

TECHNICAL BULLETIN

Group 3D – Commodore Cup Technical Regulations VB-VH & VR-VS

REFERENCE:

CAMS Online Manual of Motor Sport, Race, Group 3D - Commodore Cup Technical Regulations (VB-VH) & (VR-VS).

http://www.camsmanual.com.au/02_race.asp#3rd

RATIONALE:

To address recommendations regarding the Group 3D - Commodore Cup Technical Regulations technical regulations.

ACTION:

GROUP 3D – COMMODORE CUP TECHNICAL REGULATIONS (VB-VH)

*Replace all references to “Commodore Racing Association of Australia Inc” and “Commodore Racing Association” with **“Commodore Cup Group Pty Ltd.”***

Amend Article 1.4 as follows:

“1.4 The minimum racing weight **shall be 1,325kg. Refer Definitions - Technical.** ~~at any time including the driver with helmet and wearing all apparel (eg, as at the end of a race or practice) shall be a minimum of 1,325kg as recorded on the scales at the circuit on the days of the meeting.~~”

Amend Article 2.3 as follows:

“2.3 ~~Roll~~ **Safety** cages shall comply with the requirements of Schedule J (refer “General Requirements for Cars and Drivers” in the CAMS Manual of Motor Sport). The use of alternate materials and designs through the process of CAMS ~~Homologation~~ **Safety Cage Certification** is permitted. The following additional requirements apply:

- (a) Welding shall be the only approved method of attaching the roll cage to the body shell.
- (b) No connections shall be made to the body shell outside the passenger compartment.”

Amend Article 2.5 as follows:

“2.5 Exterior appearance and dimensions shall be as originally manufactured **except where these regulations permit modification**. All lenses and lamps shall be of original type and appearance.”

Amend Article 3.2 as follows:

“3.2 All road springs (front and rear) shall be the controlled units as supplied by ~~quadrant suspension~~ **Quadrant Automotive Suspensions Australia** as follows...”

Amend Article 3.3 as follows:

“3.3 The front strut inserts and rear shock absorbers shall be the controlled units as supplied by ~~quadrant suspension~~ **Quadrant Automotive Suspensions Australia** as follows....”

GROUP 3D – COMMODORE CUP TECHNICAL REGULATIONS (VR-VS)

*Replace all references to “Commodore Racing Association of Australia Inc” and “Commodore Racing Association” with **Commodore Cup Group Pty Ltd.***

Amend Article 1.4 as follows:

“1.4 The **minimum** racing weight **shall be 1,345kg. Refer Definitions – Technical.** ~~at any time including the driver with helmet and wearing all apparel (eg. as at the end of a race or practice) shall be a minimum of 1,345kg as recorded on the scales at the circuit on the days of the meeting.~~

Amend Article 2.3 as follows:

“2.3 Roll cages shall comply with the requirements of Schedule J (refer “General Requirements for Cars and Drivers” in the CAMS Manual of Motor Sport of the CAMS Manual of Motor Sport). The use of alternate materials and designs through the process of CAMS Homologation **Safety Cage Certification** is permitted. The following additional requirements apply...”

Amend Article 2.5 as follows:

“2.5 Exterior appearance and dimensions shall be as originally manufactured **except where these regulations permit modification**. All lenses and lamps shall be of original type and appearance.”

Amend Article 2.13 as follows:

“2.13 The controlled front bumper bar and splitter shall be fitted with a flat timber undertray of at least 6mm thickness, and which may be reinforced to provide additional rigidity on its upper surface only. The rearmost edge of the undertray must be straight. The leading edge of the under-tray must locate in the ledge around the leading edge of the front splitter and must contact the ledge along its entire leading edge. No part of the undertray may extend beyond the perimeter of the controlled front bumper and splitter in plan view. It is permitted to cut a rectangular hole in the undertray provided that the opening is centred laterally, does not exceed 900mm in width and 300mm in depth, and does not extend more than 320mm forward of the rearmost edge of the under-tray.

Alternatively, the control front bumper Part No. CCGFB 02 as supplied by the Commodore Cup Group P/L may be used. Where bar part no. CCFB 02 is used it may not be modified in any way except for the drilling of holes in the outer face for mounting purposes only.

Amend Article 3.2 as follows:

“3.2 All road springs (front and rear) shall be the controlled units as supplied by **Quadrant Automotive Suspensions Australia** ~~quadrant suspension~~ as follows...”

Amend Article 3.3 as follows:

“3.3 The front strut inserts and rear shock absorbers shall be the controlled units as supplied by **Quadrant Automotive Suspensions Australia** ~~quadrant suspension~~ as follows...”

Amend Article 6.9 as follows:

“6.9 Crankshaft and connecting rods. The crankshaft shall be the standard Holden 253ci V8 crankshaft. It is permitted to heat-treat or chemically treat the crankshaft and all journals may be reduced in diameter by a maximum of 0.75mm. The connecting rods shall be original GMH 253/308 units (part number: 7435450), GMH VN/VS five litre units (part number: 92032405) or the controlled units supplied by SCAT® (part number: 230856272124). The gudgeon pin may be shortened and a circlip groove machined in either end of the gudgeon pin hole in the piston for the purpose of retaining the gudgeon pin. It is permitted to shot peen the connecting rods.

~~**Note:** It is anticipated that rods part number 7435450 will not be allowed after the conclusion of the 2009 season.~~

Connecting rod part no. 7435450 will not be permitted in any engine sealed after 30 October 2010 unless the engine is fitted with previously used pistons and crankshaft. The pistons and crankshaft must be identified by the approved engine sealer at the time of disassembly.

END