



# 2010 Australian Commodore Cup Series Sporting Regulations



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# 2010 Australian Commodore Cup Series

## Sporting Regulations

### S1 TITLE and JURISDICTION

#### S1.1 Title

This Series shall only be known as and referred to as the “2010 Australian Commodore Cup Series.”

#### S1.2 Authority / Jurisdiction

- (a) All events in the 2010 Australian Commodore Cup Series (Series) will be conducted under the provisions of the International Sporting Code of the Federation Internationale de l'Automobile (FIA); the National Competition Rules (NCR) and Race Meeting Standing Regulations (RMSR) of the Confederation of Australian Motor Sport Ltd (CAMS); the Sporting and Technical Regulations issued for this Series by CAMS and Commercial Arrangements issued for this Series by the Category Manager (as posted on the CAMS website); Supplementary and Further Regulations issued by a Promoter at each round; Bulletins issued by the Stewards of the meeting any Driver Briefing Notes issued by the Clerk of the Course at a meeting.
- (b) This Series has been sanctioned by CAMS as a National Series.
- (c) The Commodore Cup Group Pty Ltd has been appointed as the Category Manager (CM) by CAMS for this Series.

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### S2 ADMINISTRATION

#### S2.1 Personnel

The following personnel have been appointed to the Series by CAMS and/or the CM and have the authority to administer the various aspects of these regulations as detailed in the RMSR.

- (a) Technical Commissioner (TC) Lawrie Griffin
- (b) Category Administrator (CA) Glen Holdsworth

### S3 COMPETITOR ELIGIBILITY

To be eligible to compete in the Series, each Competitor must hold a current CAMS Competitor's Licence and be a party to a current agreement with the CM.

### S4 AUTOMOBILE ELIGIBILITY

Only automobiles that comply with the provisions of the 2010 CAMS Manual of Motor Sport – Race – 3<sup>rd</sup> Category – TOURING CARS – Group 3D: Commodore Cup (VB-VH) or (VR-VS) Technical Regulations and are registered with the CM are eligible to compete in the Series.

#### S4.1 Replacement Automobiles

Following the commencement of the first qualifying session of each round of the Series, any automobile that has been entered to compete at that round may not be replaced with another automobile.

### S5 DRIVER ELIGIBILITY

To be eligible to compete in the Series, each Driver must hold a current CAMS Provisional Circuit Licence or higher and must be a member of the Commodore Cup Sporting Club.

In addition to the above, to be eligible to compete in any round of the Series conducted at Mt Panorama, Bathurst, a Driver must hold a current CAMS National Circuit Licence or higher.

#### S5.1 Substitute Drivers

Prior to the commencement of the first qualifying session at each round of the Series, a Competitor may nominate a substitute driver who may be permitted to compete in the remainder of the meeting subject to the approval of the Stewards of the Meeting and the CM.

## S6 SERIES ROUNDS / REGISTRATION

The Series will be conducted over six (6) Rounds as detailed in the Series Calendar below. Each race conducted as a part of the Series will count in determining the final results.

Each Competitor participating in all or part of the Series must register their entry with the CM and to pay the relevant registration fee.

## S7 SERIES CALENDAR

The Series will be conducted over the following rounds:

Round	Date	Venue	Round Format	No. of Drivers
1	6-7 March	Wakefield Park	3 x 20 minute races	1
2	1-2 May	Phillip Island	3 x 20 minute races	1
3	29-30 May	Mallala	2 x 30 minute races	1
4	25-27 June	Winton	2 x 45 minutes races	2
5	17-18 July	Eastern Creek	3 x 20 minute races	1
6	23-24 October	Sandown	3 x 20 minute races	1

## S8 ROUND FORMAT

The number, length and format of track sessions will ultimately be negotiated between the CM and the event promoter prior to a round of the Series and will be advised in the relevant Supplementary / Further Regulations issued for a meeting. Generally, the format for each round of the Series will be as follows:

### S8.1 Round Format – 3 x 20 Minute Races

- Practice - One (1) – 20 minute Practice session.
- Qualifying - Two (2) – 20 minute qualifying sessions.
- Races - Three (3) – 20 minute races (approximately) expressed as a number of laps.

### S8.2 Round Format – 2 x 30 Minute Races

- Practice - One (1) – 20 minute Practice session.
- Qualifying - Two (2) – 20 minute qualifying sessions.
- Races - Two (2) – 30 minute races (approximately) expressed as a number of laps including one (1) Compulsory Pit Stop (CPS) to change wheels/tyres.

### S8.3 Round Format – 2 x 40 Minute Races

- Practice - Two (2) – 20 minute practice sessions (each driver must participate in one (1) practice session only).
- Qualifying - Two (2) – 20 minute qualifying sessions (each driver must participate in one (1) qualifying session only).
- Races - Two (2) – 40 minute races (approximately) expressed as a number of laps including one (1) CPS to change drivers and one (1) CPS to change wheels/tyres.

### S8.4 Variations to Timetable

The timetable may be varied at any time due to exceptional circumstances only with the prior approval of the Stewards of the Meeting.

## S9 GRID DETERMINATION

### S9.1 Grid Determination - Round 1

The grid for each race will be determined as follows:

**Race 1:** The grid for race 1 will be determined as detailed in the RMSR – Progressive Grid.

**Race 2:** The grid for race 2 will be determined as detailed in the RMSR – Progressive Grid .

**Race 3:** The grid for race 3 will be determined by the fastest lap time recorded by each driver in race no. 2 with the driver achieving the fastest lap time being positioned in grid no.1, the next fastest in grid no. 2 and so on throughout the entire field. Should more than one driver record the same fastest lap time in race no.2, grid positions for those drivers will be ordered as per fastest lap times recorded for each driver in qualifying.

### **S9.1 Grid Determination - Rounds 2 & 5**

The grid for each race will be determined as follows:

**Race 1:** The grid for race 1 will be determined as detailed in the RMSR – Progressive Grid.

**Race 2:** The grid for race 2 will be determined as detailed in the RMSR – Progressive Grid except that the top ten (10) finishing positions from race 1 will be reversed (i.e. the winner from race 1 will start from grid position 10, and so on).

**Race 3:** The grid for race 3 will be determined by the aggregate Series points scored by each driver in races 1 & 2. Should more than one driver be on the same number of points such drivers will be placed in order of qualifying times.

### **S9.2 Grid Determination - Round 3**

**Race 1:** The grid for race 1 will be determined as detailed in the RMSR – Progressive Grid.

**Race 2:** The grid for race 2 will be determined as detailed in the RMSR – Progressive Grid

**Race 3:** The grid for race 3 will be determined by the aggregate Series points scored by each driver in races 1 & 2. Should more than one driver be on the same number of points such drivers will be placed in order of qualifying times.

### **S9.3 Grid Determination - Round 4**

The grid for race 1 will be determined as detailed in the RMSR – Progressive Grid except that the best qualifying time of both drivers competing in each automobile will be added together and the grid positions will be determined using this combined qualifying time for each automobile.

The grid for race 2 will be determined as detailed in the RMSR – Progressive Grid.

### **S9.4 Grid Determination - Round 6**

The grid for race 1 will be determined as follows:

The grid positions from 11 onwards will be determined from the final results of qualifying session 1, with the 11<sup>th</sup> fastest driver being placed in grid position 11, the 12<sup>th</sup> fastest driver being placed in grid position 12 and so on.

Grid positions 1 - 10 will be determined from the final results of qualifying session 2 which will be conducted as a "top 10 Shootout". The fastest driver from the top 10 Shootout will be placed in grid position 1, the 2<sup>nd</sup> fastest driver will be placed in grid position 2 and so on.

If for any reason a driver cannot be allocated a grid position by following the procedure detailed above, the grid position for that driver will be allocated by the Stewards of the Meeting.

The grid for races 2 and 3 will be determined as detailed in the RMSR – Progressive Grid.

## **S10 DRIVER RESTRICTION – ROUND 4**

A minimum of one (1) driver entered to drive each automobile during Round 4 of the Series must not have previously competed or participated in any Round of the Series.

## **S11 START PROCEDURE**

The start procedure for each race will be as detailed in the RMSR – Non-Championship Standing Start (1 Minute).

## **S12 AWARDS and POINTSCORE**

### **S12.1 Prizes and Trophies**

Prizes, trophies and awards will be as determined by the CM and will be advised to all Competitors.

## S12.2 Series Pointscore

(a) Points shall be awarded to drivers for each race in the Series as follows:

3 Race Format				2 Race Format			
Finishing position	Points	Finishing position	Points	Finishing position	Points	Finishing position	Points
1 <sup>st</sup>	50	21 <sup>st</sup>	20	1 <sup>st</sup>	75	21 <sup>st</sup>	30
2 <sup>nd</sup>	45	22 <sup>nd</sup>	19	2 <sup>nd</sup>	68	22 <sup>nd</sup>	29
3 <sup>rd</sup>	41	23 <sup>rd</sup>	18	3 <sup>rd</sup>	62	23 <sup>rd</sup>	27
4 <sup>th</sup>	38	24 <sup>th</sup>	17	4 <sup>th</sup>	57	24 <sup>th</sup>	26
5 <sup>th</sup>	36	25 <sup>th</sup>	16	5 <sup>th</sup>	54	25 <sup>th</sup>	24
6 <sup>th</sup>	35	26 <sup>th</sup>	15	6 <sup>th</sup>	53	26 <sup>th</sup>	23
7 <sup>th</sup>	34	27 <sup>th</sup>	14	7 <sup>th</sup>	51	27 <sup>th</sup>	21
8 <sup>th</sup>	33	28 <sup>th</sup>	13	8 <sup>th</sup>	50	28 <sup>th</sup>	20
9 <sup>th</sup>	32	29 <sup>th</sup>	12	9 <sup>th</sup>	48	29 <sup>th</sup>	18
10 <sup>th</sup>	31	30 <sup>th</sup>	11	10 <sup>th</sup>	47	30 <sup>th</sup>	17
11 <sup>th</sup>	30	31 <sup>st</sup>	10	11 <sup>th</sup>	45	31 <sup>st</sup>	15
12 <sup>th</sup>	29	32 <sup>nd</sup>	9	12 <sup>th</sup>	44	32 <sup>nd</sup>	14
13 <sup>th</sup>	28	33 <sup>rd</sup>	8	13 <sup>th</sup>	42	33 <sup>rd</sup>	12
14 <sup>th</sup>	27	34 <sup>th</sup>	7	14 <sup>th</sup>	41	34 <sup>th</sup>	11
15 <sup>th</sup>	26	35 <sup>th</sup>	6	15 <sup>th</sup>	39	35 <sup>th</sup>	9
16 <sup>th</sup>	25	36 <sup>th</sup>	5	16 <sup>th</sup>	38	36 <sup>th</sup>	8
17 <sup>th</sup>	24	37 <sup>th</sup>	4	17 <sup>th</sup>	36	37 <sup>th</sup>	6
18 <sup>th</sup>	23	38 <sup>th</sup>	3	18 <sup>th</sup>	35	38 <sup>th</sup>	5
19 <sup>th</sup>	22	39 <sup>th</sup>	2	19 <sup>th</sup>	33	39 <sup>th</sup>	3
20 <sup>th</sup>	21	40 <sup>th</sup>	1	20 <sup>th</sup>	32	40 <sup>th</sup>	2

- (b) Points will only be awarded to each driver registered for the Series and classified in the final results of each race.
- (c) Each non-finisher will be awarded ten (10) less points than that which would have been awarded if they had finished the race in the same position relative to all other competitors. If this reduction in the number of points awarded results in a points total of zero or less, no points will be awarded.
- (d) One (1) point shall be awarded to the driver/s that compete in the automobile that starts race 1 from pole position at each round of the Series.
- (e) The results for each round of the Series will be determined by the number of points scored by each driver at that round. In the event of a tie at the end of any round of the Series, the final positions for that round will be determined by comparing the results of each of the tied drivers in the final race of that round. The higher place in the round results will be awarded to the higher placed finisher in the final race.
- (f) The driver gaining the highest points total over the six (6) rounds shall be declared the winner of the Series.

In the event of a tie at the end of the Series, final positions will be determined by comparing the race results achieved by each tied driver, with the driver with the highest number of first places being awarded the higher Series position. If at this stage a tie still exists, it will be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied driver until all positions have been determined.

## S13 EVENT OPERATIONS

### S13.1 Series Registration and Entry

The Series will operate under the CAMS Series Registration and Entry Process. Series Registration and Entry Forms will be available from the CM with document checking being conducted by the CM prior to the first official track session at each round of the Series.

### S13.2 Driver Briefings

Each must attend the compulsory Drivers' briefing. The time and location of this briefing will be detailed in the Supplementary or Further Regulations for the meeting. The attendance sheet must be signed by the Driver to confirm attendance. Other compulsory briefings may be convened as required and will be advised to all Competitors accordingly.

### **S13.3 Impound/Parc Ferme**

- (a) Each automobile, including those remaining in pit lane, must proceed directly to the designated impound/Parc Ferme area via the most direct route (or as directed by Race Officials) at the conclusion of qualifying, without returning to pit or paddock areas and without interference from any third party (other than an Official of the Meeting).
- (b) Each automobile completing each race must proceed directly to the designated impound/Parc Ferme area (or as directed by Race Officials) at the conclusion of the race, without returning to pit or paddock areas and without interference from any third party (other than an Official of the Meeting).
- (c) Automobiles may not be removed from impound/Parc Ferme except with the express permission of the TC or the Chief Scrutineer.

### **S13.4 Qualifying**

During qualifying, automobiles may not return to the paddock area without the express permission of the TC. If an automobile exits pit lane to the paddock during qualifying it will not be permitted to re-join that session.

### **S13.5 Pit Lane**

All Pit Crew members are required to sign a Pit Lane Indemnity Form prior to the first track session and to display identification as and if required by the meeting organiser.

### **S13.6 Removal of Automobiles from the Circuit**

Following the commencement of the first qualifying session, it is not permitted to remove any automobile from the circuit (prior to the release of all automobiles from the impound/Parc Ferme established following the final race of that round of the Series) without the prior express written approval of the TC.

### **S12.7 Practice Starts**

Practice starts are only permitted at the pit lane exit or at the start of any formation (green flag) lap.

## **S14 TYRES**

### **S14.1 Tyre Regulations**

- (a) Each automobile must only be fitted with Dunlop Formula R DO1J – 225/50 R16 tyres as supplied by Dunlop Motorsport at all times during a meeting. With the exception of wear resulting from normal usage, all tyres must remain unmodified.
- (b) A maximum of 6 (six) tyres will be marked for each automobile by the TC at each round of the Championship and these marked tyres are the only tyres permitted to be used on that automobile during any qualifying session or race at that round. A minimum of two (2) of these tyres must have been marked at a previous round of the Series and must have a tread depth equal to or less than 80% of the tread depth of an identical unused tyre when measured at the centre of the tyre tread excepting that at the first round at which any automobile participates in the Series the only requirement is that a tread depth equal to or less than 80% of the tread depth of an identical unused tyre when measured at the centre of the tyre tread will apply.
- (c) Within one (1) hour from the completion of the final practice session at each round of the Championship, each competitor must present all tyres for marking at the front of their respective garage/paddock bay.
- (d) Competitors are responsible for ensuring that all tyres are marked or re-marked as appropriate. If the tyres are not marked for any reason or the markings become illegible, the Competitor must notify the TC or his nominee immediately.
- (e) Competitors are permitted to replace one marked tyre per automobile, if the TC is satisfied that due to exceptional circumstances, the tyre in question can no longer be used. The TC shall ensure that the tyre to be replaced has been rendered unusable and that the replacement tyre is of the same specification and of similar wear to the tyre being replaced.
- (d) Should a competitor be permitted to replace a marked tyre, the automobile concerned must start the next race at that round of the Championship from the rear of the grid.
- (e) The use of any tyre heating, heat retention devices or chemical treatments is prohibited.
- (f) If qualifying and/or racing is scheduled on more than one (1) day at any round of the Championship, the TC may impound any tyres overnight at his sole discretion.

**Please note:** The TC is sole arbiter with regard to the interpretation and application of these tyre regulations and any decision made by the TC in this regard will not be the subject of any protest or appeal.

## S15 FUEL

For the duration of any meeting, Competitors must only fuel that complies with the definition of Pump Fuel as defined in the CAMS Manual of Motor Sport.

**Please note:** With the exception of ambient atmospheric air and the specified control fuel, no other substance may be added to the intake charge of the engine.

## S16 AUTOMOBILE MARKINGS

### S16.1 Automobile Markings and Series identification

In addition to the requirements detailed below, each automobile must comply with Appendix K of the CAMS Manual of Motor Sport.

Each automobile must display the following sponsor decals, which must remain as supplied by the CM throughout each round of the Series as detailed below:

- A "<SPONSOR NAME>" (TBA) front windscreen band.
- A "<SPONSOR NAME>" (TBA) rear windscreen band.
- A "Dunlop" decal on each side of the car
- A "<SPONSOR NAME>" (TBA) above the number panel on each front door.
- A "CAMS" decal adjacent to the number panel on each front door.

### S16.2 Competition Numbers

The allocation of a competition number for each automobile is solely the responsibility of the CA, which will maintain a register of all competition numbers allocated to, or reserved for, any automobile.

## S17 IN-CAR CAMERAS

In-car cameras are permitted, subject to their installation being approved by the Chief scrutineer.

## S18 TESTING RESTRICTIONS

Any automobile and/or driver associated with the Series is not permitted to drive on any circuit that is hosting a round of the Series, in any automobile entered in the Series after midnight on the Sunday preceding the commencement of the relevant round of the Series unless authorised in writing by the CM. The CM will be the sole arbiter as to whether an automobile or driver is associated with the Championship.

## S20 FINAL DRIVE RATIOS

Each automobile must only the final drive ratios as stated in the table below at each round of the Series:

Circuit	Final Drive Ratio
Wakefield Park	3.7 or 3.73
Philip Island	3.45
Winton	3.7 or 3.73
Eastern Creek	3.7 or 3.73
Mallala	3.7 or 3.73
Sandown	3.7 or 3.73

## S21 ENGINE SEALING

Each automobile must only participate in any round of the Series using an engine that has been inspected and sealed by an engine sealer approved by the CM. A list of the approved engine sealers and a detailed engine sealing procedure is available from the CM upon request.