Competition Regulations
2025 Queensland Production Car Championship

Version 1

Contents

Contents

1. **CATEGORY ORGANISERS** 3
2. **ELIGIBILITY** 3
3. **CLASS DEFINITION** 7
4. **REGISTRATION** 8
5. **RACES** 8
6. **QUALIFYING** 9
7. **GRID POSITIONS** 9
8. **STARTING PROCEDURE** 10
9. **COMPULSORY PIT STOPS (CPS)** 10
10. **POINTSCORE** 11
11. **AWARDS** 13
12. **SPONSORS** 13
13. **COMPETITION NUMBERS** 13
14. **COMPULSORY VEHICLE SIGNAGE** 14
15. **TECHNICAL INFRINGEMENTS** 14
16. **CONTACT OR DANGEROUS DRIVING BETWEEN COMPETITORS** 15
17. **CERTIFICATES OF RECOGNITION** 15

APPENDIX 1 16

APPENDIX 2 17

APPENDIX 3 17

APPENDIX 4 20

APPENDIX 5 21

1. CATEGORY ORGANISERS

- The Organisers of the Championship shall be Queensland Production Cars Inc., herein referred to as the "Organisers".

- The Organisers' web site is www.qldproductioncars.com.au.

2. ELIGIBILITY

- The objective for the 2025 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 Circuit License, an AASA Competitor License or a RACERS National Race License as appropriate, and, whose cars comply with the specifications for Production Cars as defined in 2025 MA Group 3E regulations section 2 (Eligibility).

  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.

- 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).

- The onus of proof of car eligibility rests with the individual competitor at all times.

- MA Bulletins/Directives, Group 3E Rules, MA Group 3E recognition documents 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.

- 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.

- 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.

- The Technical Committee for the 2025 Championship shall be Garry Hawgood and Tony Vaughan. These people will individually be known as Eligibility Officers and/or Technical Officers depending on the role they are performing.

- 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.

- 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.

- Tyres
  - Tyre choice is governed under the stipulations of the current MA Production Car Tyre list.
  - Medium or Hard compound tyres only may be fitted.
  - The same brand and model of tyre must be fitted on all four wheels.
  - 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.
  - 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.

- Forced Induction Cars
  - 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 No MSE units manufactured prior to January 2012 will be permitted.
  - 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 2025 Class Structure & Automobile Eligibility List document will be used.
  - 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.
  - 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.
  - 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.
  - 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.
  - The Chief Scrutineer or Eligibility Officer shall be the sole arbiters regarding 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.
  - 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.
  - 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.

- Engine Seals: Not being implemented by QPC for the foreseeable future.

- 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.

- 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

- The Driving Standards Observer (DSO) shall be nominated prior to the commencement of each round of the 2025 Championship season.

- 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 cars must have an SD Card, labelled with car number, for each session ie: Qualifying, Race 1 and Race 2 equals 3 cards. 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.

- 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.

3. CLASS DEFINITION

For the Championship the following classes shall apply:

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

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.

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.

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 National 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 2025 MA 3E document.

The 2025 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.

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

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.

4. REGISTRATION

- 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.

- The registration fee for 2025 Individual Drivers shall be $275.00, Co-Drivers $175 and non-competing members $150 and includes annual membership of Queensland Production Cars Inc.

5. RACES

The 2025 QPC Championship series shall consist of six (6) rounds to be held at a combination of the following tracks:

- Morgan Park Raceway
- Queensland Raceway
- Lakeside Raceway

Rounds

- Round 1 March 7th – 9th , Queensland Raceway, Sprint
- Round 2 June 6th – 8th , Morgan Park, Enduro
- Round 3 July 26th, Lakeside, Sprint
- Round 4 September 5th – 7th, Morgan Park, Sprint
- Round 5 October 17th – 19th, Queensland Raceway, Enduro
- Round 6 November 7th – 9th , Queensland Raceway, Enduro

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

- 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.
- 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

Unless otherwise advised by QPC, qualifying for sprint rounds shall consist of one session of approximately 15 minutes.

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.

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

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.

Enduro Races

- 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. For successive races grid positions shall be in accordance with finishing positions in the preceding race, subject to the application of any penalties.

- 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.

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.

8. STARTING PROCEDURE

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.

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.

Rolling Starts

- Safety car will do 60km/h until turn 2 and then will increase to 80km/h.
- There is to be no dawdling out of pit lane.
- Stay within 5 car lengths of the car in front.
- Everyone must be in formation by turn 5/6.
- For race start cars must pass over grid boxes and no racing or increasing speed until lights are out.

9. COMPULSORY PIT STOPS (CPS)

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.

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.

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.

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.

Refuelling is not permitted during the CPS.

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. Should a Safety Car be deployed during the CPS Window with the CPS Window closing during the Safety Car Period, any vehicle which has not yet completed a CPS must follow the Safety Car into pit lane at the conclusion of the Safety Car Period to complete their CPS.

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.

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. Windscreen can be cleaned during the 60 second CPS.

The penalty for someone who completes a pit stop but does not comply with full CPS regs would be a drive-through (or equivalent time penalty being 30 seconds) and anyone who fails to complete a pit stop at all will be disqualified. Therefore, if the safety car was out until the end of the race and someone hasn't completed a CPS, then its DSQ.

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

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 Rounds.

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: 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.

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																

A driver can score points in different vehicles at different meetings during the year. Points will be awarded according to Section 10 for the class in which the competing vehicle falls.

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.

The Overall Drivers Championship will be awarded to the driver who accumulates the most points over 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.

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.

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.

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

Awards for 1st, 2nd and 3rd in the MA State Production Car Championship will be presented at the MA Queensland Presentation dinner for 2025. 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.

Promoters are requested to present trophies for 1st, 2nd and 3rd based on outright placings for each meeting.

The Organisers will, in addition to those trophies provided by the promoters, provide trophies at each meeting for 1st, 2nd and 3rd in all classes during the season where numbers permit.

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

12. SPONSORS

The naming sponsor of this Championship is **Caboolture Mazda**.

Associate Sponsors:

- Levitt Motorsport
- Tyres & More Hemmant
- MRPS Automotive
- Corona Cabinets
- LME Care Services
- ZedTec Engineering
- OEM Site Service
- BOSS Surveillance

13. COMPETITION NUMBERS

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.

The number 2 shall be reserved for the sole use of the winner of the previous year's Club Overall Drivers Champion.

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.

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.

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.

Front and rear fluorescent numbers no less than 150mm in height are to be displayed in accordance with the 2025 car signage guide.

Classing letters are to be displayed in accordance with the 2025 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

Drivers must display the following signage to be eligible for points in the Championship in accordance with the 2025 Car Signage Guide:

- Caboolture Mazda
- Levitt Motorsport
- Tyres & More Hemmant
- MRPS Automotive
- Corona Cabinets
- LME Care Services
- ZedTec Engineering

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.

Each car must display the yellow QPC Technical Scrutineering label.

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.

It is not permitted to compete in this Championship with road registration plates, or replicas, attached to the car.

15. 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.

16. CONTACT OR DANGEROUS DRIVING BETWEEN COMPETITORS

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.

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.

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.

17. CERTIFICATES OF RECOGNITION

All cars are to have a hard copy of a 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 2025 calendar year.

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.

All car makes and models which have raced in QPC prior to 1/1/2025 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 2025 MA Specifications of Automobiles, 3rd 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.

APPENDIX 1

2025 Classing System for QLD Production Cars Championship

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.

CLASS	MAXIMUM CLASS FACTOR
X	<11.75.
A1	16
A2	18
B1	21
B2	24
C	29
D	48.75
E	>48.75

APPENDIX 2

Supplementary Regs for Enduro and Night Races

1. No pit lane refuelling is permitted during races of 60 minutes or shorter.
2. For races in the 2025 season there will not be any refuelling permitted in the pit lane during a race.
3. For night races at QR in 2024 and beyond it is not permitted to fit auxiliary lighting as mentioned in the 2024 Specification for Automobiles Group 3E, Section 11.1, due to the serious issues experienced at the 2020 night races.

APPENDIX 3

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:

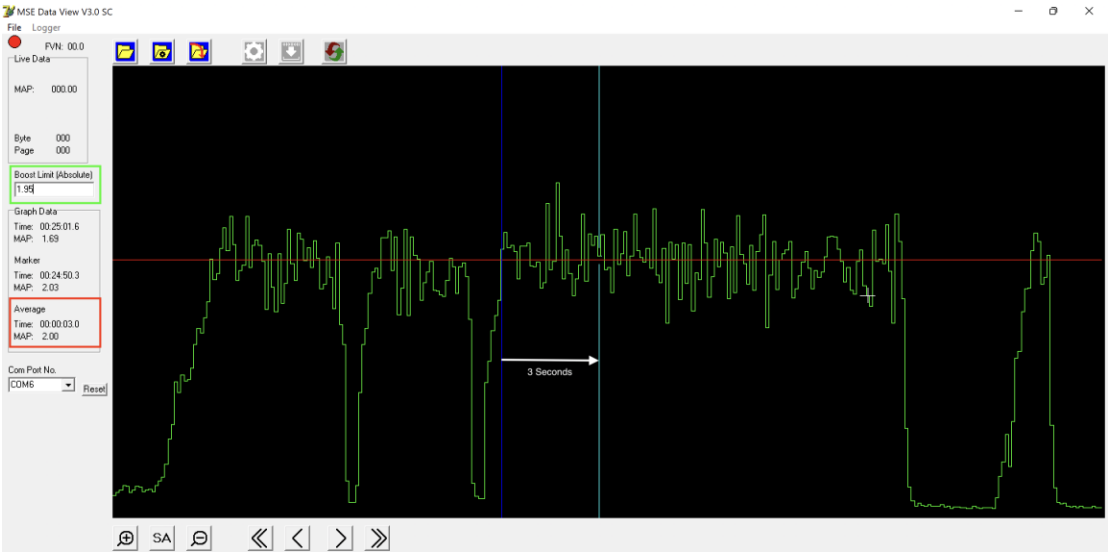
1. Data will be interpreted over a three (3) second period

2. The three (3) second period will be taken from any point in the data in which the manifold pressure exceeds 1 Bar of absolute pressure.

3. The data will be averaged over this three (3) 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.

5. The average manifold pressure found using the method described above, must not exceed the vehicles Maximum Absolute Manifold Pressure more than 3 times in any single session (e.g., a qualifying session or a race).

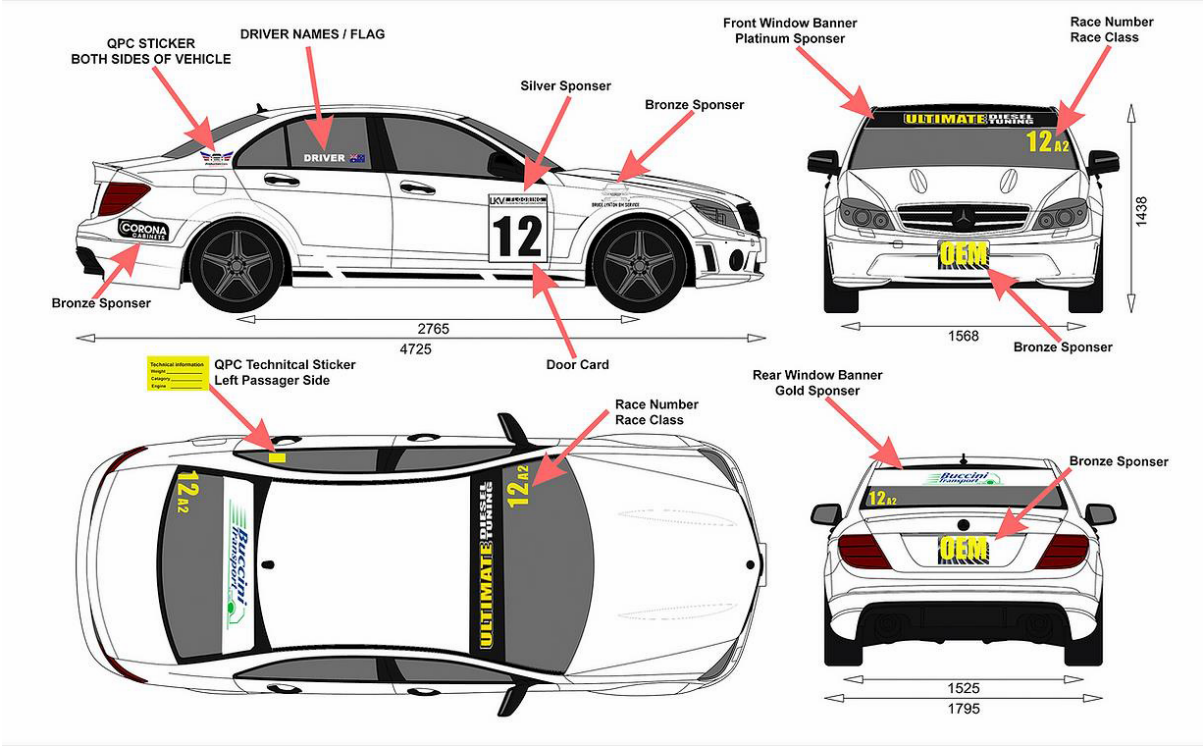


The above shows an average over 3 seconds of MAP: 2.00 The Boost Limit (Absolute) is 1.95.

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

Automobile Marking



APPENDIX 5

2025 List of Eligible Automobiles

CLASS X - Ultimate Performance					
Make	**Model**	**Designation**	**Recognition Document No**	**Maximum Manifold Boost Pressure (bar)**	**Minimum Racing Weight (kg)**
Alfa Romeo	Giulia Quadrifoglio	952		TBA	1543
Audi	RS3	8V		TBA	1534
AUDI	TT RS Plus	FV MY18		TBA	1448
BMW	M2 Coupe	F87 LCI Competition	3-21-013B	1.55	1496
BMW	M3	F80, F80 LCI Competition	3-18-011B	1.79	1478
BMW	M4	F82	3-17-002B	1.79	1473
BMW	M3	G80 Manual		TBA	1602
BMW	M4	G82 Manual		TBA	1598
BMW	M2 Coupe	G87	3-24-005A	TBA	1602
Holden	HSV GTS	VF MY14	3-14-006B	0.92	1750

CLASS A1 - Extreme Performance Forced Induction					
Make	**Model**	**Designation**	**Recognition Document No**	**Maximum Manifold Pressure (bar)**	**Minimum Racing Weight (kg)**
Audi	TT RS Plus	8J	3-21-002	1.25	1448
BMW	1M	E82	3-12-003	0.95	1462
BMW	M2	F87 N55	3-24-003A	1.1	1460
BMW	M135i	F20	3-14-004	1.95 (absolute)	1398
BMW	M140i	F20	3-23-001A	1.25	1418
BMW	M235i	F22		TBA	1423
BMW	M240i	F22	3-22-001	1.25	1438
BMW	M240i X-Drive	G42		TBA	1593
BMW	M340i X-Drive	G20		TBA	1723
BMW	M340i	F30	3-24-008A	TBA	1487
Ford	FPV F6	FG	3-10-009	0.91	1696
Ford	FPV GT-F	FG2	3-17-008	0.75	1748
Ford	XR6 Turbo Sprint	FGX		1.2	1651
Ford	XR8	FGX		TBA	1736
Ford	FPV F6 TYPOON	BF2		TBA	1672
Ford	FPV GT-P	FG	3-09-008	TBA	1754
Ford	FPV GT R-Spec	FG2	3-14-007	TBA	1710
Ford	Focus RS	LZ	3-17-007	1.85	1521
Mercedes- Benz	AMG A45(2016)	W176 MY16	3-17-004	1.8	1480
Mercedes- Benz	AMG A45	W176 MY13	3-16-004	1.8	1480
Mitsubishi	Lancer Evo X	RS	3-09-030	1.4	1486
Mitsubishi	Lancer Evo IX	RS, GSR	3-09-028	1.21	1450
Mitsubishi	Lancer Evo VIII	RS	3-09-029	1.21	1466

CLASS A1 - Extreme Performance Forced Induction					
Make	**Model**	**Designation**	**Recognition Document No**	**Maximum Manifold Pressure (bar)**	**Minimum Racing Weight (kg)**
Mitsubishi	Lancer Evo VII	RS		1.21	
Mitsubishi	Lancer Evo VI	6.5 TME		1.21	1330
Mitsubishi	Lancer Evo V	RS		1.02	1192
Subaru	Impreza WRX Sti	GK MY15	3-17-003	1.31	1470
Subaru	Impreza WRX Sti	G-3 MY10	3-09-037	1.31	1395
Toyota	Yaris GR	XPA1G		TBA	1290
Volkswagen	Golf R	Series 8		TBA	1497

CLASS A2 - Extreme Performance Naturally Aspirated					
Make	**Model**	**Designation**	**Recognition Document No**	**Maximum Manifold Pressure (bar)**	**Minimum Racing Weight (kg)**
Audi	RS4	B8		N/A	1718
Audi	S4	B7 V8		N/A	1579
Audi	S5	8T V8		N/A	1568
Ford	Mustang GT	FM	3-19-007B	N/A	1632
Ford	Mustang GT	FN	3-20-005B	N/A	1661
Ford	Mustang Mach 1	FN	3-21-011B	N/A	1681
Ford	Mustang Bullitt	FN	3-20-007	N/A	1661
Holden	HSV GTS	VY/VY2	3-09-018	N/A	1581
Holden	HSV GTS Coupe	V2		N/A	1565
Holden	HSV GTO Coupe, GTS Coupe	VZ	3-09-017NN	N/A	1560
Holden	HSV R8 Clubsport	VZ	3-18-008	N/A	1591
Holden	HSV R8 Clubsport	VF	3-18-021B	N/A	1644
Holden	HSV R8 Clubsport	VE/VE2	3-09-018NN	N/A	1707
Holden	HSV GTS	VE/VE2	3-11-007	N/A	1707
Holden	HSV GTS	VX	3-19-019	N/A	1590
Holden	SS, SSV Redline (6.2)	VF II	3-18-022	N/A	1675
HSV Chevrolet	Camaro	2SS	3-24-001A	N/A	1599
Lexus	RC RCF	USC10R	3-19-011	N/A	1741
Mercedes- Benz	C63	W204	3-18-009	N/A	1663

CLASS B1 - High Performance Forced Induction					
Make	**Model**	**Designation**	**Recognition Document No**	**Maximum Manifold Pressure (bar)**	**Minimum Racing Weight (kg)**
AUDI	S1	8X		TBA	1360
AUDI	TT	FV3		TBA	1390
Audi	TTS	FV3	3-21-004	1.3	1430
BMW	135i	E82	3-09-042B	0.80	1425
BMW	335i	E90, E92	3-09-004	0.80	1480
Ford	XR6 Turbo	BF, BF2	3-09-006	0.64	1646
Ford	Focus RS	LV		TBA	1455
Honda	Civic Type R	FK8	3-21-001	1.60	1390
Kia	Stinger 330 GT	CK		TBA	1715
Mitsubishi	Lancer Evo X MR	CJ AU TC-SST	3-24-009A	1.4	1486
Peugeot	308 Gti 270	T9	3-21-102	TBA	1178
Renault	Megane RS 275 Trophy R	X95		TBA	1247
Subaru	Impreza WRX Sti	GD	3-21-006	1.0	1437
Subaru	Impreza WRX	G-3 MY09	3-09-036	TBA	1370
Toyota	Corolla GR GTS	GZEA14R		TBA	1452
Volkswagen	Golf R	Series 7.5	3-19-008	1.5	1448
Volkswagen	Golf R	Series 7		TBA	1435

CLASS B2 - High Performance Naturally Aspirated					
Make	**Model**	**Designation**	**Recognition Document No**	**Maximum Manifold Pressure (bar)**	**Minimum Racing Weight (kg)**
BMW	M3	E46	3-18-007	N/A	1452
BMW	M3	E90, E92	3-18-016	N/A	1517
Ford	XR8	BF, BF2	3-9-007	N/A	1646
Ford	XR8	FG	3-9-009NN	N/A	
Ford	FPV GT, GT-P	BA, BA2	3-09-005	N/A	1687
Ford	FPV GT, GT-P	BF, BF2		N/A	1700
Holden	Commodore SS	VX		N/A	1542
Holden	HSV R8 Clubsport	VX		N/A	
Holden	Commodore SS, SV	VY		N/A	1565
Holden	Commodore SS, SV, SS-Z	VZ	3-09-014	N/A	1565
Holden	Commodore SSV-Redline	VE	3-19-002	N/A	1618
Holden	Commodore SSV-Z	VE	3-19-004	N/A	1659
Holden	Commodore SS, SSV Redline, SSV CL	VF (6.0)	3-17-006B	N/A	1626

CLASS C - Performance					
Make	**Model**	**Designation**	**Recognition Document No**	**Maximum Manifold Pressure (bar)**	**Minimum Racing Weight (kg)**
Alfa Romeo	Guilietta QV 1.8	Series 2	3-17-001	1.50	1299
Audi	TT	3.2 Quattro MY05		N/A	1410
BMW	M3	E36 3.2L	3-19-015	N/A	1448
BMW	M3	E36 3.0L	3-19-016	N/A	1448
BMW	330i	G20	3-24-002A	1.5	1433
Ford	Mustang Eco-Boost	FN		TBA	1612
Holden	Astra HSV VXR	AH	3-11-004	1.2	1333
Holden	Astra HSV VXR	PJ	3-20-001	1.50	1489
Hyundai	I30N	PDE	3-18-015	2.205 (absolute)	1408
Hyundai	I30N	2021		TBA	1440
Mazda	3 MPS	BL	3-11-002	1.10	1420
Mazda	3 MPS	BK 3A, 3B	3-09-025	1.10	1403
Mazda	6 MPS	6A	3-12-010	1.10	1534
Mini	Cooper S JCW	F56		TBA	1180
Mini	Cooper S JCW	R56	3-13-014B	1.5	1120
Mini	Cooper S	F56		TBA	1135
Renault	Megane RS 265	X95	3-14-005	1.55	1374
Renault	Megane RS 265 Trophy R	X95	3-21-003	1.55	1247
Renault	Clio RS200 Sport	X98	3-19-013	2.0	1176
Volkswagen	Scirocco R	Gen 3	3-19-005	1.20	1351
Volkswagen	Golf GTi	Gen 7	3-19-020	1.2	1337
Volkswagen	Golf GTi	Gen 7 My15 Manual	3-21-008	1.2	1313

CLASS C - Performance					
Make	**Model**	**Designation**	**Recognition Document No**	**Maximum Manifold Pressure (bar)**	**Minimum Racing Weight (kg)**
Volkswagen	Golf GTi Performance Pack	Gen 7	3-21-005	1.35	1377
Volkswagen	Golf R	Gen 6	3-19-001	1.20	1472
Volkswagen	Golf GTi TCR	Gen 7.5	3-21-007	1.5	1387
Volkswagen	Golf GTi 40 Year	Gen 7	3-22-006	1.45	1357

CLASS D - Production					
Make	**Model**	**Designation**	**Recognition Document No**	**Maximum Manifold Pressure (bar)**	**Minimum Racing Weight (kg)**
Arbarth	595	Series 4		TBA	1075
Alfa Romeo	Mito Sport	Series 1		TBA	1142
BMW	125i	E82	N3-22-001	N/A	1375
BMW	130i	E87	3-09-003	N/A	1355
BMW	120i	F20		TBA	1348
Ford	Fiesta ST	WZ	3-18-020	1.5	1172
Honda	Integra Type R	DC2	3-18-023	N/A	1087
Honda	Integra Type R	DC5	3-09-015	N/A	1160
Honda	Integra Type S	DC5	3-09-016	N/A	1230
Hyundai	Veloster SR Turbo	FS	3-24-007A	1.2	1277
Kia	Proceed GT	JD	3-17-005	1.2	1280
Mazda	RX-8 GT	FE Series 2	3-11-003	N/A	1377
Mazda	RX-8 Series 1	RX8A	3-19-010	N/A	1299
Mazda	6 Diesel	GJ	3-13-011	2.70 (absolute)	1471
Mini	Cooper S	R56	3-21-009	TBA	1120
Mini	Cooper S	R53	3-21-010	TBA	1110
Nissan	Pulsar SSS	N14	3-18-024	N/A	1141
Nissan	Pulsar	N15	3-18-010	N/A	1102
Renault	Clio Sport 197	X85	3-10-012	N/A	1221
Subaru	BRZ	Z-1	3-19-022	N/A	1255
Subaru	BRZ	2012-16	3-24-006A	N/A	1200
Subaru	BRZ (2.4)	ZD8		N/A	1246
Suzuki	Swift Sport	AZ		TBA	945
Suzuki	Swift Turbo	AZ	3-22-003	TBA	945

CLASS D - Production					
Make	**Model**	**Designation**	**Recognition Document No**	**Maximum Manifold Pressure (bar)**	**Minimum Racing Weight (kg)**
Toyota	Camry SX	GSV70R		N/A	1552
Toyota	Camry	XV20		N/A	1345
Toyota	Celica SX	ZR	3-09-038	N/A	1085
Toyota	86 GT	ZN SER	3-19-009	N/A	1179
Toyota	86 GTS	ZN SER	3-13-009	N/A	1198
Toyota	86 GT	ZN 2018	3-20-002	N/A	1218
Toyota	86 GTS	ZN 2018	3-20-003	N/A	1215
Toyota	GR 86	ZN8		N/A	1246
Volkswagen	Golf 110Tsi	Series 7.5		TBA	1241
Volkswagen	Golf GTi	GEN 5	3-19-023	1.0	1340
Volkswagen	Golf GTi	GEN 6		TBA	1360
Volkswagen	Polo GTi	AW	3-22-002	1.35	1303
Volkswagen	Polo GTi	AE		TBA	1326

CLASS E - Compact					
Make	**Model**	**Designation**	**Recognition Document No**	**Maximum Manifold Pressure (bar)**	**Minimum Racing Weight (kg)**
Audi	A1 30TFSI	GB		TBA	1235
BMW	118i	F40		TBA	1290
BMW	325i	E46		N/A	1400
BMW	325Ti	E46		N/A	1380
BMW	328Ci	E46		N/A	1412
Ford	Fiesta Sport	WZ		TBA	1106
Ford	Fiesta XR4	WQ	3-10-024	N/A	1067
Holden	Cruze CD	JG		TBA	1461
Honda	Accord Euro	CL9		N/A	1375
Honda	Civic VTi	11 Gen		TBA	1358
Honda	Jazz VTi	GF		N/A	1094
Hyundai	i30	PD V4		N/A	1327
Hyundai	Getz	TB	3-17-009	N/A	1077
Kia	Rio GT-Line	YB		TBA	1197
Mazda	2 GT	DL		N/A	1075
Mazda	2	DJ, DE		N/A	980
Mazda	3	3C		N/A	1240
Mazda	3 SP23	BK S1, S2	3-19-012	N/A	1227
Mazda	3 SP25	BL S1, S2	3-18-018B	N/A	1305
Mazda	3 SP G25	BP		N/A	1345
Proton	Satria GTi	BS	3-11-001	N/A	1163
Renault	Clio Formula	B98 Phase 2		TBA	1142
Suzuki	Swift Sport	FZ	3-19-006	N/A	1030
Suzuki	Swift Sport	EZ RS416	3-18-017	N/A	1067

CLASS E - Compact					
Make	**Model**	**Designation**	**Recognition Document No**	**Maximum Manifold Pressure (bar)**	**Minimum Racing Weight (kg)**
Toyota	Corolla SX	MZEA12R		N/A	1390
Toyota	Corolla Sportivo	ZZE123R	3-09-010	N/A	1163
Toyota	Echo	10 SER	3-09-039	N/A	884
Toyota	Yaris ZR	MXPA10R		N/A	1055
Toyota	Yaris YRX	NCP91R	3-10-011	N/A	1094
Volkswagen	Polo 85Tsi	AW		TBA	1154
Volkswagen	Polo 85Tsi	AE		TBA	1185
Volkswagen	Polo GTi	9N		1.00	1190
Volkswagen	Golf 110Tsi	Series 8		TBA	1290