

Production Cars Australia Championship



Sporting Regulations Overview



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Preamble

The Production Cars Australia Championship (PCAC) is recognised as a National Championship and will be conducted at various motor racing events conducted throughout Australia.

The primary aim of PCAC is to provide owners of production cars with a cost-effective, user-friendly environment in which to compete at a national level while ensuring the highest levels of safety and sporting integrity.

The intent is to allow each competitor entered in the PCAC to appropriately prepare a production based automobile for competition. The specific purpose of each of the freedoms that will be detailed in the regulations will be to provide for safe and cost effective competition by increasing serviceability and reducing maintenance costs whilst maintaining the inherent strengths or weaknesses of individual makes/models.

PCAC is exclusively for reasonably priced, 4- seater cars which have been sold new in Australia and are driven on our roads by everyday people.

These regulations will be written in “plain english”, exclusively for the conduct of the PCAC and must be interpreted in a way which is consistent with that of a “reasonable person”.

The intent of the regulations will be to allow each competitor entering the PCAC to appropriately modify and prepare a production based vehicle for competition in the Championship.

Current plans are that the PCAC will combine challenging motor racing with a friendly social environment that is competitor and family friendly, including a planned Saturday night barbecue for competitors, their family and crew, officials and fans alike.

Value for money competition for competitors, an enjoyable atmosphere for competitors and fans and inclusive technical and sporting regulations are to the hallmarks of the Production Cars Australia Championship.

The emphasis will be on class competition rather than the outright victory while technical regulations will be freed up with the allowance of ‘common sense’ modifications to allow for close, competitive and friendly racing. All cars will be required to run on R-Spec tyres with their choice of brand from the included list.

It is our position that the PCAC holds its own spot in the motorsport market and isn't designed to compete with other production car races on the calendar.

Driver Eligibility

To be eligible to compete in PCAC, each driver must be licenced by an Australian motor sport sanctioning body as appropriate.

Multiple Drivers

Each car may be driven by one or two drivers during each Round.

Driver/Competitor Media & Fan Activities

Drivers and/or competitors may be required to make themselves available, periodically, to the media and/or spectators while at the race track. Therefore, the drivers and teams will be asked to display exemplary and professional conduct at all times. Pit crew members should wear matching uniforms. Driving suits or professional, clean, presentable clothing is required for all personal appearances.

List of Eligible Cars / Classes

The makes/models that are detailed in the List of Eligible Cars below are eligible to compete in PCAC. If your car is not listed, don't hesitate to get in touch with series management to discuss having it included. Each car will compete against each other car listed in its class.

2020 Production Cars Australia Championship Sporting Regulations – Version #1 (November 2019)

Each make/model of car that is eligible to compete must be representative of the normal everyday cars that appear on Australian roads

Class A					
Make	Model	Designation	Make	Model	Designation
BMW	1M Coupe	E82	Holden	VE/VE2 – HSV	GTS
BMW	M135i Hatch	F20	Holden	VF – HSV	GTS*
Ford	BA Mk I/II – FPV	GT/GT-P/F6	Holden	VF 2	SS Redline
Ford	BF Mk I/II – FPV	GT/GT-P/F6	Kia	Stinger 3.3T	CK
Ford	FG Mk I/II – FPV	GT/GT-P/F6	Mercedes	A45 MY13	AMG
Ford	FG Mk II	GT-F	Mercedes	A45 MY16	AMG
Ford	FG Mk II	GT R-spec	Mitsubishi	Lancer Evo VIII	RS
Ford	FGX	XR6 Turbo Sprint	Mitsubishi	Lancer Evo IX	RS & GSR
Ford	Focus RS	LZ	Mitsubishi	Lancer Evo X	RS
Holden	VZ – HSV	R8 Clubsport	Subaru	Impreza WRX STi	G-1
Holden	VE/VE2 – HSV	R8 Clubsport	Subaru	Impreza WRX STi	G-2
Holden	VF – HSV	R8 Clubsport	Subaru	Impreza WRX STi	G-3
Holden	VY/VY2 – HSV	GTS	Subaru	Impreza WRX STi	G-4
Class B					
Make	Model	Designation	Make	Model	Designation
BMW	135i	E82	Ford	FG	XR8
BMW	335i	E90/E92	Ford	FGX	XR8
Ford	BA Mk I/II	XR6 Turbo	Holden	VY	SS/SV
Ford	BF Mk I/II	XR6 Turbo	Holden	VZ	SS/SV
Ford	FG	XR6 Turbo	Holden	VE	SSV Redline
Ford	BA Mk I/II	XR8	Honda	Civic	Type R
Ford	BF Mk I/II	XR8	Volkswagen	Golf R	Series 6

* Subject to the requirements of Maximum Boost being complied with.

Class C					
Make	Model	Designation	Make	Model	Designation
Alfa Romeo	Giulietta	QV	Mazda	3 MPS	3A/3B
BMW	130i	E87	Mazda	6 MPS	6A
BMW	228i	F22	Mini	Cooper S JCW	R53
Ford	Focus XR5	LT, LV & LVII	Renault	Megane	265 RS
Ford	Focus ST	LZ	Renault	Megane	265 Trophy R
Holden	Astra SRi Turbo	AH	Renault	Clio	RS200
Holden	Astra HSV VXR	AH	Volvo	C30	T5
Holden	Astra VXR	PJ	Volkswagen	Scirocco	R
Hyundai	I30N				



Class D					
Make	Model	Designation	Make	Model	Designation
BMW	328i	E36	Nissan	Pulsar SSS	N14
Eunos	30X		Nissan	Pulsar	N15
Ford	Fiesta ST	WZ	Renault	Clio	197
Ford	Fiesta XR4	WQ	Subaru	BRZ	Z-1
Honda	Integra	Type R DC2	Toyota	Celica	SX
Honda	Integra	Type R DC5	Toyota	Corolla	Sportivo
Honda		Type S DC5	Toyota	86 GT	ZN SER
Kia	Proceed	GT	Toyota	86 GTS	ZN SER
MINI	Cooper S JCW	R56			
Class E					
Make	Model	Designation	Make	Model	Designation
Alfa Romeo	Mito	1.4 Turbo	Suzuki	Swift Sport	RS416
Hyundai	Getz	TB	Suzuki	Swift GTi	AA345
Mazda	2	DE, DJ	Toyota	Corolla	Accent, Levin
Mazda	3 SP23	BK I & II	Toyota	Echo	10 SER
Mazda	3 SP 25	BL I & II	Toyota	Yaris	YRX
Proton	Satria GTi	BS	MINI	Cooper S	R50
Toyota 86					
For cars meeting the eligibility requirements of the Toyota 86 Racing Series					
Invitational Production Car					
For cars invited to compete which otherwise are not eligible for PCAC.					

Inclusion into the List of Eligible Cars

For a make/model to be considered for inclusion into the List of Eligible Cars above, it must comply with the following:

- It must be a closed car with a minimum seating capacity for four (4) adults.
- It must be available for purchase in Australia from a dealer appointed by the Manufacturer.
- It must have achieved certification through the Road Vehicle Certification System (RVCS) by the OEM or their appointed agent in Australia.
- It must have a maximum total price of AUD\$150,000.00, which is made up of the Manufacturer Suggested Retail Price (MSRP) as detailed on www.redbook.com.au, plus the cost of any Manufacturer options which must be available for purchase by a member of the public from a dealer in Australia at retail price (RRP).

- Applications for a make/model to be considered for inclusion into the list of Eligible Cars may be made to the organisers via a form that will be available when the Sporting and Technical Regulations are issued.

S3 Calendar

The PCAC Championship will be contested over five (5) Rounds as detailed below:

Round	Date	Circuit	Race Formats
1	3-5 April	Morgan Park Raceway	2 x Sprint 1HR Enduro
2	17-19 July	Winton Motor Raceway	2 x Sprint 1HR Enduro
3	7-9 August	Queensland Raceway	2 x Sprint 1HR Enduro
4	25-27 September	Sydney Motorsport Park	2 x Sprint 1HR Enduro
5	13-15 November	Wakefield Park Raceway	2 x Sprint 2hr Enduro*

*Enduro split by 15 min break for re-fuel

Start Procedure

Each race will have a standing start with cars being released from pit lane to complete a formation lap and form up on the grid.

Once all cars have formed up on the grid, the 5 second signal will be given, followed by the start signal. Any car that causes any undue delay during the formation lap may be the subject of a penalty.

Wheels & Tyres

Each wheel is free, provided:

- Wheel arches sizes are not increased i.e. no changes or additions to the bodywork.
- Tyres do not protrude past the external bodywork as viewed from above (no extended guards).
- Different cars have different tyre requirements, so the choice of tyre is free but the number of tyres used for practice, qualifying and racing will be limited to one (1) set.

Approved Tyre List

Manufacturer	Tyre
Achilles	123S
Bridgestone	RE 540S, RE55
Continental	Conti Competition C1, Conti Force Contact ZR 19 (front and rear variants)
DMAC	DMT-RC
Dunlop	Formula R (D83J, D84J, D93J, D01J, DZ02G, DZ03G), Formula 901, Formula W10, SP Super Sport Race
Federal	595 RSR, 595 RSR-R, FZ201, FZ202 R Spec
Hoosier	Street TD, Hoosier T.D.R., Speedster, D.O.T. Radial H20, Tarmac Rally
Hankook	Ventus TDZ221, RS-3

Kumho	Ecsta V700, V70A
Michelin	Pilot Sport Cup, TB15
MRF	ZTD2, ZTW2, ZST, ZTR, ZTTc
Nankang	AR1
Ohtsu	Falken Azenis, Azenis RT215
Pirelli	P Zero C, P Zero Corsa
Silverstone	FTZ Sport Type RR, S575, S585
Toyo	Proxes RA-1, Proxes R888, Trampion R881
Yokohama	A021R, A032R, A038R, A039R, A048R, A050

Fuel

Each car must only use fuel, as supplied by the organiser, for the duration of each Round.

Data Logging

Each turbocharged / supercharged car will be required to be fitted with a data logger to monitor the inlet manifold pressure. It must remain functional and record the inlet manifold pressure for the duration of each Round.

Telemetry

The use of telemetry in any form will not be permitted.

Timing Transponder

Each car must be fitted with a functioning Dorian Data 1 timing transponder prior to entering the track for any session or race during the Championship.

Racing Weight

Each car must comply with the Racing Weight as specified in its recognition documents at all times during each round. The method of determination will be detailed in the Technical Regulations when they are published. The methods used will be the same if not similar to those currently employed elsewhere.

Permitted Modifications

Each car must remain unmodified in respect of the standard production make/model as supplied by the original vehicle manufacturer, except for the freedoms permitted by the Regulations to be issued. Modifications and/or tuning practices will be limited to only those which will be designated in the Regulations..

In addition to the above, the only work which may be carried out on the automobile is that necessary for normal servicing, or for the replacement of worn or damaged parts by standard parts.

The use of carbon fibre, carbon/Kevlar® composites, ceramic materials or titanium alloys, will not be permitted unless such component/material are fitted/used as a standard part by the manufacturer, or its use is otherwise specifically permitted in the Regulations.

In all circumstances the primary function of any component, even if all or part of its design is free, is the overriding factor in determining its compliance with the Regulations. Any secondary function/s that are not specifically permitted by the Regulations will not be permitted.

The bodywork must cover all mechanical components when seen from above or from the side. Bodywork must be contiguous. Bodywork, joints and/or seams must not be taped or covered. Seam welding is permitted provided no metal is added.

Non-Genuine Parts

The use of non-genuine parts is permitted for all fasteners, belts, gaskets, seals, flexible hoses, liquid carrying pipes, mechanical cables, bearings, clamps, spark plugs, spark plug leads, filters, batteries, battery cables, globes and LEDs, fuses and electro mechanical relays and windscreen glass provided the non-genuine parts are mechanically identical to the standard part and that no modifications are required to facilitate the fitment of the non-genuine part.

Charge Air Cooler/Intercooler

Original charge air coolers may be replaced provided the car's original appearance is maintained and the charge air cooler fits in the original location, with no modification to the car structure or body work.

Exhaust System

The exhaust system of normally aspirated (NA) cars will be free downstream of the final junction of the exhaust manifold.

