# 2024 MOTORSPORT AUSTRALIA
# SOUTH AUSTRALIAN PROTOTYPE CHAMPIONSHIP

## J .1 Introduction

The Motorsport Australia South Australian Prototype Championship for 2024 allows Prototype and Sports Racer type cars (two-seat and single-seat enclosed body) to race in the 2024 South Australian Championship.

In the interest of increasing competition, the category is progressively being opened to accommodate other Group 2C and 2PCN type cars already in the country that can further complement recent category development. This includes catering for currently available manufacturers' cars, potentially suitable overseas categories which can provide viable sources for cars, as well as encouraging and supporting locally built cars into the category.

## J .2 Eligibility

The Prototype championship is open to competitors in Prototype sports cars as listed in Table 1, Attachment A and complying with paragraphs J2 (i) through to J2 (viii),

**i.** Group 2C Prototype (open) as defined by MOTORSPORT AUSTRALIA Manual of Motorsport 2023 (or any other cars complying fully with the Prototype 2C {open} Regulations) and any subsequent bulletins issued by MOTORSPORT AUSTRALIA.

**ii.** Group 2A cars which, except for engine capacity or type, would otherwise comply with Group 2C specifications and meet any of the following engine criteria:

a. Motorcycle type engined vehicles up to 3.0 litres and limited to 10,500 rpm including the Radical SR8
b. Production car engined vehicles limited to 2 litres and 8750rpm including and adhering to FIA CN 2litre cars.

c. Production car engine vehicles limited to <2000 forced induction including FIA CN, with a minimum weight of 625kgs
d. Radical SR10 as delivered by manufacturer (425 BHP and 725kg weight) with no aftermarket or modified ECU.

**iii.** Centre mounted single seater enclosed body cars as described in category description 6SR of the 2023 MOTORSPORT AUSTRALIA Manual of Motor Sport (or any other cars complying with the 6SR category description) and any subsequent bulletins issued by MOTORSPORT AUSTRALIA. Additional freedoms nil minimum weight, nil rpm engine limits, internals free.

**iv.** Clubman style cars specifically 2A or 2B Type 2 (limited production)

**v.** Cars issued with a MOTORSPORT AUSTRALIA 2PCN logbook containing a 4 or 6 cylinder engine and as standard manufacturer specification by the manufacturer with no aftermarket or modified ECU.

**vi.** Invitational cars may be permitted by the event organiser subject to suitability and performance relative to the cars listed in paragraphs J2 (i) to J2 (v) and as per Attachment A.

**vii.** In the interests of promoting fair competition the category organizers reserve the right to impose Balance of Performance (BoP) measures on an eligible vehicle in order to equalise the performance of that vehicle with other eligible vehicles of the same class. These measures may be imposed by the category organizers at any time during the season in consultation with the owner of the eligible vehicle. However, the category organisers will have sole discretion on the BoP measure applied to that vehicle as per Attachment A.

**viii.** Traction control and Drag Reduction Devices. The use of electronically programmable launch control or traction control and Drag Reduction Devices are not permitted.

**ix.** Tyres - only four race tyres are permitted to be used for any one round of the championship. Tyres may be marked by the eligibility officer or his delegate prior to qualifying. These tyres must be used throughout the event unless a replacement is approved for safety reasons. Wets are free from this restriction.

**x.** The category organizers reserve the right to have a qualified technical representative from another category to utilize their ECU or engine capacity checking equipment to randomly select cars and check the ECU data or engine

capacity of any car competing on the day and in conjunction with the requirements of para (xi) below.

**xi.** Any eligibility inspections shall be conducted by the chief scrutineer in accordance with any provisions of the MOTORSPORT AUSTRALIA Manual. A Prototype technical adviser may assist. The chief eligibility officer for the Championship shall be: (TBA) or delegates appointed by him to assist in his task.

**xii.** Access to any data logged must be provided to the Category Manager, Driving Standards Adviser, Chief Eligibility Officer, or their nominee, at any time upon request. If the data cannot be viewed than the driver will receive a minimum penalty of 5 competition points, through to a maximum penalty of exclusion from the race result.

## J.3 Class Definition

There will be three classes for the championship as follows. Capacity rev limits (Classes 1-3) are as specified in the 2C Prototype Regulations and the 6SR Category Description, and as per para J2 (ii) above.

**(i) Class One**

Class 2A Prototype style cars complying with J2 (ii) above, and cars with 2PCN MOTORSPORT AUSTRALIA logbooks complying with J2 (v) with a total engine capacity exceeding 2 litres.

**(i) Class Two**

2C cars as per the 2023 MOTORSPORT AUSTRALIA Manual of Motorsport Technical Regulation, and cars with 2PCN MOTORSPORT AUSTRALIA logbooks complying with J2 (v) with a total engine capacity less than 2 litres.

**(ii) Class Three**

6SR cars as per the 2023 MOTORSPORT AUSTRALIA Manual of Motorsport Technical Regulations.

## J.4 Championship Registration

(i) Drivers must be a member of a MOTORSPORT AUSTRALIA-affiliated car club to score points in the Championship.

**J.5 Category Organisers**

(i) The Category Manager of the Championship will be Adam Brook, who will nominate further personnel to assist where necessary. The eligibility officer will be TBA.

(ii) The Driver Standards Observer of the championship will be TBA

**J.6 State Championship Annual Awards and Points Score**

(i) EACH ROUND

There will be three trophies awarded in each round of the championship The trophy winners will be the top three drivers who accrued the most points throughout the race weekend. In the event of a tie, the driver with the highest overall finishing position will take precedence.

(ii) STATE CHAMPIONSHIP ANNUAL AWARDS

There will be four rounds in the Championship.

| | |
|---|---|
| Round 1 – Shell V-Power Motorsport Park (International) | *March 2, 3* |
| Round 2 – Shell V-Power Motorsport Park (International) | *May 4, 5* |
| Round 3 – Mallala Motorsport Park | *August 3,4* |
| Round 4 – Shell V-Power Motorsport Park (GT) | *November 23, 24* |

(iii) POINTSCORE

The points awarded in each class shall be as follows: -

**Fastest qualifier in each class 1 point.**

**Then as per table below which is dependent on number of drivers commencing qualifying in each class.**

| Finishing position In Class | Points – four cars or more in class | Points- three cars in class | Points – two cars or less in class |
|---|---|---|---|
| 1st | 15 | 12 | 10 |
| 2nd | 14 | 11 | 9 |
| 3rd | 13 | 10 | |
| 4th | 12 | | |
| 5th | 11 | | |
| 6th | 10 | | |
| 7th | 9 | | |
| 8th | 8 | | |
| 9th | 7 | | |
| 10th | 6 | | |
| 11th | 5 | | |
| 12th | 4 | | |
| 13th or lower | 3 | | |

"Driver" is defined as a driver who grids up for a qualifying session for the meeting.

A competitor may only score points in any one vehicle at any one event. That vehicle must have qualified for that event so that a competitor may be able to score points. A competitor may change vehicles after qualifying, race 1 or race 2, but no points will be earned.

Points gained in each round will be carried forward until the end of the season.

There will be an annual trophy for each of the three class winners, plus an overall trophy for the category champion, being the overall highest points earned based on total point scored for the season, regardless of class. (In the event of a tie, the champion is the highest point's earner in the final round, based on outright finishing positions. If there is still a tie the champion will be the one who finished ahead in the last race of the last round. If there is still a tie, then the champion is the highest points earner in the second to last round and if still a tie then the one who finished ahead in the second last round and so on.) Refer Article 7 of Motorsport Australia Championship and Series Policy.

## J.7 Race formats

(i) There will be one qualifying session and at least three sprint races. The format for the races is as follows.

Race 1: Rolling start with grid order based on qualifying.
Race 2: Rolling start – Progressive Grid from previous race.
Race 3: Rolling start – Progressive Grid from previous race.
Race 4: Rolling start – Progressive Grid from previous race.

(ii) Races will be rolling start as listed above; however, at the discretion of the Category Manager and with the agreement of all drivers, changes are permissible on occasions. Due notice will be given by inclusion in the Supplementary regulations or Further Supplementary Regulations.

(iii) Clubman cars will start behind Class 1 and 2 cars in all races with a grid gap of 2 rows.

## J.8 Competition Numbers

(i) The number 1 shall be reserved for the sole use of the outright winner of the previous year's championship.

(ii) Competitors/drivers may request and reserve a competition number from the organiser, which will be allocated for their use at each round of the championship.

(iii) A driver registered for the SA Championship shall have precedence over a non-registered driver having the same race number. If there is still a clash the driver who competed in the Prototype Championship in the previous season will have preference or, if that doesn't apply, then first application received will be successful.

## J.9 Sponsors

(i) Vehicles shall carry any decals in a clearly visible location as nominated by The Organisers for the championship, championship sponsors and class designation

(ii) Failure to comply with J.9.(i) shall render the driver ineligible for points at any rounds where the decals are not carried and/or clearly visible.

## 1.0 Eligible Prototype Cars

Table 1 details the makes and models of Prototypes racing cars that are eligible to compete in official South Australian Prototype Championship events.

The cars in Table 1 generally comply with requirements for Group 2A, Group 2C, Group 2PCN, and Group 6SR, cars as defined by Motorsport Australia.

For a car not mentioned in Table 1 to be included in Table 1, application must be made to the Category Manager.

The Category Manager reserves the right to accept or reject any application for the inclusion of a car into Table 1.

Table 1 is subject to change at any time.

## 2.0 Requirements for Turbocharged and Supercharged (Forced Induction) Cars

### 2.1 Required Data Logger

For all official SA Prototype Championship competition, all cars with forced induction engines must be fitted with an MSE BM2012 pressure monitoring data logger, as manufactured by;

Motor Sport Electronics
22 Deep Pool Way
MT ANNAN NSW 2567
Phone: (02) 4648 0030. Mobile: 0402 102 553
Email: sales@msedata.com.au
Website: www.msedata.com.au

MSE BM2012 data loggers must be manufactured on/after 1 January 2012 for use in any official SA Prototype events.

### 2.2 Manifold Pressure and Data Analysis

For cars with forced induction engines, the maximum nominal inlet manifold pressures for each make/model of car is as indicated in Table 1.

The maximum inlet manifold pressures indicated in Table 1 are considered nominal due to all the variables involved with recording data in non-controlled conditions, such as at a race event.

Accordingly, the method of analysing data to arrive at a final determination is provided below.

Data obtained from a competitor's MSE data logger will be openly available.

### 2.3 Inlet Manifold Pressure Data Analysis

- Data will be analyses over a five second period of full throttle, such as occurs down a straightaway.
- The five second period will be taken starting from a throttle application peak.
- Data will be averaged over this five second period as determined by the MSE data logger software.
- A tolerance of +0.00BAR/-0.03BAR (+0.00psi/-0.44psi) will be applied to the averaged manifold pressure value. For example, if the 5 second averaged inlet manifold pressure as determined by the MBE data logger is 2.02 BAR, and the maximum nominal allowable inlet manifold pressure for that car is 1.95 BAR, then the allowance of -0.03BAR/+0.00BAR tolerance to the averaged inlet manifold pressure will result in 1.99BAR, and therefore, the 2.02BAR averaged value is in excess of the allowable limit.

### 2.4 Installation of the MSE Data Logger

The MSE data logger must be installed in the engine bay of the car in accordance with the manufacturer's requirements and must be easily visible and safely accessible by the Chief Scrutineer of the event.

The MSE data logger must remain fully operational to record the inlet manifold pressure of the car for the duration of all official practice sessions, qualifying sessions, and races.

The hose from the MBE data logger to the inlet manifold is to be either visible or be able to be felt along its complete length.

No means of adjusting the maximum inlet manifold pressure, either automatically, or manually by the driver, or remotely, is permitted.

### 2.5 Guidelines for Analysis of the Inlet Manifold Pressure Data.

#### 2.5.1 Maximum Boost Less than 5% Above the Allowable Limit

If it was found that the recorded maximum inlet manifold pressure was less than 5% above the maximum nominal inlet manifold pressure allowable for that car, the Chief Scrutineer may issue an official warning, in writing, to the competitor.

Any one competitor will receive no more than three official warnings in one Championship year.

If a competitor has already received three official warnings in one Championship year, then on the next occasion that the recorded inlet manifold pressure exceeds the nominal allowable, it will be recommended that the competitor in question be disqualified from that session.

No points will be awarded to a competitor who has subsequently been disqualified.

#### 2.5.2 Maximum Boost More than 5% Above the Allowable Limit

If it was found that the recorded maximum inlet manifold pressure was more than 5% above the maximum nominal inlet manifold pressure allowable for that car, then it will be recommended that the competitor in question be disqualified from that session.

If more than one competitor has been disqualified from the one session, then those competitors will be positioned at the rear of the field in accordance with their qualifying times for that event, ie, the car with the faster qualifying time will be positioned ahead of the car with the next faster qualifying time, etc.

No points will be awarded to a competitor who has subsequently been disqualified.

#### 2.5.3 MSE Data Logger Not Present or Not Operational

If it was found that the MSE data logger was either;

- not present,
- not recording any data,
- provided data that was corrupted,
- provided data that was incomplete,
- provided data that was not interpretable,

then it will be recommended that the competitor in question be disqualified from that session.

If more than one car has been disqualified from a qualifying session or a race, then it will be recommended that for the next race, those cars will be positioned at the rear of the field in accordance with their qualifying times for that event, i.e., the car with the faster qualifying time will be positioned ahead of the car with the next faster qualifying time, etc.

No points will be awarded to a competitor who has subsequently been disqualified.

#### 2.5.4 Penalties

Penalties other than those recommended in 2.5.1 and 2.5.2 and 2.5.3 may be imposed by the Stewards, who could apply stringent penalties subject to due process.

### 2.6 Scrutineering

The Chief Scrutineer of the event has the right to obtain data from the MSE data logger at any time during an official event.

The Chief Scrutineer is responsible for the determination of compliance of each car with the nominal maximum inlet manifold pressures listed in Table 1, or with any additional directives from Motorsport Australia

The Chief Scrutineer may direct that a competitor's MSE data logger be replaced with one provided by the Prototypes Race Car Club of Australia at any time.

The competitor is required to comply with the Chief Scrutineer's directives at any time during an official event.

The Chief Scrutineer is Judge of Fact.

## TABLE 1 – ELIGIBLE CARS

| CAR ELIGIBILITY | | | | | | | | | SCRUTINEERABLE ITEMS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Car Make | Model | Engine | Nominal Capacity (cc) | Rated Power (hp) | Rated Power (kW) | Rated Car Weight (Kg) | Rated (KW/Kg) | Class | Nominal Maximum Turbo/SC Boost (BAR/kPa/psi) | Maximum RPM Limit | Car and Driver Racing Weight Minimum (Kg) |
| ADR | MCE | Suzuki Hyabausa | 1500 | 220 | 165 | 620 | 0.27 | 1 | NA | 10500 | |
| Chiron | LMP3 | Honda K20 | 2000 | 275 | 206.25 | 580 | 0.36 | 2 | NA | 10500 | |
| Juno | CN08 | Honda K20 | 2000 | 275 | 206.25 | 570 | 0.36 | 2 | NA | 10500 | |
| Juno | CN15 | Ford Zetec | 2000 | 300 | 225 | 580 | 0.39 | 2 | NA | NA | |
| Lincspeed | Sports Racer | Suzuki GSXR | 1000 | 205 | 153.75 | 450 | 0.34 | 2 | NA | NA | |
| Norma | M20FC | Honda K20 | 2000 | 275 | 206.25 | 570 | 0.36 | 2 | NA | NA | |
| Norma | M20FC | Synergy | 3000 | 400 | 300 | 625 | 0.48 | 2 | NA | 10500 | |
| Nova Proto | NP01 CN | Honda K20 | 2000 | 275 | 206.25 | 570 | 0.36 | 2 | NA | 10500 | |
| Nova Proto | NP01 CNT | Honda K20 | 2000 | 390 | 292.5 | 625 | 0.47 | 2 | TBA | NA | |
| Nova Proto | NP03 | Suzuki GSXR | 1000 | 220 | 165 | 380 | 0.43 | 2 | NA | 10500 | |
| Pilbeam | MP98 Virage | Honda K20 | 2000 | 275 | 206.25 | 570 | 0.36 | 2 | NA | 10500 | |
| PRB | S6 | Suzuki | 1340 | 220 | 165 | 620 | 0.27 | 1 | NA | 10500 | |
| Radical | SR3 | Powertec | 1500 | 220 | 165 | 620 | 0.27 | 1 | NA | 10500 | |
| Radical | SR8 | Powertec | 2700 | 431 | 323.25 | 725 | 0.45 | 2 | NA | 10500 | |
| Radical | SR8 | Powertec | 3300 | 450 | 337.5 | 725 | 0.47 | 2 | NA | 10500 | |
| Radical | SR10 | Ford Ecoboost | 2300 T | 425 | 318.75 | 725 | 0.44 | 2 | TBA | NA | |
| Revolution | A-One 500SC | Ford V6 | 3700 SC | 500 | 375 | 870 | 0.43 | 2 | TBA | NA | |
| Speads | RS08 | Suzuki Hyabusa | 1340 | 205 | 153.75 | 450 | 0.34 | 2 | NA | NA | |
| Stohr | WF1 | Suzuki GSXR | 1000 | 205 | 153.75 | 400 | 0.38 | 2 | NA | NA | |
| Stohr | WF1 | BMW | 1000 | 220 | 165 | 400 | 0.41 | 2 | NA | NA | |
| West | WR1000 | Kawasaki ZX10 | 1000 | 205 | 153.75 | 400 | 0.38 | 2 | NA | NA | |
| West | WX10 | Kawasaki SX10 | 1350 | 220 | 153.75 | 410 | 0.38 | 2 | NA | NA | |
| West | LMP4 | BMW | 1000 | 250 | 153.75 | 375 | 0.41 | 2 | NA | NA | |
| Williams | Sports Racer | Suzuki Hyabusa | 1340 | 205 | 153.75 | 450 | 0.34 | 2 | NA | NA | |
| Wolf | Thunder | Aprilia | 1000 | 201 | 150.75 | 378 | 0.40 | 2 | NA | NA | |
| Wolf | Thunder | Aprilia | 1100 | 219 | 164.25 | 378 | 0.43 | 2 | NA | NA | |
| Wolf | Tornado GB08 | Honda K20 | 2000 | 280 | 210 | 550 | 0.38 | 2 | TBA | 10500 | |
| Wolf | Tornado S | Peugeot Sport | 1600 T | 400 | 300 | 550 | 0.55 | 2 | TBA | NA | |
| Wolf | Mistral | Peugeot Sport | 1600 T | 400 | 300 | 475 | 0.63 | 2 | TBA | NA | |

### GENERAL NOTES REGARDING TABLE 1

1 Rated power and rated car weight are as provided by the manufacturer, or as validated by SA Prototypes.

2 Race weight, RPM, and turbo boost, data will be downloaded in parc ferme by SA Prototype officials after any official session, as directed by the official scrutineers of the event.

3 RPM limits only apply to Group 6SR cars as per these regulations and the Motorsport Australia manual.

4 Manifold pressure limits only apply to turbocharged or supercharged cars.

5 All values in Table 1 can be amended at any time by SA Prototypes as information becomes available.