

## TECHNICAL BULLETIN

### GROUP 3J – IMPROVED PRODUCTION

### AMENDMENTS 1

#### REFERENCE:

*CAMS On Line Manual of Motorsport, Section 7 – Racing, 3<sup>rd</sup> Category – Touring Cars, Group 3J Improved Production Cars*

#### RATIONALE:

1. *To amend the list of Approved Models*
2. *To amend the wheel rim requirements*
3. *To amend the tyre requirements*
4. *To amend the rear wing regulations (Late Model)*
5. *To amend the gearbox regulations (Late Model)*

#### AUTHORITY:

*This amendment was approved by the Australian Motor Racing Commission at its meeting of 22 February 2007*

#### ACTION:

1. *Add the following vehicles to the list of Approved Models under Art 1.1 (iii)*

##### List of Approved Models

1. Mitsubishi Mirage Cyborg
  2. Nissan Silvia S 13 (turbo and naturally-aspirated)
  3. **Nissan Skyline R32 (GTS, GTS4, GTS-T, all either 2 door or 4 door body)**
  4. **Nissan Skyline R33 (GTS, GTS4, GTS-T, all either 2 door or 4 door body)**
  5. **Nissan Skyline R33 (GTR, 2 door)**
  6. **Nissan Skyline R34 (GTS, GTS4, GTS-T, all either 2 door or 4 door body)**
  7. **Nissan Skyline R34 (GTR, 2 door)**
2. *Amend the Article 11.1 as follows:*
    - 11.1 **Wheels:** Wheels are free. The maximum rim width on cars with engines with a cubic capacity up to 3000cc is 7"; on cars with engine cubic capacity in excess of 3000cc the maximum rim width is 8". **Other than for Late Model Automobiles, the maximum wheel diameter for an automobile fitted with a piston engine of 6 or more cylinders is 16"; and the maximum wheel diameter for automobiles fitted with any other type of engine is 15".**  
The spare wheel, jack and any associated brackets may be removed.

3. *Amend Article 11.2 (iii) as follows:*

11.2 Tyres: At the commencement of any race or practice session all tyres must:  
(iii) have a minimum aspect ratio of ~~60%~~ **50%**.


4. *Amend Article 18.3 (iii) as follows:*

18.3 A rear wing may be fitted, or replaced by one, complying with the following prescriptions. The wing, including mounting brackets and any end plates, must be a single, non-adjustable, rigid element, and any longitudinal cross section must be contained within a vertical ~~rectangle~~ **square** 200mm long by ~~150mm~~ **200mm** high at any point on its length. The maximum difference in vertical height of the wing from its lowest point to its highest, including mounts, is ~~150mm~~ **200mm**. It must be within the profile of the car when viewed from above and the rear, excluding any external mirrors (see diagram 4). In the case of a hatchback, the wing may be attached to any part of the hatch. In all other cases, the wing must be attached rearwards of the rear window. The method of attachment is free.

5. *Add a new Article 18.7 as follows:*

**18.7 The restrictions of Article 8.2 notwithstanding, if the model of automobile was manufactured as standard with a gearbox of more than 5 forward ratios, the replacement gearbox may have up to six forward ratios.**

Originated by:

  
Peter Lawrence  
Manager, Technical Services

Authorised by:

  
Peter Ryan  
Manager Motorsport Operations

Distribution:

Board of CAMS	CEO (e)	National Managers (e)	NCR Review Committee
AMSC	State Managers (e)	Eligibility Committee (e)	Australian Rally Commission
Australian Off Road Commission	AMSAC	Technical Committee (e)	Australian Motor Racing Commission
Murray Finlay (e)	Historic Commission	V8SCA	Chairman, National Stewards Ctee. (e)
Auto Action	Motorsport News	Motor Racing Australia	IPRAA – Paul Foster
Communication Coordinator	NCR Review Committee		