Class II, Group 2F or Group S regulations and cars meeting the specific criteria listed in paragraphs b) c) d) and e) below. Eligible GT vehicles are those which comply with the 2009 or older GT/FIA homologation and must also meet the following specific criteria listed in paragraphs e), f), g), h) and i).
- b) Vehicles that meet the criteria contained in the CAMS 2B Class 1 Regulations with the exception of engine specifications which shall comply with the following:
 - (a) Vehicles within the same marque and model as defined in Appendix A may substitute engines from the same manufacturer that have been used in a different member of the same model, that is also eligible under the Group 2B Class 1 rules. A forced induction engine cannot replace a non-forced induction engine. All entries under this Rule are to apply in writing using the form at Appendix C. Approval to compete will be determined by the Enduro Eligibility Committee and any determination will be final.
 - (b) If forced induction is recognised as standard production for the model, the production inlet manifold and supercharging device and its location must be retained as per manufacturer's design specification with the following exceptions that:
 - a. The original turbocharger device(s) may be replaced by a ball bearing turbocharger device having the equivalent specifications.
 - b. Twin sequential turbochargers may be replaced with a single turbocharger provided the inlet opening area does not exceed the combined inlet openings area of the twin sequential turbochargers.
 - c. Vehicles fitted with a supercharger may replace the supercharger with a supercharger of different design but with similar flow characteristics.
 - d. The boost pressure may be altered including the fitting of electronic boost controllers or for mechanical superchargers by modification of the drive pulley.
 - e. The exhaust is free from the cylinder head exhaust port.
 - f. Cars with forced induction are to be fitted with a data logging device that logs manifold pressure. These logs are to be provided to the technical commissioner if requested. Details of approved data loggers are available from the PSCRAA committee.
- c) Sports two door coupes that are based on sedan vehicles as per the following list. These vehicles are to comply with all other criteria contained in the CAMS 2B Class 1 Regulations with the exception of not being listed on the eligibility list.
 - a. The following vehicles are accepted as Sports Coupes:
 - BMW E36 M3 (Coupe and convertible only)
 - BMW E46 M3
 - BMW E92 M3 (Coupe and convertible only)
 - Nissan Skyline GTR R32, R33 and R34
 - Holden Monaro

- b. The list included in a. above is not exhaustive but represents those vehicles where eligibility is commonly raised with the ENDURO Eligibility Committee. Competitors should refer any enquiries as to the eligibility of other sports two door coupes to the ENDURO Eligibility Committee.
- d) Vehicles which meet the 2B class I requirements with the exception of the Australian registration requirement are eligible provided a completed Certificate of Description is provided and is approved by the Prodsports committee. The following vehicles are accepted under this rule:

Renault Spider
Ginetta G40
Ginetta G50

- e) Eligible GT vehicles: ProdSports has opened the State and Enduro series to GT vehicles in compliance with FIA-GT3 homologation documentation, these vehicles must be homologated to 2009 documentation or older i.e 4 years or older from the current race season, therefore for 2013 Endurance Series all GT cars that are homologated to 2009 or older specification are permitted to run, and must also meet the following specific criteria listed in paragraphs f) g) h) and i) below:
- f) Each vehicle must comply with the provisions of the 2009 Australian GT Championship Technical Regulations and be detailed in the List of Eligible Automobiles, to be eligible to compete in the 2013 ProdSports Endurance Championship and State rounds.
- g) Each vehicle must comply with the provisions of the relevant FIA/CAMS/AGTSG approved homologation (as detailed in the list of eligible automobiles) at all times during each round of the Enduro Championship.
- h) Vehicles are not permitted to be altered or varied from the approved homologation documentation. If the vehicle is found to differ from relevant technical/homologated documents then the ProdSports Committee/Eligibility Officer and/or the Technical Subcommittee then has the right to exclude the vehicle from the event or apply an appropriate penalty. CAMS Class 2B freedoms cannot be applied to GT vehicles.
- i) Each competitor must submit to the ProdSports Committee/Eligibility Officer and or Technical Subcommittee, a copy of an FIA-GT3 approved homologation document (and associated supplementary documents) for the vehicle make/model they intend to enter in the Enduro Championship, a minimum of 2 weeks prior to the round they intend to enter.
- j) At the discretion of the ProdSports Committee/Eligibility Officer and/or Technical Subcommittee, any vehicle outside class GT, A, B, C, D and E eligibility or any vehicle that is found to have a technical infringement with reference to the CAMS Manual for Group 2B Class I, Group 2B Class II, Group 2F or Group S regulations may be allowed to run as in an Invitational Class (Class I) as long as there is suitable evidence provided to ProdSports Committee/Eligibility Officer and/or Technical Subcommittee that the technical infringement is being actively resolved with CAMS and likely to be accepted. If no resolution has been reached by CAMS with respect to the technical infringement then the ProdSports Committee/Subcommittee then has the right, after fair warning, to exclude the vehicle from competition.
- k) The ProdSports Committee and Technical Subcommittee reserves the right to add or withdraw vehicles from the list of eligible vehicles at any time subject to the approval of CAMS.
- l) The ProdSports Committee and Technical Subcommittee reserves the right to disqualify a competitor if their actions are deemed to be dangerous or not within the spirit of competition, for example, constant or blatant disregard of yellow flags or safety car or causing an avoidable accident.
- m) Class D and E competitors can use a wet racing tyre during wet races

- n) All vehicles are to be fitted with a red rear high intensity light (rain light) which are to be illuminated whenever there are wet conditions.
- o) Competitors are reminded that possession of a CAMS Logbook does not constitute compliance with, or eligibility for, Championships conducted under these Regulations. Furthermore, the Association reserves the right to exclude any cars from the point score.
- p) A vehicle found to be ineligible would be given a written report and a reasonable amount of time to remedy the problem. This time allocation will be at the discretion of the Eligibility Officer/Technical Subcommittee and the CAMS Stewards and may be as short as the next race. The vehicle will not be eligible for points until rectified; any irreconcilable matter shall be referred to CAMS for adjudication.

4.2 Vehicle Class System

- a) There are six classes, three of which shall be based on Power to Weight Ratio (PWR) Classes, namely A, B and C, one which is based on GT eligible vehicles with homologation older than 4 years from current race season, one for Group 2F vehicles over 2.5 litres, Class D, one for Group 2F vehicles up to a maximum capacity of 2.5 litres, Class E and Class I for invitational vehicles accepted by the ProdSports Committee. The purpose of the PWR classes is to group together cars of broadly similar performance.

GT: For cars with FIA/CAMS/AGTSG 2009 or older approved homologation documentation

A: For cars with a PWR up to 6.3 kg/kW

B: For cars with a PWR between 6.31 to 8.1 kg/kW

C: For cars with a PWR over 8.1kg/kW

D: Group 2F cars and Group S cars with a capacity greater than 2.5litres

E: Group 2F cars and Group S cars up to a maximum capacity of 2.5litres and Porsche 944 Challenge cars complying with the 944 Challenge Racing Technical Document

I: Invitational only, at the discretion of ProdSports Committee and Subcommittees, for cars outside class GT, A, B, C, D and E eligibility or any vehicle that is found to have a technical infringement

4.3 Power to Weight Ratio (PWR) Rules

- a) Power shall be measured as Kilowatts of power at the driven wheels as determined by the official dyno check. For the purpose of establishing the official vehicle PWR, the racing weight shall be determined as per CAMS Regulations, which state “the weight of the car during any practice or race, including the driver wearing all normal racing apparel including helmet. No fuel may be added after the conclusion of any race or practice before the car is weighed”. The PWR is calculated by dividing the racing weight by the driven wheels’ Kilowatt power.
- b) Naturally aspirated rotary powered vehicles or twin turbo RX7’s are to apply a PWR multiplication factor of 1.2 to the raw PWR calculated above to obtain the final PWR. Single turbo RX7’s are excluded from this PWR multiplication factor.
- c) PWR example:

Car weight = 1050kg

Driver weight = 85 kg

Dyno at rear wheels = 151 kW

PWR = (car weight + driver weight) / (driven wheels KW)
 = (1050 + 85) / 151
 = 1135/151
 = 7.52 therefore class B

If applicable apply the naturally aspirated rotary factor of 1.2

$$\begin{aligned}\text{Rotary PWR} &= \text{Raw PWR} \times \text{Rotary Factor} \\ &= 7.52 \times 1.2 \\ &= 9.02 \text{ therefore class C}\end{aligned}$$

- d) The onus is on the driver of the vehicle to describe the vehicle correctly and to provide an accurate PWR. The ProdSports Committee/Technical Subcommittee will initially classify cars based on the information provided by the owner's entry form declaration with respect to power and weight.
- e) Force inducted vehicles must indicate their maximum boost that will be attained during the race season on the Appendix E Cue Sports Car Enduro Championship Entry Registration Form and Vehicle Classification Form. This maximum boost figure is to be used as the maximum boost usable by that competitor in qualifying or races or during an official dyno check until a revised declaration is provided. If the data logger files indicate a higher boost was used during races then all points gained in those races will be forfeited or if during qualifying the car will be required to start from rear of grid or the ProdSports Committee/Subcommittee may exclude the competitor from the race meeting,.
- f) During the season, the Eligibility Officer and/or Technical Subcommittee reserves the right to request a power and weight check. This check may be conducted under the supervision of a ProdSports Committee/Subcommittee member. After a race, Parc Fermé conditions may be invoked by the ProdSports Committee/Subcommittee member, if deemed necessary. The entrant of the vehicle must in all circumstances comply with the ProdSports Committee's directions, noting his rights of appeal under the CAMS judicial processes. See Appendix A for Parc Fermé Dynamometer Test Procedure.
- g) The scales used during Parc Fermé will be taken as a judge of fact. Competitors should note that scales may vary by up to 2% and that the competitors should ensure that their vehicles comply with the PWR for their class and factor in any differences between scales.
- h) The ProdSports Committee/Technical Subcommittee may reclassify the Class of a car at any time due to a change in the PWR of the vehicle or change in maximum boost of the vehicle or may reclassify a Class D or Class F car to a PWR Class. If this occurs you will be informed in writing.
- i) Entrants in classes B and C must provide dyno figures (kW at rear wheels) and if force inducted must provide the maximum boost for their vehicles to the ProdSports Committee/Subcommittee prior to the beginning of the season or prior to the race they are first competing in. Failure to comply with this will result in your vehicle being reclassified into Class A or Class I. If this occurs you will be informed in writing. For determining/checking your power (kW) at the rear wheels the ProdSports Committee/Sub Committee may use a portable hub dyno at the track and a fee will be payable by the entrant. Any changes must be submitted to the Committee prior to an event or the Committee will automatically classify you into a higher class. The Committee will also reserve the right to have a competitor's car re-tested at their discretion.
When tuning and preparing your car for the race season you must use Dyno Dynamics "Shoot Out" mode to determine your power at rear wheels figures (kW), the dyno figures must be submitted to the ProdSports Committee/Subcommittee.
The Dyno Dynamics website lists the locations of "Shoot Out" authorised dynos.
<http://www.dyno.com.au/near.htm>
- j) The committee will be imposing compulsory provisions for **dataloggers on all class B & C cars that are force inducted**, this means that maximum boost figures must also be submitted to the Committee/Subcommittee, failure to submit this information will automatically class you as a Class A or Class I car. The Eligibility Officer or a nominated representative will select (at their discretion) cars required to run the dataloggers at a particular event, and only the Eligibility Officer or nominated representative are to install the dataloggers (supplied by ProdSports) in the nominated

car(s) at any time. The competitor must make provision for the installation of a datalogger, a kit will be supplied and fitted, as instructed by Eligibility Officer or a nominated representative (note: there will be a 2-pin deutsch plug used for connection to power). The dataloggers will then be removed and downloaded by the Eligibility Officer or a nominated representative only after qualifying/races to ensure competitors are running at their indicated boost and in their allocated classes, failure to comply will result in Committee automatically classifying you in a higher class and/or possible disqualification from the race meeting.

- k) **All cars must have their Appendix E Cue Sports Car Enduro Championship Entry Registration Form and Vehicle Classification Form completed, indicating class, power and weigh.** Failure to submit a completed Appendix E form will mean the Committee will automatically classify you in a higher class, and any results and points will not retrospectively be amended for your benefit.

5 COMPETITION SCORING

5.1 Introduction

- a) The PSCRAA conducts the Enduro Championship for the benefit of its Members.
- b) Points for competitors competing in grids containing non-championship vehicles, or vehicles not officially classified, shall be calculated taking into consideration the finishing positions of non-championship vehicles.
- c) The Championship points will be allocated according to the point score rules and a register will be kept by the Association's Registrar, and will publish them on the Association's website (www.prodsports.com.au). In any dispute over points, his decision is final and binding on all parties.
- d) Points are not transferable between Classes.
- e) Where a vehicle changes Class due to changes in the PWR:
 - I. All points earned in the old Class shall remain unchanged,
 - II. Points earned in the new Class accrue only in that Class, and
 - III. Placing in each Class shall be determined from points earned in each Class.
- f) A driver may change cars during the Championship and points may continue to accumulate providing that the replacement vehicle is in the same Class and is deemed eligible by the Enduro Eligibility Committee.
- g) A Team is only eligible for points if it has registered for the championship, paid its championship fees (see section 3) and the car meets the eligibility criteria. a) At registration nominate which scoring option you are using (see below section 5.2)
- h) In order to assist in the point scoring Teams are to ensure they are using their registered competition number for all events (see section 8)
- i) Cross entered drivers, must be driver in one car and codriver in other car on entry form. Cross entered drivers points do not accumulate across cars

5.2 Team Scoring Options

The following are the Team scoring options; one option is to be selected when registering for the championship.

- a) Owner Driver with or without codriver – Owner gets points

- b) Single driver (not owner) – Driver gets the points
- c) Driver Codriver (neither Owner) - Driver Codriver Combination gets the points (multiple codrivers can be used)
- d) Car – Multiple different drivers and codrivers driving the same car at different events – Owner gets the points (does not apply to rental cars which must be options b or c)

5.3 CUE Sports Car Enduro Championship Point Score System

- a) Points will be awarded for the first 7 place getters in **each** Class GT, A, B, C, D, E and I, see Paragraph (g) below.
- b) Points are awarded for **sprint** races at each race meeting to every driver and co-driver participating in the Championship in accordance with these Rules.
- c) **Teams with single driver will only score 50% of the points in each of the sprint races.**
- d) **Double** Points are awarded for the **One Hour** race at each race meeting to every team participating in the Championships in accordance with these Rules.
- e) The team accumulating the highest points in Class GT, A, B, C, D, E and I becomes the Enduro Champion. Trophies will also be awarded to 2nd and 3rd places outright based on a comparison of points across each class.
- f) In the event of a tied result, a count back will be done to ascertain which Team scored the most first places, then the most second places, then the most third places. If the result is still tied, then joint winners or place getters will be declared.
- g) Points allocation will be as follows for **each** Class and **each** race:

h)

PLACE	3 + CARS	2 CARS	1 CAR
1st	10 points	6 points	5 points
2nd	8 points	3 points	
3rd	6 points		
4th	4 points		
5th	3 points		
6th	2 points		
7th	1 points		

- i) The points for the sprint and one hour races are based on the number of competitors who start in **each** Class, in **each** Race of **each** Round.

6 TROPHIES AND PRIZES

6.1 Trophies

Round Trophies, for the Round for each Class are awarded by the PSCRAA in accordance with the following schedule, where 'n' is the number of championship competitors:

- n > 1 < or =3 first place only
- n > 3 < 6 first and second
- n = or >6 first, second and third

Trophies will also be presented to the “Best Presented Vehicle” and “Best Presented Team” for each round.

Enduro Championship Trophies will be awarded by the Association at the conclusion of a year’s racing, when the winners are decided in accordance with the Rules.

- There shall be a Enduro Team Champion,
- There shall be a Class Champion in each Class, and placing down to third;
- Other trophies shall be awarded at the Committee’s discretion.

6.2 Prizes

The Association, depending upon availability and sponsor requirements, will award sponsor prizes.

7 SPONSORS

The ProdSports Association is pleased to have the CUE Clothing Company as the Major Championship sponsor with Imak/Kwikmit/Cooltainers/Metro Storage as the secondary sponsor.

Every car entered in the Race shall carry “CUE” sponsorship advertising provided by the Association and it shall be positioned on the rear quarter panel on both sides on every vehicle along with Imak/Kwikmit/Cooltainers/Metro Storage windscreen banners positioned on the front windscreen.

Any entrant refusing or failing to carry Championship sponsorship advertising in any race may be excluded from race and will not be eligible to accrue points or receive trophies.

8 COMPETITION NUMBERS

The Association Registrar shall maintain a register of racing numbers for the Championship.

An Entrant may request any competition number from the Registrar. If the number is not already taken, then it may be allocated to the Entrant

Numbers will be allocated to Championship entrants first, on a basis of date of receipt of their Championship entry forms. Round entrants will be allocated next on the basis of entry date.

All race vehicles must display their Class in 100mm high letters next to each of their vehicle numbers.

Competitors must compete under the competition number allocated by the Association. If this is not possible they are to inform the competition secretary of the number change. Failure to do so may result in points being forfeited.

9 ENTRY

Entries to individual events will be direct to the event Promoter. Entry forms will be available on the PSCRAA website www.prodsports.com.au

Promoters shall issue supplementary and further regulations.

If an entrant has not received Race Entry Form six weeks before an event, he should contact the Competition Secretary.

10 COMPETITION DETAILS

Competition details are specified in the CUE Sports Car Enduro further supplementary Regulations for each specific event which are issued with further supplementary regulations for the event. Available on www.prodsports.com.au

Appendix D contains an example of the further supplementary regulations, these will be superseded by the official supplementary regulations issued by the event organizer.

11 PSCRAA COMMITTEES FOR 2013

11.1 PSCRAA Enduro Committee

Arthur Magaitis- ProdSports President
Phone – 0419 987 780
Email – am@quintessence.net.au

Glenn Townsend- Vice President
Phone – 0418 677 095
Email – gjdrtownsend@optusnet.com.au

Queensland Representative- Cal Ballinger
Phone – 0407976941
Email – calballinger@hotmail.com

Angela Coradine – Competition Secretary
Phone – 0402 406 795
Email – urbanarrange@hotmail.com

11.2 ENDURO Eligibility Officer

Mark Mercieca
Phone – 0408 976 958
Email – mark@markone.com.au

Technical Subcommittee:
Mark Mercieca
Daniel Deckers
Mick Mitchell
Jeff Kimmings

Production Sports Car Racing Association Inc.
All Correspondence to: Arthur Magaitis, Studio 103/27-39 Abercrombie St Chippendale,
NSW, 2008

www.prodsports.com.au



APPENDIX A

PARC FERMÉ DYNAMOMETER TEST PROCEDURE

The PSCRAA reserves the right to demand a power and weight check at the designated dyno centre under the supervision of the Eligibility Officer or his representative. After a race, Parc Fermé conditions may be invoked by the ProdSports Committee/Subcommittee if deemed necessary. The entrant of the vehicle must in all circumstances comply with the ProdSports Committee/Subcommittee or their representative's directions, noting his rights of appeal under the CAMS judicial processes. If the vehicle is found to be in breach of its Class allocation or CAMS Regulations, then the cost associated with transport to the dyno and the dyno costs will be for the Entrant's account. If the vehicle conforms, then the costs will be borne by the PSCRAA.

If a vehicle is placed in Parc Fermé conditions for the purposes of Dynamometer (Dyno) testing one of the following two procedures should be applied. The Entrant and/or Driver will be informed of which procedure is to be used.

Procedure A – Transport arranged for immediate dynamometer testing

The PSCRAA will arrange for the selected vehicle to be transported by truck to a designated dyno centre, which is near to the track.

The Enduro Eligibility Committee or their representative as well as the entrant or his representative will accompany the vehicle to the dyno centre. On arrival the vehicle is to be unloaded and the entrant or his representative may at that time be allowed to check the vehicle's fluid levels under the observation of the Enduro Eligibility Committee or their representative. The entrant or his representative is not to be left alone with the vehicle at any time during the test.

Entrants should ensure their cars are prepared for this eventuality and no responsibility will be accepted by the PSCRAA for any "Incidents" on the dyno!

The vehicle is then to be dyno tested using a ProdSports approved Hub Dyno or a "Shoot Out" mode in accordance with the Dyno Dynamics published procedures and the "Shoot Out" code of practice.

On completion of the dyno test the vehicle will be transported by track back to the track.

On completion of the dyno test the resultant ODS is to be given to the PSCRAA Eligibility Officer.

Procedure B – Entrant to arrange dynamometer testing

Sealing of cars prior to Dyno testing.

The selected cars will fall under the custody of the ProdSports Committee/Subcommittee or their representative, who will arrange for the sealing of the car. The car is to be sealed with breakable wafer seals. The Entrant or his/her representative is to be present whilst the car is sealed.

The following items are to be sealed:

- Engine Bay/Compartment,
- ECU ports (if a controller is attached then the owner will be asked to remove the controller and the ports will then be sealed)
- ECU to loom connection and
- Throttle stops in the cockpit.
- Mark fitted wheels and tyres.

Having completed the sealing of the vehicle, the ProdSports Committee/Subcommittee or their representatives are to:

- Record the seals used and pass this information to the dyno test venue.
- Instruct the Entrant or his representative to present the vehicle, within the next 7 days, to the PSCRAA's nominated dyno (Dyno Dynamics Certified Shoot Out workshop) for a dyno run to establish peak power.
- Give the Entrant or his representative a copy of this procedure.

Post-sealing procedure

The Entrant is responsible for presenting the vehicle to the PSCRAA's nominated dyno within 7 days of the completion of the race meeting. The Entrant is to arrange a suitable time with the nominated dyno operator. If difficulty is experienced they are to inform the Enduro Competition Secretary

Dyno testing procedure

Check all seals are intact. If any of the seals appear to have been tampered with, abort the dyno run.

The entrant or his representative may at that time be allowed to check the vehicle's fluid levels under the observation of the dyno operator. Seals may be broken if necessary to perform this task. The entrant or his representative is not to be left alone with the vehicle if any seals are broken.

Entrants should ensure their cars are prepared for this eventuality and no responsibility will be accepted by the PSCRAA for any "Incidents" on the dyno!

The vehicle is then to be dyno tested using "Shoot Out" mode in accordance with the Dyno Dynamics published procedures and the "Shoot Out" code of practice.

Post Dyno testing procedure

The dyno operator is to fax the resultant dyno sheet and the results of the seal inspection to the ProdSports Committee/Subcommittee

The Competition Secretary is to calculate the PWR resultant from that dyno test combined with the last official weight and confer with the Technical Commissioner regarding the results.

The points for the Round at which the Parc Fermé occurred will be forfeited if any of the following occur:

- The resultant PWR is outside the PWR limits for the class entered.
- The car was not presented within the specified timeframe.
- The seals appear to have been tampered with or broken.

If Entrants are unwilling to submit to this procedure they will by default forfeit any points from that Round and, until a new dyno sheet is provided, the points from any future rounds.

APPENDIX B

Definition of Marque and Model

The 2013 CUE Sports Car Enduro Championship Handbook refers to marque and model as noted below. The following definitions will be used for the purposes of determining compliance with section 5.1 of the Handbook.

The PSCRAA Enduro Committee will also determine and publish the current marque and model listing to be used for determining compliance with section 5.1 of the Handbook, based on the CAMS Eligibility List and Members' vehicles. Any new vehicle joining the Championship will be classified, by the Enduro Committee, as to marque and model prior to its first race event.

Marque – Vehicles manufactured by the same Manufacturer e.g. Mazda, MG, Porsche, etc.

Model – Vehicles that have the same generic model designation or are of the same basic silhouette, e.g. Porsche 911 (types 911, 964, 993, 996 etc), Mazda MX5 (NA, NB, NB8B, NC), Nissan/Datsun Z (240Z, 260Z, 280Z, 300Z, 350Z, 350Z), Lotus Elise (Elise, Exige, Sport200 etc) etc.

Examples of Current Marques and Models are:-

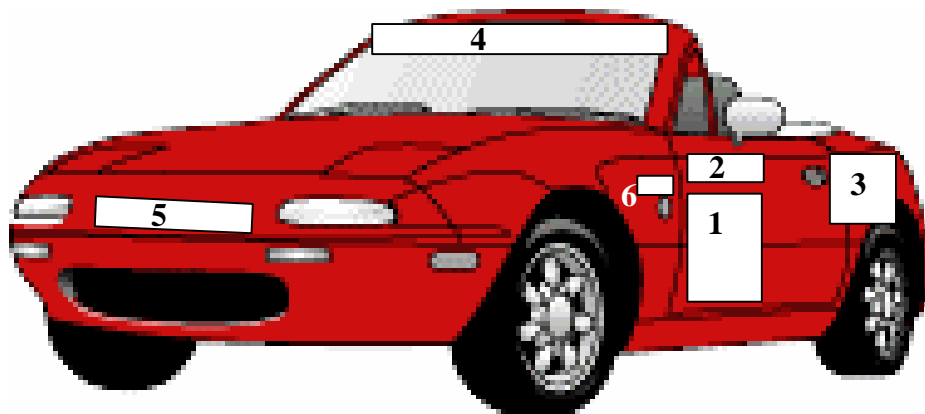
Marque	Model	Manufacturer's designation
Austin Healey/MG	Sprite/Midget	MG Midget, Austin Healey Sprite
Lotus	Elise	Elise, Exige, Motorsport 200
Mazda	MX5	MX5, MX5 Miata, Eunos Roadster
Mazda	RX7	RX7 Series 1 – VIII
Morgan	Morgan	Plus 4, Plus 8, 4/4
Datsun/Nissan	Z	240Z, 260Z, 280Z, 300Z, 350Z
MG	MGB	MGB, MGB GT, MGBGT V8, MG V8 Roadster
MG	MGF	MGF, MGTF
Nissan	200SX	200SX, Nispro 200SX-R, 200SX GT
Porsche	911	911, 930, 964, 993, 996, 997, GT3, GT2, Turbo
Porsche	924, 944, 968	924, 944, 968

APPENDIX C

Placement of Sponsor Decals

Sponsor decals are to be positioned as indicated below.

1. Number Panels
2. Sponsor or PSCRAA Panels
3. Major Sponsor Logo (One each side of Car)
4. Major Sponsors Windscreen Banner
(not applicable for cars without windscreens) if appropriate
5. Sponsor Name Decals (Front and Rear)
6. A CAMS sticker on each side, adjacent to the competition numbers



APPENDIX D

PRODSPORTS ADDITION TO FURTHER SUPPLEMENTARY REGULATIONS

PRODSPORTS CUE Enduro Interclub Championship Round X Venue

A. INTRODUCTION

All competitors participating in Round X of the Production Sports Cars CUE Enduro Series at Venue MUST read and abide by these regulations in conjunction with the rules detailed in the 2013 CUE SPORTS CAR ENDURO INTERCLUB CHAMPIONSHIP HANDBOOK and supplementary and further regulations applicable to this meeting.

B. EVENT Format

(i) The Enduro Race is a one-hour format endurance race. Each car must have a minimum of one (1) and a maximum of two (2) drivers. The format of the event will be a qualifying period for both drivers, a sprint race for each of the drivers plus a one-hour duration race with change of driver required,

(ii) The format of an Enduro Race activity will be based on the following events:

Driver qualifying (20 Minutes)

Co-Driver qualifying (20 Minutes)

Driver Sprint Race (not less than 10 Laps)

A minimum of 30 minutes between Driver race and Co Driver races

Co-Driver Sprint Race (not less than 10 laps)

A 10 minute warmup at a minimum of 4 hours prior to the one hour race

One Hour race (60 minutes duration)

Note: the 60min commences from the moment the lights are extinguished on the start/finish line which indicates commencement of the race.

Wakefield State/Enduro round will consist of a minimum of 2x Qualifying sessions, 2-4x sprint races and 2x One Hour races, final format to be advised.

(iii) The one-hour race requires a 45sec compulsory pit stop for driver change during a window from minute 20 to minute 40 into the race. Single driver teams will not be required to exit the vehicle during this 45sec compulsory pit stop.

(iv) Single driver teams may participate in the Co-Driver Qualifying and Co-Driver Sprint Race. The qualifying times from the Co Driver qualifying ONLY count towards the Co Driver race

(v) During Scrutiny, Each driver within the team will be provided with stickers identifying the Drivers, and Co-Driver to be applied to their respective helmets.

(vi) There will be no refuelling permitted during the one-hour race.

(vii) The maximum number of cars to be driven by any one driver is two (2).

(viii) A safety car will be utilised if required during all races, in compliance with Race Meeting Standing Regulations in the CAMS Manual of Motorsport.

C. CONDUCT OF ENDURO RACES

(i) The Enduro Races shall comprise a number of races from a massed start

a) The Driver's qualifying and Driver's race is for the competitor nominated as the driver on the entry form and the Co-Driver's qualifying and Co-Driver's race is for the competitor nominated as the 2nd Driver on the entry form. If the wrong competitor qualifies in the other session then their qualifying time will be forfeited however the correct competitor can start from rear of grid.

b) Grid positions for the Drivers sprint race shall be determined from qualifying times respective to Drivers qualifying

- c) Grid positions for the Co-Drivers sprint race shall be determined from qualifying times respective to Co-Drivers qualifying
 - d) Grid positions for the one hour race shall be determined by the best qualifying time for the nominated Start Driver from the appropriate Driver's or Co-driver's qualifying session. Single drivers qualifying will only be taken from the Driver's qualifying session.
- (ii) The driver who will start the One Hour race is to be nominated on the **Starting Driver form to be lodged with the Race Administration Office by 5pm on Saturday DATE**. If no form is received by the nominated time, the first listed Driver must start the one hour race. The form will be provided with the Further Supplementary Regulations. A further sticker will be provided to be placed on the nominated start driver's helmet. The nominated driver is to ensure they have placed the starting driver sticker on their helmet.
 - (iii) At the discretion of the ProdSports Committee/Subcommittee, a minimum benchlap time may be imposed for qualifying at some tracks/race meeting, failure to comply will result in a penalty including your exclusion from qualifying or exclusion from race meeting. There will be a minimum benchlap time for Bathurst of 2min15sec.

D. COMPULSORY PIT Stop

- (i) During the 1 hour race there will be a 45sec compulsory driver change for every car between the twentieth minute and the fortieth minute. To be a valid compulsory change each competitor must pass the control line at pit entry after the twentieth minute of the race and before the fortieth minute of the race. A hooter may sound at the start / finish line at the twentieth and fortieth minutes.
- (ii) The compulsory driver change requires the car to remain stationary for a minimum of 45 seconds. The Car controller is to ensure that the vehicle remains stationary for a minimum of 45 secs before allowing the car to safely depart from its pit lane bay. Failure to observe the 45 second pit stop will result in a pit lane drive through penalty or any further penalty as deemed necessary by Race Stewards.
- (iii) Single driver teams will not be required to exit the vehicle during this 45sec compulsory pit stop.
- (iv) Pit stops for other reasons are allowed at any time. Entrants are to arrange a garage at which pit stops are to take place. The number of personnel during non driver change pit stops is the same as per paragraph (vi) below.
- (v) During all pit stop procedures the car must be under the management of a designated car controller who must remain in the front of the car, and is responsible for its safe departure from its pit lane bay. The car controller is not permitted to undertake any work on the car.
- (vi) Two more people can assist in the driver change. There may be a total of five people in pit lane during the pit stop (Driver, Co-Driver, Car controller and two helpers); for single drivers a total of four people can be in pit lane during the stop.
- (vii) Servicing of the vehicle may be carried out during the driver change pit stop but the number of people is limited to those listed in the previous paragraph. Penalty for extra people in pit lane will result in a pit lane drive through penalty
- (viii) All equipment and personnel (including the replacement Driver) except the car controller must remain behind the pit lane line (red Line) until the vehicle has come to a complete stop and all equipment and personnel except the car controller must be back over the pit lane line (Red Line) prior to the car being released.
- (ix) Vehicles can be moved into a garage to have further work conducted on the vehicle. Once in the garage the number of people working on the car is no longer limited until the vehicle re-enters pit lane.

APPENDIX E

CUE Sports Car Enduro Championship Entry Registration Form and Vehicle Classification Form

Entrant Name			Club	*Club Member Number*
Entrant Address				Postcode
Home Phone	Mobile Phone	FAX Number		Work Number
Email Address				

** IF NOT A MEMBER OF PSCRAA OR PSCRAQ A COMPETITION FEE OF \$200.00 IS TO BE INCLUDED IN ORDER TO PARTICIPATE IN CHAMPIONSHIP AND / OR ACCEPT TROPHIES

Driver Name			Club	Club Member Number
Driver Address				Postcode
Home Phone	Mobile Phone	FAX Number		Work Number
Email Address				

Co Driver Name
Email Address

Team Name	Team Type
	<input type="checkbox"/> Owner Driver <input type="checkbox"/> DriverCoDriver <input type="checkbox"/> Single Driver <input type="checkbox"/> Car

Car Make	Model	Colour	Year	Car No 1st Pref	Car No 2nd Pref
Category applicable for Enduro Championship entry (circle)					Log Book Number
GT 2B Class 1 2B Class 2 2F 944 Group S					
Engine Capacity	Vehicle Weight in kg (A)	Drivers Weight in kg (B)	Co Drivers Weight in kg (C)		
Driven Wheel Power in kW (D)	Power to Weight Ratio [A + [Min of B or C]] / D = PWR		Max Boost (psi)	Class Entered GT A B C D E I	

I _____ (entrant) request approval for entry into the 2013 CUE Sports Car Enduro Championship. I agree to abide by the rules contained in the 2013 CUE Sports Car Enduro Championship Handbook and state that the weight, power and specification of the above vehicle is true and correct and meet the requirements of the above manual and the 2013 CAMS manual.

Entrant Signature _____

PSCRAA Use Only

Date Received	Approved	Recorded	Response Sent	Date
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Mail complete form to Arthur Magaitis, PSCRAA, Studio 103/27-39 Abercombe St Chippendale, NSW, 2008
or email to am@quintessence.net.au