



# Competition Regulations

## QLD Production Car Championship

Version 1-1 as of 8 March 2023

**Change from V1-0:** 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> trophies all classes all rounds in 2023.

### 1. ELIGIBILITY

1. The objective for the 2023 QLD Production Car Championships (The Championship) shall be to provide a competitive and exciting racing category for production-based type 3E race cars. The series of races is open to all drivers who have paid the required registration fee to the Club, hold the minimum of a Motorsport Australia (MA) Provisional Clubman Circuit (PCC) License, a RACERS class R License or an AASA Competitor License as appropriate, and whose cars comply with the specifications for Production Cars as defined in 2023 MA Group 3E regulations section 2 (Eligibility).

Additionally, all cars already permitted to compete in the Championship prior to 1/1/2023 (except those vehicles which have otherwise been excluded) remain eligible.

**Note:** All cars and drivers must comply with all relevant sections of the current MA Manual of Motorsport, General Requirements for Cars and Drivers.

The Championship is run under the control of MA, AASA and RACERS, depending on the track in use for the round. Competitors must ensure that their car complies with Group 3E eligibility approval process or any additional MA, AASA or RACERS directive including any additional freedoms as stated in this document.

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 the replica. The decision of the Committee will be final. Each vehicle competing in the Championship shall be registered with Queensland Production Cars Inc. (Organisers).
3. The onus of proof of car eligibility rests with the individual competitor at all times.
4. MA Bulletins/Directives, Group 3E Rules, MA Group 3E recognition documents and the car's 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 on-track session, any car may be directed to Parc Ferme 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 a QPC Technical Officer until formally released from Parc Ferme conditions. 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 Group 3E 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 or Technical Officer in accordance with the race meeting standing regulations.
7. The Technical Committee for the 2023 Championship shall be Garry Hawgood, Tony Vaughan and David Homer. These people will individually be known as Eligibility Officers and/or Technical Officers depending on the role they are performing.
8. Each car must remain in compliance with all aspects of Group 3E, MA Recognition Document or MA 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 car that has been entered to compete at that round may not be replaced with another car. To receive Championship points drivers must compete in the car they qualify in, and which has been entered to compete at that round of the Championship.

#### **10. Tyres**

- a) Tyre choice is governed under the stipulations of the current MA Production Car Tyre list.
- b) Medium or Hard compound tyres only may be fitted.
- c) The same brand and model of tyre must be fitted on all four wheels.
- d) 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.
- e) 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, in each area of a tyre where there is no tread wear indicator, the original tread pattern must be clearly visible.

**Note:** The Technical Committee, Eligibility Officers 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 Officers and/or the Technical Committee in this regard will not be the subject of any protest or appeal.

## 11. Forced Induction Cars

- a) In accordance with MA Specifications of Vehicles MA Group 3E Item 4.14, 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  
Ph: 02 46480030  
Mobile: 0402 102553  
Email: [sales@msedata.com.au](mailto:sales@msedata.com.au)

No MSE units manufactured prior to January 2012 will be permitted.

- b) For all forced induction vehicles, the maximum allowable inlet manifold pressure is as specified in the MA Group 3E Rules (or any additional directives by MA), MA Recognition document or FIA Homologation document. The list in this paragraph indicates the order of precedence for documents to be referenced. If the above documentation does not list a maximum allowable inlet manifold pressure, then the figure listed in the NSW Production Touring Car Championship 2023 Class Structure & Automobile Eligibility List document will be used.
- c) If no Recognition document or Homologation document is presented by the competitor, in the absence of any other conclusive evidence of the factory maximum boost level, then the maximum boost level shall be deemed to be 1.000 BAR until such time as a verifiable boost figure is confirmed by the Technical Committee.
- d) 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 provided by QPC at any time.
- e) Each MSE Pressure Monitoring Data Logger must be installed in accordance with all instructions issued by the manufacturer, 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 inlet manifold is to be visible and/or able to be felt along its entire length. The connection hose is to be as short as practical and must connect the inlet manifold and data logger directly. The hose must not be crimped in any way by mounting clamps or cable ties. There must be no restrictions, perforations, cracks or leaks of any kind in the hose.

- f) If any vehicle's MSE Pressure Monitoring Data Logger is checked by the Chief Scrutineer or Eligibility Officer and found to be not recording any valid data or if recorded boost pressure is 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 issue a warning to the competitor. A maximum of three warnings, none of which may be for consecutive sessions, qualifying or race, may be issued 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 recorded boost pressure exceeds that permitted for the vehicle by any amount.
  - 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 valid or any data the Chief Scrutineer or Eligibility Officer will direct that the competitor be excluded from the session where the recordings were to be 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 grid in the order of their qualifying times. No points shall be earned for the session in which the offence relates to. Further penalties may be applied by the Stewards and/or QPC Technical Committee.
- g) The Chief Scrutineer or Eligibility Officer shall be 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 MA Recognition Document, or any additional directives from MA. Any decision made by the Chief Scrutineer or Eligibility Officer in this regard shall not be subject to any protest or appeal.
- h) Where forced induction cars are officially homologated with a manifold pressure other than original, it shall be the decision of the Technical Committee as to whether the vehicle is permitted to run a higher than homologated boost pressure or is to run a boost pressure less than homologated.
- i) All forced induction cars will automatically be under Parc Ferme conditions from when they cross the pit entry control line following all official on-track sessions until released from Parc Ferme conditions by a QPC Technical Officer. This is in addition to any other technical scrutineering requirements which may be imposed such as a requirement to proceed to scales for weighing.

## **12. Engine Seals**

Not being implemented by QPC for the foreseeable future.

## **13. Fuel**

For all classes, only Pump Fuel (excluding E85) as defined in paragraph 2.1 of Schedule G of the MA Manual of Motor Sport shall be used for the duration of a 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.

Fuel will be randomly tested using a device and person deemed by the Technical Committee to be suitable and competent to perform the test. Any decision as to the eligibility of the fuel sampled, made by the competent person, shall be deemed final and not subject to appeal or protest.

#### **14. Fuel Sampling Port**

For the purpose of obtaining a fuel sample from the fuel system of a car, a sampling port shall be mandatory from 1 July 2020. This port may be any of the following:

- A dry-break fuel sampling coupling such as the Goodrich G-Link quick disconnect coupling P/N GQD08PP06F available from Competition Friction
- A 6 fitting with sealing cap
- A Schrader valve as fitted to many factory fuel injection systems

**15.** The Driving Standards Observer (DSO) shall be nominated prior to the commencement of each round of the 2023 Championship season.

#### **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 camera must be operational and recording during every on-track session of every round. The Race Director or Technical Officers may request any video camera footage at any time during a round. All recorded footage must be retained until 60 minutes after the last session of a round. Failure to supply requested footage will result in a penalty being applied to the competitor. The minimum penalty shall be exclusion from the session involved and rear of grid starting position for the next race.

#### **17. Tow Straps**

All cars must have SOFT tow straps fitted to the front and rear of the vehicle. The use of solid tow points which extend beyond the silhouette of the vehicle are strictly prohibited. Breaches of this rule will be referred to an Eligibility Officer, and at his discretion to the Clerk of the Course. Penalties may include exclusion from the event.

## **2. CLASS DEFINITION**

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

- Class X: Extreme Performance Cars
- Class A1: High Performance Forced Induction
- Class A2: High Performance Naturally Aspirated
- Class B1: Performance Forced Induction
- Class B2: Performance Naturally Aspirated
- Class C: Performance Production Cars
- Class D: Production Cars
- Class E: Small capacity Compact Production Cars

Class descriptions are generic.

Cars will be classified into classes based on the Power to Weight, Torque to Weight, AWD factor and Factory Performance Vehicle factor as described in Appendix 1.

2. All cars competing in the Championship must be models that are included in the Classing System Document which is published by the Organisers from time to time. It is to be noted that all and any car types/models which have competed in the QPCC prior to 1 January 2023 (except vehicles which have otherwise been excluded) are automatically eligible for all future Championships.
3. While only those cars referred to above are automatically eligible for the Championship the Organisers will consider any new additions to the Classing System Document. The Classing System Document is for MA Group 3E Series Production Cars as defined in MA Group 3E section 2.3 Production Cars. Requests for additions to the eligible cars list 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), RVD etc. in order to demonstrate compliance with MA Group 3E. In addition, from 1 January 2022 MA has initiated a program to allow cars up to and including 20 years out of production to be approved for competition in club and State level events. The details of this initiative are contained in the 2023 MA 3E document.
4. The 2023 Classing System Document details a formula-based system to give an indication of the relevant class for each vehicle. The Classing System Document will be made available upon request and may be published on the Organisers' 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 Chief Eligibility Officer for the Championship is Garry Hawgood who can be contacted on 0418 645 940 or email [ghawgood@bigpond.net.au](mailto:ghawgood@bigpond.net.au)
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, green or orange.

### **3. REGISTRATION**

1. To be eligible to compete and to score points at any round of the Championship, the registration fee described below must be received by the Organisers and membership duly processed prior to the date of the first day of the round to be contested.
2. The registration fee for 2023 shall be \$100.00 and includes annual membership of Queensland Production Cars Inc.

#### **4. CATEGORY ORGANISERS**

1. The Organisers of the Championship shall be Queensland Production Cars Inc., herein referred to as the “Organisers”.
2. The Organisers’ web site is [www.qldproductioncars.com.au](http://www.qldproductioncars.com.au)

#### **5. RACES**

1. The 2023 QPC Championship series shall consist of six (6) rounds to be held at a combination of the following tracks:
  - Morgan Park Raceway
  - Queensland Raceway
2. Rounds
  - Round 1 17<sup>th</sup> - 18<sup>th</sup> February, Queensland Raceway, Sprint
  - Round 2 17<sup>th</sup> - 19<sup>th</sup> March, Morgan Park, Enduro
  - Round 3 2<sup>nd</sup> - 4<sup>th</sup> June, Queensland Raceway, Enduro
  - Round 4 7<sup>th</sup> - 9<sup>th</sup> July, Morgan Park, Sprint
  - Round 5 22<sup>nd</sup> - 24<sup>th</sup> September, Queensland Raceway, Enduro
  - Round 6 17<sup>th</sup> - 19<sup>th</sup> November, Morgan Park, Sprint

Unless otherwise advised by Queensland Production Cars (QPC), each round of the Championship shall be a “Sprint or Enduro” round of one of the following formats.

One qualifying session of approximately 15 minutes duration plus three or more 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

- a) One qualifying session of approximately 15 minutes duration plus two sprint races of a planned minimum of 20 minutes duration and one longer sprint race of approximately 30 minutes each which may be expressed as a number of laps appropriate to the host circuit in the Supplementary Regulations for the event.
- b) An Enduro round consisting of two compulsory qualifying/practice sessions of approximately 10 minutes each or one approximately 20 minute qualifying session plus one or two endurance races one of which shall be of a minimum duration of 45 minutes.

#### **6. QUALIFYING**

1. Unless otherwise advised by QPC, qualifying for sprint rounds shall consist of one session of approximately 15 minutes.
2. Unless otherwise advised by the Organisers, qualifying for Enduro rounds shall consist of two sessions of approximately 15 minutes each, a compulsory practice session and a compulsory qualifying session of approximately 15 minutes each or a single qualifying session of 25 minutes in which both drivers must post a valid time.

3. Following the commencement of the first qualifying session, it is not permitted to remove any car from the race precinct, prior to the release of all cars from the Parc Ferme established following the last race of that round, without the written approval of the Technical Committee.

## **7. 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. Application of grid penalties may alter this allocation. For successive races grid positions shall be in accordance with finishing positions in the preceding race, subject to the application of any penalties.
2. Enduro Races
  - a) For Enduro meetings the grid positions for the first race shall be in accordance with the fastest lap time achieved by the car in qualifying, 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 or the Organisers. See also TOP TEN SHOOTOUT below. For successive races grid positions shall be in accordance with finishing positions in the preceding race, subject to the application of any penalties.
  - b) In the case of two drivers competing in one car in an Enduro both drivers must take part in at least one of the compulsory practice or qualifying sessions. This is in place of previous compulsory Driver A and Driver B races which will not be part of this Championship.

### **3. Starting Driver Nomination for each Enduro race**

All two driver teams must nominate the starting driver for each of the Enduro races, by notifying the Secretary of the Event or other nominated person no later than one hour prior to the start of the race. If a nomination is not received by the nominated time then Driver A shall be the starting driver for each race.

Note: This notification time may be varied by Supplementary Regulations issued by the event Promoter.

### **4. Top Ten Shootout**

- a) A Top Ten Shootout may be held based on the 10 fastest cars from qualifying. The qualifying times from the Top Ten Shootout will determine the top ten positions for the race grid.
- b) Competitors not included in the Top Ten Shootout will be placed in order of qualifying times from the original qualifying session in positions 11 onwards.

## **8. STARTING PROCEDURE**

1. The starting procedure for all races at MA controlled tracks shall be in accordance with the Motor Race Championship Sporting Regulations.



The starting procedure for all races at AASA controlled tracks shall be in accordance with the AASA Standing Regulations.

Rolling starts shall be utilised at Lakeside.

2. 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.

## **9. COMPULSORY PIT STOPS (CPS)**

1. In Enduro races of 45 or more minutes duration, a CPS must be performed. The CPS window 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 the pit entry timing line. A signboard or siren may be utilised, this will be advised to competitors prior to the start of the race.
2. The satisfactory completion of the CPS requires the car to remain stationary in its pit bay for a minimum of 60 seconds. For those utilising a co-driver, the driver change is to be affected. For single driver cars or continuing driver, the driver shall be permitted to remain in the vehicle during the CPS.
3. Each car must have a car controller whose sole responsibility or function is the management of the car and crew, and the 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 in any way.
4. Each car can have up to two (2) crew to assist in the pit stop in addition to the car controller. If the exiting driver is assisting in the driver change then they are not counted as crew. The exiting driver cannot perform any function other than the provision of assistance to the in-coming driver.

Before the car can be released from any pit stop, all crew, the exiting driver and all equipment must be behind the pit lane control line.

The car controller must be behind the control line before the car exits the pit lane.

5. Refueling is not permitted during the CPS.
6. The CPS may not be commenced during a safety car or clampdown period. i.e. a car may not cross the pit entry timing line to commence their CPS once the safety car has been deployed or a clampdown is called. Official timing shall be the arbiters of whether a CPS has or has not been correctly commenced.

If a car needs to enter the pit lane during a safety car or clampdown period then it may do so, however this will not count as a CPS.

7. Any mechanical repairs or changes to the vehicle may only be performed following the expiry of the 60 second CPS stationary time. E.g., If you need to change a wheel, work can only commence after the vehicle has been stationary in the pit for 60 seconds.

#### 8. Penalties applicable to CPS

Failure to perform CPS:	5 lap penalty
Failure to satisfactorily complete CPS:	5 lap penalty
Perform CPS under safety car:	5 lap penalty
Perform work prior to expiry of 60 sec stationary time:	5 lap penalty

9. CPS regulations for any extended length events (races longer than 1 hour duration) will be advised prior to those events if applicable. See appendices.

#### 10. 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 must exhibit their Club Registered Race Number on the car in which they are competing, unless they are competing in another car where the driver/entrant is using their Club Registered Number (Enduro). For points scoring, the number of cars in each class will be the number of eligible cars in that class that start Race 1 at that event.

Points for each race shall be awarded according to the following Table for the Overall, Sprint and Enduro Championships.

Sprint races - each race will be scored directly from the table below, except in a three race sprint round the last race shall score double points.

**Note 1:** This is a Drivers Championship, points will only be scored for races in which a driver physically competes.

**Note 2:** Enduro round - each race will score double the points shown in the table below.

**Note 3:** MA will award points in accordance with their State Championship points system for the MA Queensland Production Cars Championship.

**Note 4:** For sprint rounds, where two or more drivers share a car, the starting position for race 1 shall be determined by the qualifying time for that driver. Starting position for race 2, 3 or 4 will be from rear of grid if it is not the same driver who competed in the previous race.

Drivers are responsible for advising both the DSO and the timekeepers of the driver who will start in each race at a sprint meeting.

2. All rounds at Morgan Park may count towards the MA State Championship, a mixture of Sprint and Enduro rounds. Additionally, all rounds at Queensland Raceway may count towards the AASA State Championship, a new competition for 2023.

### 3. Points Table

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

**Note:** This year 5 out of the 6 rounds at all tracks shall count towards the Overall Drivers Championship and the individual Class Championships. A driver's worst scoring round will be dropped during championship tallying if all 6 rounds have been contested.

4. A driver can score points in different vehicles at different meetings during the year. Points will be awarded according to Section 10.1 for the class in which the competing vehicle falls.
5. For Enduro rounds in which a vehicle entered has both a driver and co-driver, and both entrants drive in all races, both shall be awarded equal points.
6. The Overall Drivers Championship will be awarded to the driver who accumulates the most points over five (5) of the six (6) 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.
7. If, at the end of the season, there is a tie in placings in the Overall Championship awards shall be determined by comparison of the number of first placings gained over the year. If not then resolved, comparison of the number of seconds placings and so on down until a result is achieved.
8. In the event of a tie in any placing within a class at each round the tie shall be broken with the higher placing awarded to the driver who attained the highest place in the last race.
9. In addition to the overall club championship, points will also be tallied to provide results for the individual class champions. MA will use their own championship points scoring system for the MA State Championship and results will be available on their website and the event promoter's websites.

### 11. AWARDS

1. Awards for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in the MA State Production Car Championship will be presented at the MA Queensland Presentation dinner for 2023. The Organisers will have a separate trophy presentation for individual class awards at a time that they advise. Awards for the AASA State Championship will be issued for each class contested under a formula to be devised by AASA and advised when available.
2. Promoters are requested to present trophies for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> based on outright placings for each meeting.
3. The Organisers will, in addition to those trophies provided by the promoters, provide trophies at each meeting for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in all classes during the season where numbers permit.

4. Additional awards may be included at the discretion of the Organisers.

## **12. SPONSORS**

1. The naming sponsor of this Championship is Ultimate Diesel Tuning.

### **2. Associate Sponsors**

Buccini Transport  
Corona Cabinets  
Speedcafe

## **13. COMPETITION NUMBERS**

1. The number **1** shall be reserved for the sole use of the outright winner of the previous year's MA QLD Production Cars State Championship.
2. The number **2** shall be reserved for the sole use of the winner of the previous year's Club Overall Drivers Champion.
3. Drivers may otherwise request a competition number from MA and/or the Organisers. Numbers issued by MA shall take precedence over numbers issued by 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 easily legible. A fluorescent side window number of no less than 150mm in height is advised.
6. Front and rear fluorescent numbers no less than 150mm in height are to be displayed in accordance with the 2023 car signage guide.
7. Classing letters are to be displayed in accordance with the 2023 car signage guide and be no less than 100mm in height. Classing letters on front and rear windscreens are to be of the same fluorescent colour as windscreen race numbers.

## **14. COMPULSORY VEHICLE SIGNAGE**

1. Drivers must display the following signage to be eligible for points in the Championship in accordance with the 2020 Car Signage Guide:
  - Ultimate Diesel Tuning
  - Buccini Transport
  - Corona Cabinets
  - Speedcafe
2. Each car may also be issued an in-car sponsor sign board which must be affixed to the dashboard area. Visibility to the in-car camera is recommended.

3. Each car must display the yellow QPC Technical Scrutineering label.
4. Failure to comply with the provisions of Section 14 may result in a loss of points, referral to the Clerk of the Course and/or grid spot penalties.
5. It is not permitted to compete in this Championship with road registration plates, or replicas, attached to the car.

#### **15. TRACK LIMITS**

1. 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.
2. Track limits are defined as the area between the white lines delineating the sealed surface plus any kerbs. It does not include any unsealed areas or the area beyond a kerb.

#### **16. TECHNICAL INFRINGEMENTS**

Any car deemed to have a serious technical infringement by the QPC Technical Committee will be referred to the Clerk of the Course at MA controlled events. QPC reserve the right to recommend exclusion, grid position penalty or a time penalty. At RACERS controlled events the QPC Technical Committee will take the appropriate actions. Minor technical infringements, not of a competitive advantage nature, may instead incur a warning and requirement to have the offending variation rectified prior to the next race if practical, or, if not, before qualifying for the next round.

#### **17. CONTACT OR DANGEROUS DRIVING BETWEEN COMPETITORS**

1. Any contact between competitors will require all involved drivers to report to the DSO to review the incident immediately after the on-track session. All drivers involved will be required to provide footage from their in-car camera and footage may also be sought from cars which may be able to provide further video evidence of the incident/s. This is in addition to any steps the Clerk of the Course may take in relation to the incident or incidents.
2. No competitors or crew other than the involved drivers may attend this meeting. The DSO will review the incident and, if necessary, seek further video or verbal evidence and/or refer to other management committee members of QPC. Failure to attend or to provide in-car footage will incur a minimum penalty of exclusion from the session and rear of grid start for the next race.
3. Penalties for heavy contact that causes a car to not be able to take to the grid in the next race will result in the offender being penalised a minimum of loss of all points for that race and to start at rear of grid for the next race and up to exclusion from the event and one or more future rounds. The penalties will otherwise be in line with our club Code of Conduct.

**Note:** These penalties may be combined with or added to any penalties applied by the Race Stewards at the discretion of the QPC Committee.

## **18. CERTIFICATES OF RECOGNITION**

- 1.** All cars are to have an MA Certificate of Recognition (COR) or Homologation document if one exists for the make and model. The eligibility documents shall be those registered with MA as being valid for the 2023 calendar year.
- 2.** If such documentation does not exist for the car wishing to be entered then the Technical Committee will review what information is available for the particular vehicle and decide upon its acceptability or otherwise. We will also assist owners to apply to have a COR issued for your make and model.
- 3.** All car makes and models which have raced in QPC prior to 1/1/2023 are approved but owners must still provide a COR or other supporting documentation upon demand such that the QPC Technical Scrutineering label may be correctly completed.

**Note:** Owners of older cars, not covered by current MA Recognition Documents nor valid to receive one should consult the 2023 MA Specifications of Automobiles, 3<sup>rd</sup> Category Touring Cars, Group 3E Series Production Cars Regulations document, paragraph 2.1 (d) for information on seeking an eligibility document based on the relaxed ruling for State level events. This relaxation applies to vehicles 5-20 years out of production.

## **19. QPC CODE OF CONDUCT**

QPC is adopting the RACERS Code of Conduct as the basis for its Code of Conduct for the 2023 season.

QPC will also take into consideration the factors described in the MSNZ Code of Driver Conduct when investigating any incidents involving contact between vehicles.

See Appendix 5

## APPENDIX 1

### 2023 Classing System for QLD Production Cars Championship as at March 2023

This document is based on the NSW Production Touring Cars Category 2015 Classing System.

The background and supporting information has not been brought forward to here, just the formula and methodology employed.

This formula takes into account the following factors:

- Power, Weight, Torque, Drivetrain type and cars described as Factory Performance Vehicles

It does not take into consideration the biggest single factor of differing performance for physically similar cars, the driver's experience and capability.

### THE FORMULA

Class Factor = (Race weight kg/Power kW) x (Race Weight kg/Torque Nm) / AWD factor (1.5) / Factory Performance factor (1.15)

### GATHER THE DATA REQUIRED

- Race weight from the COR or homologation document.
- Tare mass from RVD or similar reliable source
- Power in kW from RVD, COR or similar reliable source
- Torque in Nm from Redbook, factory specs or similar reliable source

### CALCULATING THE RACE WEIGHT

Use Race weight from COR or Homologation document

Or

Take the Tare mass from above and apply permitted percentage reduction from table below and add 85kg if 1450kg or heavier.

Tare Mass	Percentage Reduction
< 1450kg	0%
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 ratio (PWR)  
Divide the Race Weight in kg by the RVD Power in kW
2. Calculate the Torque to weight ratio (TWR)

Divide the Race Weight in kg by the Torque in Nm

3. Multiply Power to Weight by Torque to Weight (PWR x TWR)
4. Apply the AWD factor if appropriate or skip to step 5  
Take result from step 3 and divide by 1.5
5. Apply the Factory Performance Vehicle factor if appropriate, or skip to step 6  
Divide result from step 3 or 4 by 1.15
6. Take the resultant number from 3,4 or 5 above and determine where it fits in the class brackets below.

<b>CLASS</b>	<b>MAXIMUM CLASS FACTOR</b>
X	Aligned with NSW and B6HR classification
A1	17
A2	17
B1	25
B2	25
C	40
D	55
E	>55



## **APPENDIX 2**

### **Supplementary Regs for Enduro and Night Races**

- 1.** No pit lane refueling is permitted during races of 60 minutes or shorter.
- 2.** For races in the 2023 season there will not be any refueling permitted in the pit lane during a race.
- 3.** For night races at QR in 2023 and beyond it is not permitted to fit auxiliary lighting as mentioned in the 2023 Specification for Automobiles Group 3E, Section 11.1, due to the serious issues experienced at the 2020 night races.

## APPENDIX 3

### NSW Production Touring Car Championship 2023

#### Attachment A - Guidelines for interpretation of the MSE boost data

This document is to provide a guide to the data interpretation for teams reviewing the logged MSE Boost monitor data.

#### NOTE:

This guideline does not override the Regulations and is provided so that each team can assess their MSE data in accordance with the methods applied by the Eligibility Officer in determining if the boost pressure is in accordance with the applied maximum boost pressure for each vehicle.

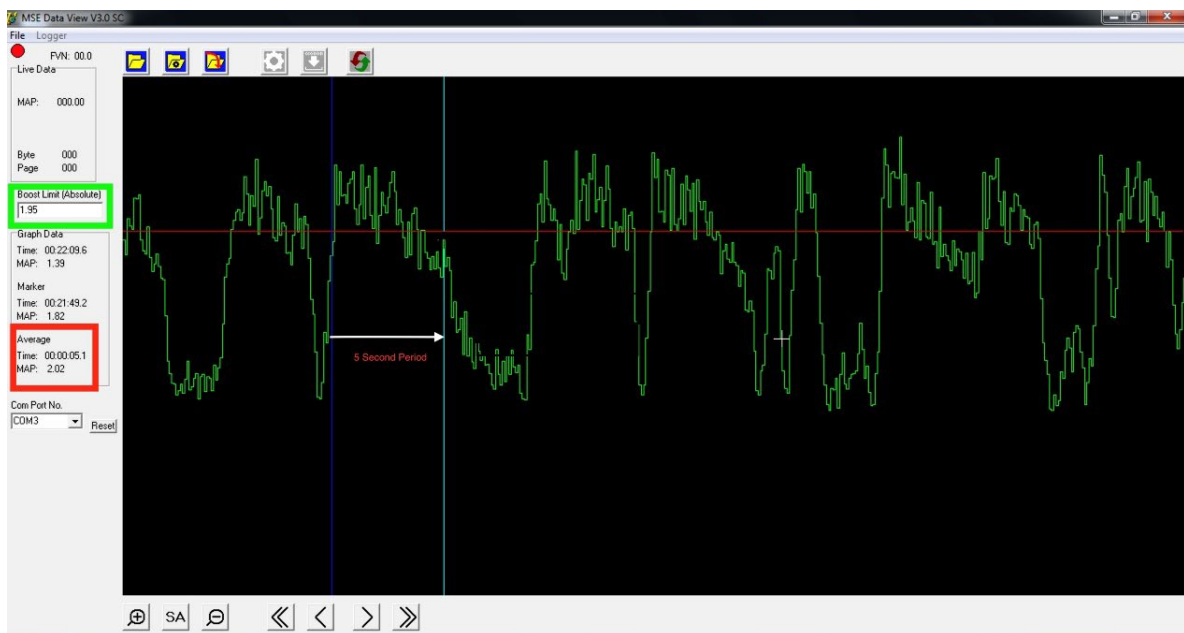
APPENDIX H1, xii,

- e) *If any Automobile's Boost Monitor is found by the Chief Scrutineer or Eligibility Officer to have recorded no data, corrupted data, incomplete data, uninterpretable data or manifold boost pressure (determined as described in Attachment A) over the maximum allowable for that Automobile during a qualifying session or the race, the following actions will be taken:*
- 1. 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 three (3) warnings, none of which may be for consecutive sessions (qualifying or race) may be issued 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.*
  - 2. 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, request from the Stewards that the Competitor be disqualified 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 accordance with their qualifying times. Any points earned in that session will be forfeited.*
  - 3. Further penalties may be imposed by the Stewards.*

## Data Interpretation:

- 1) Data will be interpreted over a five (5) second period of ON boost data.
- 2) The five (5) second period will be taken from a post throttle application spike to the completion of the boost cycle.
- 3) The data will be averaged over this five (5) second period using the average determined by the MSE unit/software.
- 4) An interpretation tolerance of +0.03 BAR will be used to cover any interpretation variance over the average figure.

## Example:



The above shows an average over 5 seconds of MAP: 2.02. The Boost Limit (Absolute) is 1.95.

With the addition of the interpretation tolerance of +0.03 BAR this reading would be determined as being over the permitted boost limit.

**APPENDIX 4**

**RESERVED**

## **APPENDIX 5**

**QPC Code of Conduct (Infringements And Penalties)**

**Refer to Racers Code of Conduct Document**