



# 2008 Australian GT Championship Sporting Regulations



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# 1 TITLE AND JURISDICTION

## 1.1 INTRODUCTION

- 1.1.1 The Australian GT Sportscar Group Pty Ltd has been recognised by CAMS as the Category Manager and Administrator for The Australian GT Championship for 2008.
- 1.1.2 The Australian GT Championship (AGTC) has been sanctioned by CAMS as an "Australian Championship" in accordance with NCR15 (i) (b).
- 1.1.3 The 2008 Championship will be known as "THE AUSTRALIAN GT CHAMPIONSHIP"

## 1.2 REGULATIONS IN FORCE

- 1.2.1 All Australian GT events will be conducted under the provisions of the International Sporting Code of the FIA ("the Code"); the 2008 CAMS Manual of Motor Sport ("CAMS Manual"); the Race Meeting Standing Regulations; these Sporting Regulations (as distributed by AGTSG; Supplementary and Further Regulations issued by a Promoter; all Supplements, Bulletins, Briefings and Amendments issued from time to time for Events that form part of these Regulations.
- 1.2.2 Porsche Drivers Challenge cars competing for the AGTC will be bound by these regulations and by the technical regulations of the PDC.
- 1.2.3 A word or phrase used in these Regulations (unless specifically defined or the context otherwise requires) will have the same meaning as that given to it in the CAMS Manual of Motor Sport.

# 2 ADMINISTRATION

## 2.1 CHAMPIONSHIP PERSONNEL

- 2.1.1 In addition to the officials identified by the CAMS Manual and any Supplementary and Further Regulations, AGTSG, with the agreement of CAMS, may appoint Category Representatives (officials) for the Championship who shall have the authority to monitor and enforce compliance with the documents set out in regulation 1.2 and to initiate disciplinary action, to whatever degree detailed below.
- 2.1.2 Without limitation, such officials will include persons to be titled:

### 1. **Category Manager (CM)**

The Category Manager's powers include a power to appoint and remove AGTSG Event Personnel but not those Officials appointed by CAMS or the Event Promoter, and the power to implement penalties in accordance with these present Regulations.

In any AGTC related matter brought before the CAMS Judicial System, the Clerk of Course and/or a representative of the AGTSG may attend and make any submission, including submissions as to an appropriate penalty.

### 2. **Category Administrator (CA)**

The Category Administrator is the appointed representative of the AGTSG and shall be empowered to administer the Championship and secure the performance of the AGTSG duties and exercise its rights and powers within the NCR and these Sporting Regulations.

### 3 **Technical Director (CTD)**

The Category Technical Director will co-ordinate any nominated Category Technical Data Analysts and liaise with the Category Technical Commissioner/s and Chief Scrutineer at each Event to ensure that all technical requirements under these present Regulations are complied with. The Category Technical Commissioner will be the final arbiter in all issues relating to data interpretation from the Data Loggers

### 4 **Category Technical Commissioner (CTC) (CAMS official appointed)**

The Category Technical Commissioner shall have and exercise all the rights and duties specified to him in accordance with the NCR 178 and these Sporting Regulations. The Category Technical Commissioner shall report to the Chief Scrutineer of the event in the event of a dispute between the Technical Commissioner and Chief Scrutineer regarding eligibility, the Technical Commissioner may approach the Clerk of Course and Stewards.

## 2.1.3 **Performance Review Committee**

The AGTSG will establish a Performance Review Committee. The Committee shall consist of the CM, the CTD and the CTC. The role of the Committee will be to:

- I. monitor the performance of all competing makes and models at each round of the Championship, both against each other make and model, and against the Performance Benchmark; and,

- II. Advise the AGTSG of the need for any performance adjustment on any or all competing models; and
- III. Develop appropriate technical solutions to create Performance Configuration Levels for each competing model

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## **3 AUTOMOBILE ELIGIBILITY**

### **3.1 HOMOLOGATION REQUIREMENTS**

- 3.1.1 Each competitor MUST submit a homologation document for their automobile
- 3.1.2 In all cases, when interpreting the following regulations, components on an automobile eligible to compete, must be original equipment supplied by the manufacturer unless otherwise specified in the relevant CAMS HOMOLOGATION DOCUMENTS (CHD). Where a FIA Homologation exists for an automobile, this will be recognised as the CHD together with any Sporting Variant (SV) required for Australian competition.
- 3.1.3 Only a competitor whose automobile complies with the CAMS Homologation Document specifications will be eligible.
- 3.1.4 Any aspect relating to the construction, modification and/or preparation of the automobile that is not specifically authorised in the present regulations and the associated CAMS Homologation Document is prohibited.
- 3.1.5 Each FIA GT3 specification automobile as per the eligibility list MUST run in accordance with the CAMS approved FIA homologation documentation for that automobile at all times.

Each other automobile must in be accordance with the 2008 AGTC Technical Regulations.

### **3.2 AUTOMOBILE ELIGIBILITY**

For closed production based sports cars as approved by the FIA for FIA GT3 competition and approved by CAMS – refer eligibility list (Appendix 1).

### **3.3 MARKINGS / SIGNAGE**

Refer to Appendix 3 for Signage requirements.

## **4 ELIGIBLE COMPETITORS**

### **4.1 DRIVERS AND/OR COMPETITORS**

Eligible Drivers for the Australian GT Championship must send their registrations to the Australian GT Sportscar Group P/L and possess a CAMS National Competition Licence or higher.

Eligible Drivers for the Porsche Drivers Challenge must send their registrations to the Australian GT Sportscar Group P/L and possess a CAMS Provisional Competition Licence or higher

Each Competitor must hold an appropriate CAMS Competitors licence (note that a CAMS National Competition licence serves as a Competitors licence. A separate competitor's licence is available to competitors who are not drivers).

To be eligible for the Championship and for other races run under the general regulations each driver and competitor must be a financial member of a CAMS affiliated car club within Australia.

### **4.2 PHOTOCOPY OF LICENCES & LOG BOOKS**

A photocopy of all current licences, page 9 of the automobile's CAMS Log Book and a photocopy of all CAMS car club membership cards must accompany the Registration Forms and fees.

### **4.3 SEEDED DRIVERS**

- 4.3.1 Seeded Drivers shall be those on the AGTC Seeded Driver List (SDL) available from AGTSG P/L. Each driver applying to compete in the Championship will be reviewed for seeding prior to competing and may be added to the SDL. Seeded Drivers will generally be required to compete at one lower performance classification level (PCL) than non seeded drivers. The seeded driver listing will be published in conjunction with the PAS for each round.
- 4.3.2 The AGTC Seeded Driver List is published by AGTSG P/L and approved by CAMS.
- 4.3.3 Anytime after the close of entries and the commencement of qualifying for each round of the Championship, driver seeding can be reviewed by the PRC and approved by CAMS.

#### **4.4 ENTRANT FEES**

- 4.4.1 Entrant fees are payable to the Australian GT Sportscar Group P/L. All fees and charges as invoiced by AGTSG include GST in the total. Invoices will be issued upon request only.
- 4.4.2 All payments are to be made preferably by credit card, any entries paid by cheque or EFT direct to AGTSG account will only be accepted if the funds are cleared by the entry close date. For EFT payments a receipt must be forwarded to AGTSG
- 4.4.3 Each entry and registration fee paid to AGTSG P/L is non-refundable after the close of entry date/time for that particular round.

#### **4.5 ALTERNATE DRIVERS**

- 4.5.1 Once a Round has commenced, the competitor may nominate an alternate driver who may be permitted to drive, only with the approval of AGTSG and the Stewards of the Meeting. The nomination MUST be in writing to both AGTSG and the Stewards of the Meeting who at their discretion may vary the PCL for the affected automobile for the relevant event, and must be signed by the competitor withdrawing original and nominated alternate driver.
- 4.5.2 In unofficial practice and media sessions an alternate driver is permitted subject to completing the required circuit & AGTSG P/L documentation
- 4.5.3 The nominated alternate driver will be eligible for points and/or trophies.

#### **4.6 EVENT REGISTRATION**

- 4.6.1 AGTSG will distribute the Regulations and Entry Forms to all potential competitors. Distribution will be by e-mail and "on-line" through the AGTC website.
- 4.6.2 Notwithstanding the Race Meeting Standing Regulations in the CAMS Manual, communication regarding any information detailed on the Entry Form, or relative to entry or withdrawal for any Event, must be in writing, e.g. e-mail or fax, directed in the first instance to AGTSG.
- 4.6.3 Each competitor must complete all Championship forms prior to the first round in which they intend to compete. The Championship forms will be available on the AGTC website.

#### **4.7 PASSES**

In consultation with Event Promoters, competitors will receive a minimum of 6 passes per automobile entered to enable selected team members access to authorised areas. Tender vehicle passes will vary at different events. The quantity of passes may vary at non Championship Events.

### **5 PARITY**

#### **5.1 PERFORMANCE ADJUSTMENTS**

The Event Performance Adjustment Sheet (PAS) will outline the various performance adjustments and Performance Classification Levels (PCL) required for each competing model permitted. Such adjustments will be implemented so as to take effect at the Round immediately following the review. Competitors will be advised no later than seven (7) days prior to each round via e-mail, the AGTSG transmission report being proof of advice. The seven day requirement may be varied by CAMS in exceptional circumstances.

#### **5.2 PERFORMANCE**

##### **5.2.1 Benchmark**

For each round of the championship a Benchmark Lap Time (BLT) will be published in the Performance Adjustment Sheet (PAS) for the circuit at which the round is held.

The BLT will be established by the Performance Review Committee (PRC) and will be published with the event Performance Adjustment Sheet for distribution to all competitors (See Article 4.3).

In any official practice, qualifying and race session where any one driver of a particular make and model records a lap time of 0.5% or more less than the BLT, any breach of that Performance Configuration Level (PCL) will incur an immediate adjustment as advised by the PRC to the next lowest PCL prior to the commencement of the next qualifying or race session.

## 5.2.2 PERFORMANCE ADJUSTMENT

- I. Each model of automobile entered in the AGTC will be reviewed by the PRC. At least five Performance Configuration Levels (PCL) will be specified in the PAS. Each PCL shall be based on a combination of Racing Weight, ride height, engine inlet restrictions, rev limits and such other criteria as CAMS may see fit. PCL 1 will be the highest performance configuration, with the remaining PCL's representing lower performance configurations.
- II. Competitors are responsible for having with them at all times all materials and tools necessary to comply with any PCL shown on the relevant PAS.
- III. The Performance Configuration Level in which the automobile must compete will be specified on the event Performance Adjustment Sheet, issued prior to each event for the series (see Art 4.3).

## 5.2.3 DRIVER SEEDING

- I. Seeded Drivers shall be those on the AGTC Seeded Driver List (SDL) available from AGTSG P/L. Each driver applying to compete in the Championship will be reviewed for seeding prior to competing and may be added to the SDL. Seeded Drivers will generally be required to compete at one lower performance PCL than non seeded drivers. The seeded driver listing will be published in conjunction with the PAS for each round
- II. The AGTC Seeded Driver List is published by AGTSG P/L and approved by CAMS.
- III. Anytime after the close of entries to the completion of the race meeting for any one round driver seeding can be reviewed by the PRC.
- IV. The criteria used to assess seeding is as follows: drivers results records, ability level and whether the driver is considered to be a professional.

## 5.3 WEIGHT

Any reference to weight in these regulations, the PAS, or any correspondence regarding this Championship means the weight of the automobile including the Driver.

### 5.3.1 Competition Weight

The Competition Weight is the combined total of the Specified Weight as per the appropriate PCL required by the event PAS, or as subsequently applied by the Stewards, plus any weight added as success ballast.

### 5.3.2 Success Ballast

A success ballast formula will apply for race positions 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>. Success ballast for Races 2 and 3 will be awarded on the basis of the finishing position of Races 1 and 2 respectively at each event. Success Ballast will not carry over to the next event. The amount of Success Ballast for each competing model is shown in the PAS.

### 5.3.3 Compliance

Each automobile must record a weight not less than the Competition Weight.

*Note: Fitment of all Ballast must be in accordance with Section 6 (General Requirements for Cars and Drivers) of the CAMS Manual. The Ballast may be sealed at the discretion of the CTC.*

## 6 CHAMPIONSHIP ROUNDS

### 6.1 CALENDAR

Round No.	Circuit	Date
	<b>A1 GP SYDNEY – Eastern Creek</b>	<b>February 1-3</b>
	<b>CLIPSAL 500 - Adelaide</b>	<b>February 21-24</b>
	<b>Melbourne Grand Prix – Albert Park</b>	<b>March 13-16</b>
	<b>Oran Park - NSW</b>	<b>April 26-27</b>
	<b>Phillip Island - VIC</b>	<b>Aug 9-10</b>

## **7 EVENT FORMAT**

### **7.1 PROGRAM OF EVENTS**

The number length and format of track sessions will ultimately be negotiated between the series manager, the category manager and the event promoter.

All parties should note that every endeavour should be made to comply with the category sporting regulations.

All parties should also note that the actual timetable may be varied by the Stewards due to unforeseen circumstances or Force Majeure.

Any Endurance events will be as per the event specific supplementary regulations to be read in conjunction with these Sporting Regulations.

### **7.2 PRACTICE**

A minimum of two x 20 minute Non-Qualifying (Timed) Practice sessions will be scheduled for each meeting. Where possible, there will be a minimum of two hours between the scheduled start of the 20-minute Non-Qualifying (Timed) Practice Session and Qualifying. A minimum of 1 hour practice and Qualifying per event is required.

### **7.3 QUALIFYING**

One 20-minute qualifying session will be scheduled for each meeting. Should any qualifying session be disrupted, the Organisers will endeavour to resume the session to achieve the Championship criteria.

### **7.4 WARM UP**

One 10-minute warm up session may be scheduled prior to the commencement of the days racing.

### **7.5 RACES**

Unless otherwise advised all races will count in determining the Outright Championship & Class Winners.

### **7.6 NUMBER OF RACES PER ROUND**

A minimum of 1 hour race time per round will be scheduled in 4 x 15 minute races, 3 x 20minute races, 2 x 30 minute races or 1 x 1 hour race as advised in the Supplementary Regulations for each round.

### **7.7 STARTING GRID DETERMINATION**

7.7.1 The grid for the first race will be based upon the results of the qualifying session.

7.7.2 The grid for the second race (when required) will be based upon the results of the first race.

7.7.3 The grid for the third race (when required) will be based upon the results of the second race.

7.7.4 Should a competitor not set a time in the qualifying session then, they may start the race in respect of which a qualifying time has not been set from the back of the grid subject to the approval of the Stewards of the Meeting.

7.7.5 In the event of there being an over subscription for the Round, grid positions for Race 1 & 2 will be determined by relevant qualifying times plus four as determined by the Clerk of Course. Track densities will not be exceeded.

7.7.6 In any race where two driver's per automobile is permitted (i.e. endurance rounds/events), both drivers must qualify. Within 30 minutes of the final qualifying session the driver starting the race must be nominated, and the qualifying time set by the nominated driver will be the time used to establish the grid position. The nomination must be in writing to both the AGTSG and the Stewards of the meeting (form will be provided by AGTSG)

7.7.7 Subject to grid capacity limits, the Stewards of the Meeting may, in consultation with AGTSG, allow non-qualified drivers to compete in a race if they are satisfied with the driver's demonstrated ability to achieve a time in accordance with the RMSR. Such drivers must start from rear of grid.

7.7.8 Any automobile failing to start Race 1 and race 2 may start a subsequent race three from the rear of the grid. Should more than one automobile be affected in this way, such automobiles will be placed at the rear of the grid in order of their qualifying times.

7.7.9 The responsibility for having the Stewards of the Meeting approve a start from the rear of the grid for whatever reason remains that of the competitor, via the Clerk of Course and the Secretary of the Meeting. Once the driver has been approved to start the race from the rear of the grid, the Competitor must immediately advise and prove to AGTSG that permission has been granted.

7.7.10 If it is determined by the Clerk of Course or Stewards that a competitor and/or driver may or must start from the rear of the grid, the "rear of the grid" will consistently be determined as rear of all automobiles ie. the true rear of the grid. When automobiles are placed at the rear of the grid in either Race 1 or Race 2 any vacated grid position is to remain vacant.

7.7.11 If for any reason a competitor must withdraw from the event at any point over the course of the event the competitor MUST advise AGTSG P/L and the Secretary of the Meeting in writing

## 7.8 STARTING PROCEDURE

The starting procedure for all Australian GT Championship races will be the rolling start procedure as detailed in the Race Meeting Standing Regulation 6.4 (ii) in the CAMS manual.

## 7.9 OFFICIAL RESULTS

7.9.1 All results are provisional until the completion of any judicial or technical procedures arising from an event.

7.9.2 Results distributed by AGTSG and identified as "final" by the promoter are deemed official and final.

7.9.3 Responsibility lies with the competitor to advise AGTSG within one hour of their lodgement of a protest or of any incidents in which they have been involved.

# 8 CHAMPIONSHIP AWARDS & POINT SCORES

## 8.1 RACES TO COUNT

Each driver's worst round point score will be dropped from their overall point score.

## 8.2 DISTRIBUTION OF PRIZES

8.2.1 Prizes, Trophies and awards as determined by the AGTSG will be advised to all competitors.

8.2.2 Each race will include a series of individual challenges (refer 8.3.5) and prizes will be awarded in accordance with clause 8.3.5

## 8.3 DRIVERS CHAMPIONSHIP POINT SCORE

8.3.1 Qualifying Points

Fastest Qualifier - 3 points

8.3.2 The following table will be used to determine the Championship point score and all challenge

1 <sup>st</sup>	38	12 <sup>th</sup>	14	23 <sup>rd</sup>	3
2 <sup>nd</sup>	32	13 <sup>th</sup>	13	24 <sup>th</sup>	2
3 <sup>rd</sup>	28	14 <sup>th</sup>	12	25 <sup>th</sup>	1
4 <sup>th</sup>	25	15 <sup>th</sup>	11		
5 <sup>th</sup>	23	16 <sup>th</sup>	10		
6 <sup>th</sup>	21	17 <sup>th</sup>	9		
7 <sup>th</sup>	19	18 <sup>th</sup>	8		
8 <sup>th</sup>	18	19 <sup>th</sup>	7		
9 <sup>th</sup>	17	20 <sup>th</sup>	6		
10 <sup>th</sup>	16	21 <sup>st</sup>	5		
11 <sup>th</sup>	15	22 <sup>nd</sup>	4		

8.3.3 Points will be awarded to the drivers classified as finishers in the final results of each race.

8.3.4 **Each round will attract the full amount of points available for the Round, regardless of the number of races conducted at the round, or the length and durations of each race,** except that if a race is started, then stopped before its scheduled duration, it will either be declared a "no race" by officials and no points will apply, or if stopped before 75% distance is completed in which case 50% of the points will be allocated to the classified finishers.

8.3.5 Points will also be allocated to all competitors in the various divisions on the same basis covered in 8.5

## 8.3.6 Round Ties

A tie will be resolved by giving the higher place to the higher placed driver from the final Race of that round.

## 8.3.7 Ties

A tie will be resolved by giving the higher place to:

- I. the holder of the greatest number of first places;
- II. if equal, the holder of the greatest number of second places; and
- III. if equal, the holder of the greatest number of third places and so on until a winner emerges.

## 8.3.8 Classified finishers

Classified finishers are as determined in the CAMS Manual.



## **8.4 CHAMPIONSHIP DETERMINATION**

- 8.4.1 The Outright Champion will be awarded the Ross Palmer Perpetual Trophy. This will be awarded to the driver who accumulates the greatest number of outright points during the year, after taking into account their worst round point score being dropped.
- 8.4.2 Trophies/awards for each class will be awarded on the basis of total points scored during that year relevant to a class.
- 8.4.3 Outright Trophies will be awarded for first, second, and third to the top three (3) drivers in each class. No overall trophies will be presented unless there are three (3) or more competitors in each class competing in two (2) or more rounds of the Championship.
- 8.4.4 The Barry Jones Cup will be presented to the Competitor of the Year to be awarded to the competitor that is deemed to have given considerable effort and support to the championship as judged by the AGTSG.
- 8.4.5 The Rookie of the Year will be presented to the driver who is deemed to have excelled in their first year in the category as deemed by AGTSG

## **8.5 CHALLENGES**

There must be at least 3 competitors entered in each division for any points/awards to be awarded at any one round give

- I. FIA GT3
- II. Porsche Drivers Challenge
- III. Australian GT Challenge

## **8.6 PRESENTATIONS**

Race day trophies will be presented at the track to the top 3 place getters in AGTC and other trophies designated by the AGTSG. Drivers finishing in the top 3 in AGTC and other trophies designated by the AGTSG must proceed immediately to the podium for presentation after the conclusion of their final race. Should there be equal first the podium presentation will be made to the competitor who finishes in the highest position in the final race.

Each DRIVER and their TEAM are to proceed immediately from Parc Ferme after the final race to the podium presentation. 1 Team member is to remain with each automobile. Each Driver will be weighed separately to their automobile after the final race of the day to enable them to move quickly to the podium

# **9 PENALTIES – SPORTING**

## **9.1 JUDICIAL PROCEDURES**

These Judicial procedures are to be read and applied in conjunction with the NCR's. Where these procedures differ from the NCR's these procedures shall apply.

- a) Judicial matters at, or arising from events will normally be dealt with by the Stewards of the Meeting in the form of a Stewards inquiry or Stewards hearing. The purpose of this is to have matters conducted and decisions made as promptly as possible, with minimal disruption to competitors, drivers and officials.
- b) A Stewards hearing will normally be held to adjudicate on,
  - (i) A protest brought forward by a Competitor or Driver, or
  - (ii) A charge brought forward by an Official of the meeting.A Stewards inquiry may be held into any matter, as determined by the Stewards, where a charge or protest has not been received.
- c) Any charge issued by the Race Director, Clerk of Course or Official of the Meeting, inquiry requested by the Race Director or Clerk of Course or inquiry proposed by the Series Steward must be initiated, and the competitor concerned informed of the charge / inquiry, prior to the completion of the Round following the Round at which the incident occurred. In the case of the final Round of a Championship, within 72hrs of the completion of the final Round.
- d) Where the Stewards have commenced a hearing or inquiry at one round, and it has not been feasible to complete the matter at that time and, the hearing or inquiry may be adjourned to another time and place and may be heard by Stewards other than the Stewards who commenced the matter, subject to the adjourned inquiry or hearing being conducted by at least one of the same Stewards who comprised the original inquiry or hearing. In the circumstance where a hearing or inquiry was not commenced at the original meeting then the Series Steward may hold the hearing or inquiry at another time and place and may be heard by Stewards other than the Stewards appointed to the original meeting, subject to the inquiry or hearing being conducted by at least one of the same Stewards appointed to the original meeting.
- e) Alleged breaches of the NCR's or these Sporting / Technical Regulations not arising out of a meeting shall be dealt with by a Stewards Inquiry at the next available round of the Championship. If the last round of the Championship has been held then by a CAMS Judicial body acting as a Court of First Instance as per NCR 185.

- f) All relevant persons may be required to attend an inquiry or hearing. Notice to attend will normally, but not necessarily, be in writing and will include the details of the hearing or matter under investigation.
- g) At an inquiry, before commencing, the Stewards must inform the person/s, the subject of the inquiry, of the nature of the matter referred to them or of the alleged dispute or offence and, that as a result of the inquiry, penalties may be imposed.
- h) An inquiry will be conducted as the Stewards determine, subject only to the rules of natural justice. Normally the calling of witnesses and the majority of questioning of witnesses will be conducted by the Stewards.
- i) If at any time the Stewards believe that the evidence could suggest that an offence has been committed by a Competitor/Driver, that Competitor/Driver will be advised. (Note: Such a step does not involve a finding that a Competitor/Driver is likely to have committed an offence, but only that there is some evidence to suggest that an offence may have been committed.) The Stewards may thereafter proceed with a hearing.
- j) Competitors or drivers so advised, as per h) above, must be made aware of the alleged offence and all evidence against them and be given the opportunity to call evidence, ask questions and make submissions in relation to the matter.
- k) Should guilt be established, any submission to be put to the Stewards with regard to penalty may be made during the inquiry/hearing. This is to avoid the necessity for a separate re-convening of the hearing/inquiry to consider an appropriate penalty.
- l) Decisions will normally take effect immediately they are made and are subject to the provisions of NCR's 191 and 223.
- m) Affected Competitors or Drivers will be advised of any decision as soon as practicable after it has been made.
- n) Written decisions will be provided, as soon as practicable after the completion of the inquiry or hearing.
- o) The Stewards shall have the power, after imposing a penalty, to suspend its operation on such terms as they see fit.
- p) In addition to penalties provided in the National Competition Rules, the Stewards may also apply;
  - (i) A penalty by the way of the addition of time up to a maximum of one minute to the total race time of any race for a breach of the NCR, the Supplementary, Further or Sporting Regulations.
  - (ii) A penalty by way of a deduction of Championship points may be imposed on a driver in any race for a breach of the NCR, the Supplementary, Further or Sporting Regulations.
- q) All persons affected by or concerned in an inquiry or hearing will be bound by the decision or determination of the Stewards of the Meeting, subject only to rights of appeal pursuant to Part XIII of the NCR.

## **9.2 STANDARD LIST OF PENALTIES**

The following infringements will cause immediate exclusion from the relevant qualifying or race session:

- 9.2.1 Automobile under the minimum Competition Weight.
- 9.2.2 If any team member other than the nominated driver is in the automobile at the time of the weigh in.
- 9.2.3 If the automobile is under the nominated ride height (Save for race damage as determined by the Chief Scrutineer).
- 9.2.4 If the competitor breaches the tyre regulation as detailed in these regulations in any way.

## **9.3 COMPLIANCE AND OFFENCES**

- 9.3.1 Competitors and their team members must comply fully at all times with the documents set out in Clause 1.2.
- 9.3.2 In addition, competitors must at all times maintain good order and not do anything which might cause disruption or inconvenience to the conduct of the Championship, which may cause the reputation of the Championship, Category or AGTSG, to be compromised or is prejudicial to the interest of the Championship, AGTSG, CAMS, or the Promoter.

If a competitor or competitor's team member breaches or fails to fully comply with any of the requirements contained in the Commercial Requirements of these Regulations, AGTSG may, where there is no prescribed disciplinary action or penalty, take whatever disciplinary action it considers appropriate including, without limitation:

- i refusing admission to specified areas of a circuit;
- ii revoking sufficient and appropriate Championship prizes;
- iii requiring the competitor to take reasonable actions to mitigate or compensate for any loss or harm, including loss of Championship, Category or AGTSG, reputation;
- iv imposing a fine;
- v issuing a reprimand.

## **9.4 REPRESENTATION**

In any AGTC related matter brought before the CAMS Judicial System, the Clerk of Course and/or a representative of the AGTSG may attend and make any submission, including submissions as to an appropriate penalty.

## 10 EVENT OPERATIONS

### 10.1 PIT LANE

- 10.1.1 In addition to Race Meeting Standing Regulations in the CAMS Manual, the following procedures must be observed in pit lane:
- i 60 kilometres per hour speed limit; or as varied by any Event Promoter and included in their Supplementary or Further regulations. It is the sole responsibility of the competitors to ensure their drivers are aware of the Pit land speed limit for all events.
  - ii no children under 16 years of age; and
  - iii outer lanes must be kept clear at all times.
- 10.1.2 During qualifying sessions and races, each automobile must remain in pit lane when not on the circuit and is expressly forbidden to enter a Pit Lane Garage unless permitted to do so by the CTC or his nominee. Each automobile must remain in pit lane until officially released by the CTC or his nominee.
- 10.1.3 During any session, only crew associated with an automobile participating in that particular session are permitted in pit lane.
- 10.1.4 Pit Lane shall be defined as the area including the fast lane (lane closest to the pit wall), the inner lane (lane closest to the garages/pit bays), the officials area, the signalling area and the working area, and bound by the speed limit sign at pit entry and the de-restriction sign at pit exit.
- 10.1.5 Each automobile may only enter and exit the fast lane when they are within a maximum of 3 pit bays away from their allocated pit bay (working area).
- 10.1.6 Pit lane bay (working area) allocation will be made by AGTSG and must be strictly adhered to.
- 10.1.7 Refuelling is prohibited in Pit lane unless permitted in the relevant regulations for an event

### 10.2 PARC FERME

- 10.2.1 A 'Parc Fermé' area will be designated, and shall be declared as a secure area. At the completion of the session, determined by the display the chequered flag, each automobile will immediately leave the track and proceed to the Parc Fermé by the most direct route, or as directed by officials. Each automobile must not return to their pit or the paddock during this transition and are not to be interfered with during the passage to the Parc Fermé. Upon arrival at the Parc Fermé, they will be impounded. Any automobile that is in Pit Lane at the completion of the session, determined by the display of the chequered flag, must immediately leave Pit Lane and go directly to Parc Fermé. Each Competitor with an automobile not capable of being driven at this time must immediately contact the Technical Commissioner or Chief Scrutineer for instruction.
- 10.2.2 Each automobile must remain in Parc Fermé for a minimum of 30 minutes following the last event they participate in unless otherwise authorised by the Chief Scrutineer or Technical Commissioner.
- 10.2.3 Only those officials charged with supervision may enter Parc Fermé. No Intervention of any kind is allowed unless authorised by the Technical Commissioner and/or the Chief Scrutineer.
- 10.2.4 No driver shall leave the circuit until their automobile is cleared from Parc Fermé unless authorised otherwise by the CTC.

### 10.3 TIMING

It is the responsibility of each Competitor to supply and fit a Dorian Data 1 transmitter to the automobile. Transmitters must be charged and operating during all non-qualifying, qualifying and racing sessions and when the automobile is presented for scrutiny.

Transmitters are available from;  
Dorian Industries,  
Factory 6, 29 Graham Court,  
Hoppers Crossing Vic 3029  
Ph: 03 99311371 or Fax: 03 99310574.

All Dorian transmitters must be positioned in passenger floor pan.

### 10.4 DRIVERS BRIEFING

- 10.4.1 For each automobile entered, all drivers and the competitor or a representative with the written authority of the competitor must attend the drivers' briefing.
- 10.4.2 The attendance sheet must be signed by the driver and the competitor to confirm attendance. Failure to sign or to attend any compulsory briefing will result in a fine of \$500 unless the Stewards vary or negate this fine.
- 10.4.3 It is compulsory for the team manager from each competitor to attend the driver briefing. Non attendance by any team manager will be referred to the Stewards of the Meeting.

- 10.4.4 Late attendance (after the briefing has commenced) at any compulsory briefing will result in a fine of \$250 unless the Stewards vary or negate this fine.

## **10.5 SCRUTINY**

- 10.5.1 Scrutiny at all rounds of the 2008 Championship will be done according to the Targeted Scrutiny Procedures published by CAMS. Competitors are reminded of their obligations to thoroughly check their automobiles for safety and compliance prior to each round. An NCR 144 Declaration must be submitted as part of the entry form for each round.  
The Technical Commissioner, in consultation with the Chief Scrutineer will nominate those automobiles he wishes to inspect during the event. Competitors so notified must present their automobiles at the time and place as required, and be prepared to perform any disassembly as required by the scrutineers.
- 10.5.2 The CTC has the right to remove components and or impound the automobile and send/take them to an appropriate facility, of the CTC's choice, for further inspection. The competitor concerned has the right to be present during any inspection. All costs associated with the inspection are to be borne by the competitor.
- 10.5.3 All costs associated with any specialised and/or off track examination will be borne by the competitor. Further, if AGTSG purchases comparison parts for use in any judicial inquiry, the competitor (if found guilty) may be required to pay for the parts and all associated costs e.g. freight, and in so doing, may then take ownership of those parts at the completion of all judicial procedures.
- 10.5.4 Neither, AGTSG, CAMS or their nominees will be held responsible or liable to account or compensate for any delay caused by any form of scrutiny.
- 10.5.5 On being directed by any authorised official, to present the automobile for additional scrutiny, the competitor must take the automobile directly to the nominated place and without making any alterations to the automobile.
- 10.5.5 Once an automobile has been scrutinised, it must not be removed from the circuit without prior written approval from the CTC and knowledge of CTD and CM, until the completion of all competition, scrutiny, and judicial matters.

## **10.6 RADIOS**

Each Competitor MUST have a radio tuned in to the Race Management Channel during all official sessions. If a Competitor is found to not be monitoring the race management channel during an official session that competitor shall be referred to the Stewards of the Meeting.

The Race Management Channel frequency can be obtained from AGTSG P/L.

- 10.6.1 Two way radio communication is compulsory between each Driver and their pit crew. All relevant licensing and permits are the responsibility of the individual competitors. If radio frequencies conflict with AGTSG, host circuit or emergency frequencies, competitors will be compelled to change their frequency.
- 10.6.2 It is also compulsory for each team manager to monitor the race control frequency and advise their Drivers and/or pit crew of any instructions given over this frequency.
- 10.6.3 It is the responsibility of each competitor to provide AGTSG with a photocopy of their current radio licence and any change to that licence from time to time. It is forbidden to use unlicensed radio communication.

## **10.7 CHANGE OF WEATHER PROCEDURE**

- 10.7.1 Should the race track become unserviceable due to a change in the weather, becoming unsuitable for the use of dry weather (slick) tyres, the following procedure will apply:

Through the Race Management Channel, the Race Director will announce that a Safety Car intervention will be put in place due to the weather for the nominated number of laps for that particular circuit.

- 10.7.2 The Safety car will only intervene in the event of the track becoming unsuitable for the use of slick tyres at the instruction of the race director, and then should the track become dry, it will be up to the teams as to what tyre strategy they will employ.
- 10.7.3 For automobiles with centre lock wheels:
- i 1 rattle gun only is permitted to be used in a pit stop during a change of weather procedure.
  - ii There may be 1 car controller and 1 other person able to work on the automobile.
- 10.7.4 For each automobile with multiple studs and nuts on each wheel:
- i A maximum of 2 rattle guns are permitted to be used in a pit stop during the change of weather procedure.
  - ii There may be 1 car controller and 2 other persons able to work on the automobile.

## **10.8 SAFETY CAR**

The Safety Car procedure will be as promulgated by CAMS in Race Meeting Standing Regulation 6.14.

## 10.9 Tyres

Tyres are subject to the following:

- I. The only tyres permitted during practice, qualifying and racing under the provisions of these regulations are those manufactured by Michelin and supplied by the Australian Michelin Motor Sport distributor, European Technique. In the event of circumstances of 'force majeure' being accepted as such by the stewards of the meeting or CAMS, other brands of tyre may be substituted.
  - II. Each Michelin tyre purchased under the provisions of these regulations must be purchased from European Technique or nominee.
  - III. Tyre size and compounds may vary. Refer to category manager for a list of sizes and compounds.
- 10.9.1 A maximum of 6 marked tyres (whether new or previously marked) are permitted to be used from the commencement of qualifying at each event per participating automobile. Previously marked tyres must be re-marked for the relevant event
- 10.9.2 The PRC have at their discretion, the right to request CAMS to adjust tyre quantities.
- 10.9.3 At the automobiles first event of the season a maximum of 8 new tyres may be purchased per automobile, and for practice sessions previously used.
- 10.9.4 Wet weather tyres are free in number.
- 10.9.5 The competitor must present his tyres to the CTC or a duly appointed official for marking.
- 10.9.6 The competitor is responsible for ensuring that this marking occurs.
- 10.9.7 Marked tyres may only be used on the automobile for which they are marked.
- 10.9.8 If the tyres are not marked for any reason or the markings become illegible, the competitor must notify the CTC or his nominee immediately.
- 10.9.9 Previously marked tyres may be used.
- 10.9.10 With the written permission of the CTC, competitors are permitted to use additional replacement tyres if the Commissioner is satisfied that: Due to an unintentional and/or exceptional occurrence, the tyre in question can no longer be used.
- 10.9.11 Should a competitor be permitted an additional replacement tyre, then the driver affected must start the subsequent race from the rear of the grid.
- 10.9.12 Tyre heating/retention devices and chemical treatments are strictly prohibited.

If Qualifying and/or Racing is split across multiple days, marked tyres may be sealed or impounded overnight. This will be subject to the CTC's discretion.

## 11 TESTING

### 11.1 CIRCUIT TESTING

The testing of any automobile and/or driver deemed to be associated with the AGTC is NOT permitted on any host circuit during the 7 days preceding a race day at that circuit, other than official sessions at the meeting and/or official AGTSG sanctioned days.

## APPENDIX 1

## AUTOMOBILE ELIGIBILITY LIST

### FIA GT3 SPECIFICATION AUTOMOBILES:

<b>Make</b>	<b>Model</b>	<b>FIA Homologation</b>	<b>Extension</b>
Ferrari	F430	GT3-009	01/01 EVO
Lamborghini	Gallardo	GT3-004	01/01 EVO
Aston Martin	DBRS9	GT3-003	01/01 EVO, 02/01 EVO
Dodge	Viper	GT3-002	01/01 EVO
Ford	GT	GT3-011	
Chevrolet	Corvette Z06	GT3-005	01/01 EVO
Lotus	Exige GT3		
Maserati	Trofeo		

\* Each FIA GT3 specification automobile MUST run in accordance with the CAMS approved FIA homologation Documentation for that car. Homologation papers are available for purchase from CAMS.

\* Any other automobile approved for the FIA European GT3 Championship will be considered upon application and if accepted, will become eligible from 01 Jul 08.

### AUSTRALIAN GT AUTOMOBILES

Models marked with a \* are also eligible for Porsche Drivers Challenge

- Lamborghini Diablo GTR
- Ferrari 360 GT
- Ferrari 360 Challenge
- Ferrari 430 Challenge
- Dodge Viper ACR
- Corvette C5
- Maserati Trofeo
- Maserati Trofeo Light
- Lotus Elise Motorsport 200
- Lotus Exige S
- Porsche 911 (996) GT3R/RS \*
- Porsche 911 (996) GT3 RSR
- Porsche 911 (996) GT3 Cup Car\*
- Porsche 911 (997) GT3 RS (road version) \*
- Porsche 911 (996) GT3 Clubsport \*– specification as per 2008 Porsche Drivers Challenge Regulations
- Porsche 911 (997) GT3 \* Clubsport (road version)
- Each automobile's specifications to be as per their specific CHD and sporting variant document at all times and must run in accordance with the 2008 AGTC Technical Regulations.

# APPENDIX 2

# PERFORMANCE ADJUSTMENT SHEET

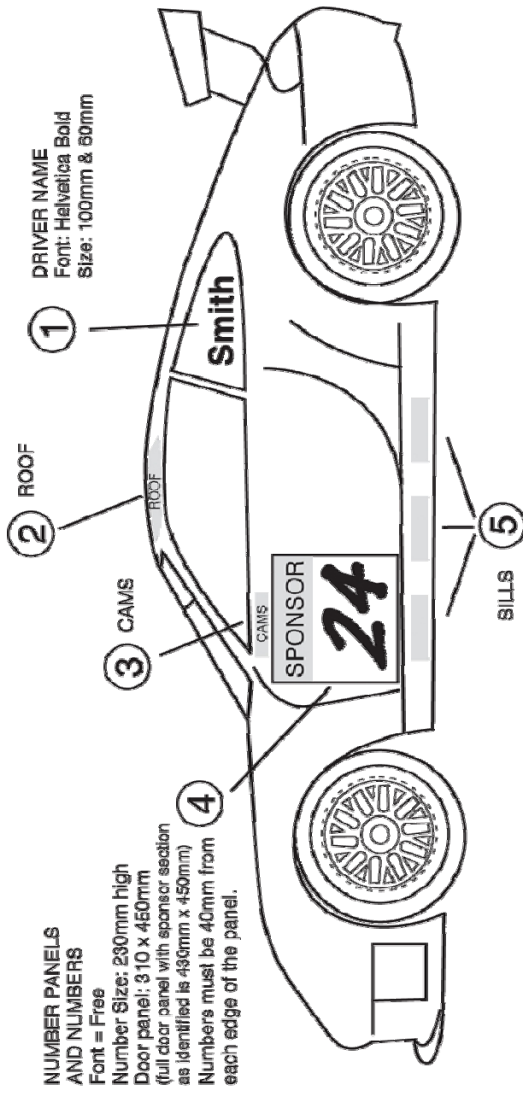
Example of Typical Performance Adjustment Sheet (PAS)

Australian GT Championship Performance Adjustment Sheet					
Round 3 Eastern Creek Raceway 23/24 July 2005					
VEHICLE	PCL#	Change			
Ferrari 360 GT	1				
Ferrari 360 Challenge	1				
Lamborghini Diablo GTR	1				
Honda NSX	1				
Mustang Cobra RA	1				
Dodge Viper ACR	1				
Maserati Trofeo	1				
Chevrolet Corvette C5	1				
#PCL at Commencement of Event - May be amended					
PERFORMANCE BENCHMARK		Minimum permitted Lap Time = 1.34.25			
Success Ballast					
VEHICLE	Position 1	Position 2	Position 3		
Ferrari 360 GT	77 kg	52 kg	26 kg		
Ferrari 360 Challenge	71 kg	48 kg	24 kg		
Lamborghini Diablo GTR	89 kg	60 kg	30 kg		
Honda NSX	77 kg	52 kg	26 kg		
Mustang Cobra RA	77 kg	52 kg	26 kg		
Dodge Viper ACR	89 kg	60 kg	30 kg		
Maserati Trofeo	71 kg	48 kg	24 kg		
Chevrolet Corvette C5	71 kg	48 kg	24 kg		
For vehicles cross entered from the Australian Porsche Drivers Challenge					
Model	Position 1	Position 2	Position 3		
Porsche GT3 Cup 01/02	76kg	50kg	25kg		
Porsche GT3 R	77kg	52kg	26kg		
Porsche GT3 Clubsport	76kg	50kg	25kg		
Porsche GT2 - R	80kg	56kg	28kg		
13-Jul-05					
PERFORMANCE CONFIGURATION LEVEL - BY MODEL					
VEHICLE	PCL	SPECIFIED WEIGHT	MAXIMUM REVS	AIR RESTRICTOR	INLET BOOST
	Level	kg	rpm	No. x Diam in mm	Bar
Ferrari 360 GT	1	1290	8000	2 x 28.9	N/A
	2	1340	8000	2 x 28.9	N/A
	3	1340	7250	2 x 28.9	N/A
Ferrari 360 Challenge	1	1190	9000	N/A	N/A
	2	1240	9000	N/A	N/A
	3	1240	8500	N/A	N/A
Lamborghini Diablo GTR	1	1490	7200	2 x 31.5	N/A
	2	1540	7200	2 x 31.5	N/A
	3	1570	7200	2 x 31.5	N/A
	4	1570	6700	2 x 31.5	N/A
Honda NSX	1	1240	9000	N/A	0.7
	2	1290	9000	N/A	0.7
	3	1290	9000	N/A	0.6
Mustang Cobra RA	1	1290	8250	N/A	N/A
	2	1340	8250	N/A	N/A
	3	1340	7500	N/A	N/A
Dodge Viper ACR	1	1490	6500	N/A	N/A
	2	1490	6500	2 x 33.0	N/A
	3	1490	6500	2 x 31.5	N/A
	4	1490	6500	2 x 30.0	N/A
Maserati Trofeo	1	1190	7750	N/A	N/A
	2	1240	7750	N/A	N/A
	3	1240	7250	N/A	N/A
Chevrolet Corvette C5	1	1190	7500	N/A	N/A
	2	1240	7500	N/A	N/A
	3	1240	7000	N/A	N/A

Authorised by Peter Lawrence, CAMS

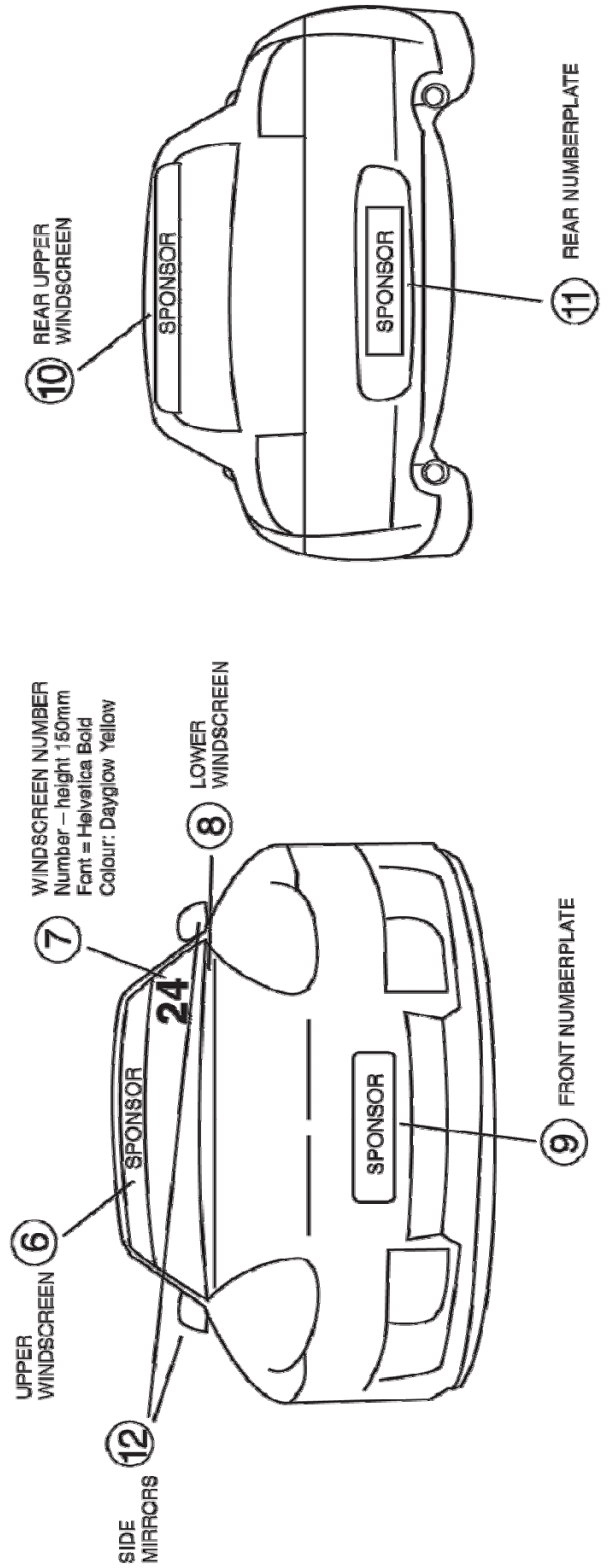


Australian GT Championship Vehicle Signage ID sheet



NUMBER PANELS AND NUMBERS

Font = Free  
Number Size: 230mm high  
Door panel: 310 x 460mm (full door panel with sponsor section as identified is 430mm x 450mm)  
Numbers must be 40mm from each edge of the panel.







# 2008 Australian GT Championship

## Technical Regulations



Version 1	Bulletin B08/008

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# 1 PREAMBLE

## 1.1 Introduction

1.1.1 The Australian GT Sportscar Group Pty Ltd has been recognised by CAMS as the Category Manager and Administrator for The Australian GT Championship for 2008.

## 1.2 Regulations in Force

1.2.1 All Australian GT events will be conducted under the provisions of the International Sporting Code of the FIA ("the Code"); the 2008 CAMS Manual of Motor Sport ("CAMS Manual"); the Race Meeting Standing Regulations; these Sporting Regulations (as distributed by AGTSG; Supplementary and Further Regulations issued by a Promoter; all Supplements, Bulletins, Briefings and Amendments issued from time to time for Events that form part of these Regulations.

1.2.2 Porsche Drivers Challenge cars competing in the AGTC will be bound by the technical regulations of the PDC.

1.2.3 A word or phrase used in these Regulations (unless specifically defined or the context otherwise requires) will have the same meaning as that given to it in the CAMS Manual.

# 2 ELIGIBILITY

## 2.1 Homologation Requirements

2.1.1 Each competitor MUST submit a homologation document for their automobile

2.1.2 In all cases, when interpreting the following regulations, components on an automobile eligible to compete, must be original equipment supplied by the manufacturer unless otherwise specified in the relevant CAMS HOMOLOGATION DOCUMENTS (CHD). Where a FIA Homologation exists for an automobile, this will be recognised as the CHD together with any Sporting Variant (SV) required for Australian competition.

2.1.4 Any aspect relating to the construction, modification and/or preparation of the automobile that is not specifically authorised in the present regulations and the associated CAMS Homologation Document is prohibited.

2.1.5 Each FIA GT3 specification automobile as per the eligibility list MUST run in accordance with the CAMS approved FIA homologation documentation for that automobile at all times

2.1.6 Each other automobile must in be accordance with the 2008 AGTC Technical Regulations

2.1.7 Porsche 996 GT3 Cup Car refer Appendix 4 (MY1999-01 cars) or Appendix 5 (MY2002-05 cars)

## 2.2 Data Logging Monitor

2.2.1 The MSE Data Logger (MSE) specified in the relevant CHD will be used as the approved data logging monitor ("data logger"). The data logger must record engine speed in RPM (Revolutions Per Minute), road speed, throttle position, brake light signal, lateral and longitudinal accelerations, and any other information as CTC deems necessary

2.2.2 Any failure which causes a loss of data, inaccurate data or any data which has been tampered with, will be deemed as a breach of these regulations and will be subject to such penalties as determined by the Stewards of the Meeting.

2.2.3 The data logger may be interrogated, downloaded or reset by the CTC, or his nominee at any time during a race meeting.

2.2.4 At the completion of any session, the competitor may request to view data recorded by their automobile to ensure compliance

2.2.5 The CTC has the right to remove, replace, alter or modify any portion of data logger or associated software and/or firmware.

2.2.5 Each automobile which has been operated in such a manner as to supply power to the driven wheels whilst exceeding the engine rpm maximum limit and /or maximum boost pressure level, will be subject to such penalties as determined by the Stewards of the Meeting.

2.2.6 The minimum penalty for an automobile in breach of any of the above in any session will be exclusion from that session.

2.2.7 Each FIA GT3 approved automobile that is subject to a manufacturer fitted data logger is exempt from the requirement to fit the MSE Data Logger, unless specifically required otherwise in writing by the CTC 14 clear days prior to the event.

2.2.8 Each FIA GT3 automobile must submit the data download software and any necessary hardware for their automobile prior to competition

2.2.9 Porsche 996 GT3 Cup refer Appendix 1 (MY1999-01 automobile) or Appendix 2 (MY2002-05 automobile).

## **2.3 Non-Genuine Parts**

- 2.3.1 Freedom of source of supply is granted for specific replacement parts in respect to fan belts, radiator hoses, oil and fuel filters, battery, globes & window glass.
- 2.3.2 The parts must be standard replacement parts, must respect the configuration and functional dimensions of the parts they replace and be of similar material. The CTC will be the final arbiter in relation to the use of these items
- 2.3.3 Nuts, bolts and washers must be of the same material and otherwise be identical to the original item they replace.
- 2.3.4 The use of non-genuine parts must not result in unauthorised modification to other components.
- 2.3.5 Porsche 996 GT3 Cup refer Appendix 1 (MY1999-01 automobile) or Appendix 2 (MY2002-05 automobile).

## **2.4 Sealing**

- 2.4.1 Any component may be sealed at the discretion of the CTC. The CTC may consult with the CTD on components that require sealing.
- 2.4.2 Component seals may only be removed by the CTC, or his nominee.
- 2.4.3 Any engine, transmission or differential rebuilds are subject to the prior scrutiny and sealing by the CTD who may require the components to be reassembled in a certain order or manner and may be in his presence. Any and all such attendances will be at the Entrant's expense. Costs and fees are to be negotiated and agreed to between the CTD and Entrant prior to any attendance. Any outstanding fees or expenses outstanding to the CTD by the Entrant will result in the Entrant being ineligible to compete at the next and subsequent events until outstanding monies are paid.
- 2.4.4 Porsche 996 GT3 Cup refer Appendix 1 (MY1999-01) or Appendix 2 (MY2002-05) for sealing requirements.
- 2.4.5 Sealing must comply with attached sealing procedure – refer appendix 8
- 2.4.6 AGTSG reserves the right to appoint sealing agents

## **2.5 CAMS Homologation Form**

- 2.5.1 Each competitor must submit a CAMS Homologation Form relative to their entry. This document will provide a detailed description of the eligibility requirements of each Manufacturer. All criteria as listed on the CAMS vehicle homologation form must be complied with in its entirety, prior to the car's acceptance for participation in the relevant Series. The automobile so defined in the CAMS homologation form and relevant Sporting Variants will be thus treated in all aspects as an original production automobile unless otherwise specified.
- 2.5.2 AGTSG, reserves the right to review and make adjustments to the Sporting Variants of CAMS Homologation Forms throughout the Season. These adjustments will be made only on the basis of reliability, performance, expense and safety, and with the written approval of CAMS.

# **3 CHASSIS / MONOCOQUE**

Safety Harnesses must be in compliance with the FIA 8853-1998 standard.

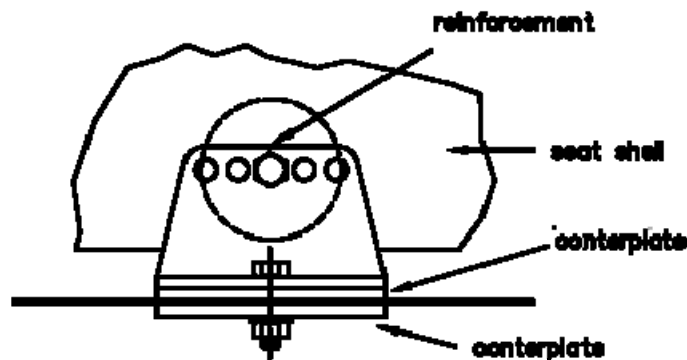
Where a specific roll cage, Harness, Drivers Seat, Window Net, Isolation Switch, Rain light, or any other safety item is specified on the relevant CHD, these must be used.

## **3.1 Seats, Attachments and Supports**

If the original seat attachments or supports are changed, the new parts must either be approved for that application by the seat manufacturer or must comply with the following specifications (see drawing):

- 3.1.1 Supports must be attached to the shell/chassis via at least 4 mounting points per seat using bolts with a minimum diameter of 8 mm and counter plates, according to the drawing. The minimum area of contact between support, shell/chassis and counter plate is 40 cm<sup>2</sup> for each mounting point. If quick release systems are used, they must be capable of withstanding vertical and horizontal forces of 18000 N, applied non-simultaneously. If rails for adjusting the seat are used, they must be those originally supplied with the homologated car or with the seat.
- 3.1.2 The seat must be attached to the supports via 4 mounting points, 2 at the front and 2 at the rear of the seat, using bolts with a minimum diameter of 8 mm and reinforcements integrated into the seat. Each mounting point must be capable of withstanding a force of 15000 N applied in any direction.

The minimum thickness of the supports and counter plates is 3 mm for steel and 5 mm for light alloy materials. The minimum longitudinal dimension of each support is 6 cm. All the occupants' seats must be of the following standard approved by the FIA (8855/1999 standards), and not modified. In all these cases, a headrest must be present for each occupant.



### 3.2 Roll Cage Padding

Where the occupants' bodies could come into contact with the roll cage, non-flammable padding must be provided for protection.

Where the occupants' crash helmets could come into contact with the roll cage, the padding must comply with FIA standard 8857-2001, type A (strongly recommended), or with FIA standard 8857-2001 type B or SFI specification 45.1.

All other safety equipment must comply with the requirements of Section 6 (General Requirements) of the CAMS Manual.

### 3.3 Porsche 996 GT3 Cup

Refer Appendix 1 (MY1999-01) or Appendix 2 (MY2002-05) for safety equipment requirements

## 4 ENGINE

### 4.1. Engine Modifications

Each engine and component parts must be original equipment supplied by the manufacturer unless specified otherwise in the relevant CHD.

- 4.1.1 Engine reconditioning must be carried out only with the prior approval of, and in accordance with any instructions issued by, the CTC.
- 4.1.2 Cylinder block reboring is permitted
- 4.1.3 Cylinder head surface grinding is permitted with the removal of a maximum of 5 mm of material from original and the compression ratio remaining within manufacturer's limits.
- 4.1.4 Re-sleeving of cylinder bores may be permitted, restrictions on material may apply.
- 4.1.5 Crankshaft regrinding is permitted so long as the maximum amount of material removed from the diameter of any journal does not exceed 0.25mm.
- 4.1.6 The make and material of engine bearing shells is free, providing that no modification to the cylinder block or heads is required for the fitment.

### 4.2. Engine Shrouds

All plastic shrouding located in the engine bay, the sole purpose of which is aesthetic, may be removed.

### 4.3 Replacement Engines

It is not permitted to replace an engine without the Competitor first notifying and obtaining written approval of the CTC (who may retain the replaced engine for closer scrutiny).

### 4.4 Engine Rebuilds

Engines can be dismantled and/or rebuilt by the Competitor subject to compliance with these regulations and the CHD. Seals must be removed by the person/s appointed by the AGTSG.

Inspection fee will apply – contact AGTSG to arrange

### 4.5 Electronic Engine Control Unit

The use of after market Electronic Engine Control Units is permitted, unless otherwise specified in the CHD.

### 4.6 Cooling System

- 4.6.1 The method of cooling must remain original.

- 4.6.2 Water radiators may be replaced, but the number, location and mounting method must be as originally fitted.
- 4.6.3 All piping may be replaced so long as it is a fire resistant, composite material.
- 4.6.4 Cooling fans are free or can be removed.
- 4.6.5 Thermostat operation and control are free.
- 4.6.6 Protective screens may be fitted in front of the radiator/s, fitment must be approved by the CTC.

## **4.7 Engine Air Intake Restrictors**

### **4.7.1 Normally aspirated engines**

- I. The engine air intake system must, if required, be fitted with one or two air restrictors 3 mm long with the number and maximum diameters set out in the PAS.
- II. Each inlet restrictor must be made of metal or a material as approved by CAMS and must be entirely visible once the bonnet is open and without dismounting any element or cover.
- III. All the air feeding the engine must pass through these restrictors.
- IV. No pipe containing air is permitted to enter or to exit from the air box(es).
- V. Sealing the restrictors must lead to the immediate stopping of the engine.
- VI. This check must be made at an engine speed of 2500 rpm. Pressure sensors present inside the intake system must be disconnected. The depression measured in the intake system when the engine stops must be at least equal to the atmospheric pressure at the place where the check is carried out minus 150 millibar, maintained during at least 0.5 seconds.
- VII. The intake system is defined by the assembly including the restrictor(s) and the manifold up to the intake ports on the cylinder head(s). It must comply with the following points :
  - a) i.. The transversal distance between the axes of the control diameters of the restrictors must not be greater than 1000 mm.
  - b) ii. Its internal total volume, measured from the control diameter of the restrictor(s) to the intake ports on the cylinder head(s), must not be greater than 5 litres.
  - c) iii. The longitudinal distance from the control diameter of the restrictor(s) to the centreline of the first cylinder must not be greater than 600 mm.

### **4.7.2 Supercharged engines**

- I. A compressor and/or turbocharger may only be used if such systems are fitted to the road automobile homologated by the FIA or from the list of acceptable automobiles drawn up by the FIA, or is approved by CAMS via a SV to the CHD.
- II. With the exception of exchangers and pipes between the supercharging device, the intercooler and the manifold, the whole original supercharging system must be retained and not modified.
- III. The engine air intake system must be fitted with one or two air restrictors 3 mm long with maximum diameters set out in Appendix 2.
- IV. Each inlet restrictor must be made of metal or metal alloy and must be entirely visible once the bonnet is open and without dismounting any element or cover.
- V. Each restrictor must be placed no further than 50 mm from the forward face of the compressor wheel blades.
- VI. All the air feeding the engine must pass through these restrictors.
- VII. No pipe containing air is permitted to come into or to exit from the air box(es).
- VIII. Sealing the restrictors must lead to the immediate stopping of the engine.
- IX. This check must be made at an engine speed of 2500 rpm. Pressure sensors present inside the intake system must be disconnected.
- X. Supercharged engines must not be equipped with any device which allows the boost pressure, or the electronic management system controlling the boost pressure, to be adjusted while the automobile is in motion.
- XI. Variable diameter inlets and adjustable internal vanes on turbochargers are forbidden. If the original automobile is fitted with such a system, this system must be neutralised or dismounted.

## **4.8 Temperature of the charge**

- 4.8.1 Intercoolers may be replaced but their number, their types, their locations and their positions must remain original.
- 4.8.2 Any modifications carried out to accommodate a different intercooler must not alter the structural integrity of the automobile and the bodywork.

- 4.8.3 Apart from intercoolers, any device, system, procedure, construction or design the purpose and/or effect of which is any decrease whatsoever of the temperature of the intake air and/or of the charge (air and/or fuel) of the engine is forbidden.
- 4.8.4 The pipes between the supercharging device, the intercooler and the manifold are free, but their only function must be to channel the intake air.
- 4.8.5 The pipes for channelling air to the exchangers are free, but they must be made from fire-resistant, fibreglass based composite material.
- 4.8.6 Internal and/or external spraying or injection of water or any substance whatsoever is forbidden (other than fuel for the normal purpose of combustion in the engine).

## **4.9 Exhaust**

In all cases, the requirements of Regulation 13 and 17 of Schedule B of Section 6 of the CAMS Manual must be respected.

## **4.10 Seals**

Each FIA GT3 approved automobile must be fitted with seals as supplied by AGTSG or as fitted by the FIA

## **4.11 Porsche 996 GT3 Cup**

Refer Appendix 1 (MY1999-01) or Appendix 2 (MY2002-05) for engine requirements.

# **5 TRANSMISSION**

## **5.1. Position**

The location, position and orientation must remain original, but the damping material of the mounts is free.

## **5.2. Flywheel**

The flywheel is free provided it is manufactured from a ferrous metal and maintains the same external diameter as the flywheel fitted as original equipment by the manufacturer. No modifications are permitted to the starter motor location or type of fitment of this flywheel.

## **5.3 Clutch**

The clutch system is free provided the method of actuation remains as fitted standard by the automobile manufacturer, unless otherwise specified in the CHD.

## **5.4 Ratios**

Gearbox and final drive ratios must be as specified in the CHD or as specified in the event PAS

## **5.5 Final Drive**

The action and control of all Final Drive units, including 4 wheel drive transfer cases, are free. The use of electronically controlled Final Drive units is not permitted unless originally fitted.

## **5.6 Transmission Coolers**

The fitment of coolers to all Transmission and Final Drive units is permitted, provided that it complies with the CHD.

## **5.7 Sequential Gear Selection**

Sequential gear selection mechanisms are not allowed unless specified in the relevant CHD

## **5.8 Porsche 996 GT3 Cup**

Refer Appendix 1 (MY1999-01) or Appendix 2 (MY2002-05) for transmission requirements.

# **6 SUSPENSION AND STEERING**

## **6.1 Sprung suspension**

Each automobile must be fitted with sprung suspension. The springing medium must not consist solely of bolts located through flexible bushes or mountings. There must be movement of the wheels to give suspension travel in excess of any flexibility in the attachments.

## **6.2 Suspension type and mounting**

6.2.1 The whole principle of the original suspensions must be retained in its entirety as per the relevant homologation documents or CHD.

6.2.2 All suspension components, with the exception of homologation form or the identification form of the automobile may be strengthened provided the original part can still be identified. The suspension reinforcements must not allow two separate parts to be joined together to form one.



- 6.2.3 Wheel bearings and wheel hubs may be replaced.
- 6.2.4 The position of the suspensions anchorage points on the chassis may be changed according to the homologation form or as follows: The centre of the new anchorage point must be included in a 20 mm radius sphere, the centre of which is the centre of the original anchorage point. The mountings of these anchorage points on the chassis may be modified but not moved. Increasing the diameter of the fixing screws of the anchorage points on the chassis is permitted.
- 6.2.5 Rubber joints may be replaced by ball joints.
- 6.2.6 Anti-roll bars and their mountings are free, but they must keep the location of the original anti-roll bars. The addition of an anti-roll bar if the original axle does not have one is permitted, but the mountings of this bar must be bolted or welded to the chassis and must not have any other function.
- 6.2.7 The material and dimensions of the springs are free. A maximum of 2 springs per wheel is allowed.
- 6.2.8 Shock absorbers are free provided that their working principle remains original and their number per axle is no greater than the original. If, on the original automobile, springs and shock absorbers are separated, they may be replaced by combined spring/shock absorber elements, without any other modification. The modification of spring, shock absorber and anti-roll bars adjustments from the cockpit is prohibited.
- 6.2.9 **Chromium plating**  
Chromium plating of steel suspension members is forbidden.
- 6.2.10 **Suspension members**  
All suspension members must be made from a homogeneous metallic material, save for bushings.
- 6.2.11 **Steering**  
All steering components (including the steering rods) must be original equipment supplied by the manufacturer but they may be strengthened provided the original parts can still be identified. The steering lock must be dismantled and the column adjusting system must be locked. The steering wheel may be replaced and it may be fitted with a quick release system.  
For the fitting of such a system, a local modification of the steering column is allowed.
- 6.2.12 **Power steering**  
Power steering may be disconnected or removed. It is possible to replace a mechanical power steering pump with an electrical power steering pump and vice versa.
- 6.2.13 **Four-wheel steering**  
The use of four-wheel steering is forbidden. If the original vehicle is fitted with such a system, it must be rendered inoperative.
- 6.3 Porsche 996 GT3 Cup**  
Refer Appendix 1 (MY1999-01) or Appendix 2 (MY2002-05) for suspension and steering requirements.
- 6.4 Ride Heights**
- 6.4.1 Ride Heights are free subject to the following restrictions;
- I. No part of the automobile is permitted to touch the ground when the drivers side tyres are deflated, with the driver in the automobile and any success ballast fitted, the test must be on a flat surface.
  - II. Where a minimum ride height is specified as part of the PCL, such minimum shall be complied with at all times.
- 6.4.2 The minimum penalty for an automobile failing a Ride Height check during or after any session, (provided the failure is not due to accidental damage) will be exclusion from that session.
- 6.4.3 Ride height will be measured at 32 PSI
- 6.4.4 Porsche 996 GT3 Cup ride height refer to Appendix 1 (MY1999-01 automobile) or Appendix 2 (MY2002-05 automobile).

## **7 WHEELS AND TYRES**

### **7.1 Tyres**

**7.1.2 Tyres are subject to compliance with Schedule E of the CAMS Manual of Motor Sport and the Sporting Regulations for the Australian GT Championship.**- refer Sporting Regulation 10.9 Tyres

### **7.2 Wheels**

7.2.1 Wheel rims are free provided the diameter and maximum width remain original as fitted by the automobile manufacturer, or as otherwise specified in the relevant CHD.

7.2.2 Any device, system, procedure, construction or design the purpose and/or effect of which alters the air flow through the wheels is forbidden.

7.2.3 Wheel attachment is free, but if a single nut is used a retaining safety device as approved by CAMS must be in place at all times that the car is running.

7.2.4 Porsche 996 GT3 Cup refer to Appendix 1 (MY1999-01) or Appendix 2 (MY2002-05) for wheel requirements.

## 8 BRAKES

8.1 With the exception of paragraph 2) below, the complete braking system is free provided it incorporates at least two separate circuits operated by the same pedal. This system must be designed so that if leakage or failure occurs in one circuit, the pedal shall still operate the brakes on at least two wheels. The front – rear brake bias may be adjusted from within the cockpit.

8.2 Brake discs must be made from Ferrous material.

8.3 Porsche 996 GT3 Cup refer Appendix 1 (MY1999-01) or Appendix 2 (MY2002-05) for brake requirements.

## 9 FUEL SYSTEM

9.1 Fuel shall be Unleaded Commercial or FIA fuel as per CAMS standard requirements, Schedule G 6.15.

9.2 Re-fuelling and de-fuelling is not permitted during qualifying sessions, sprint races or before the completion of post qualifying or post race scrutiny unless authorised by the CTC.

The CTC may examine fuel at any time. To minimise delay, it is mandatory that each Competitor fits a fuel sampling coupling (Snap Tite PNQD588-06D). The Competitor shall be held solely responsible should participation by their automobile, in any session, be delayed due to the inability to draw fuel samples easily.

9.3 For events longer than 1 hour each automobile must be fitted with a dry break fuel system as per the CAMS standing regulations – Schedule N Part 2.

9.4 All refuelling must comply with CAMS Standing regulations Part 2, 6/42.

## 10 ELECTRICAL EQUIPMENT

### 10.1 Rain Light

Each competitor must fit a rear facing red warning lamp that complies with either (i) or (ii) below.

- (i) The rain light as fitted to comply with FIA GT3 regulations – For FIA GT3 automobiles ONLY
- (ii) A rain light as nominated by AGTSG. This light to be fitted on the longitudinal center line of the automobile, above the level of the stop/tail lamps.

This light is to be switched on whenever the automobile is either, being driven on a wet track, or fitted with treaded tyres, or as otherwise directed by Race Control. The CTC will be the final arbiter in regard to the suitability and position of the rain light.

Item Number: 109-01-821

Lamp LED Stop – Tail Red 10-30V

### 10.2 Automobile Data

10.2.1 The use of data storage devices including multi display dashes with the ability to store automobile data are permitted, unless otherwise specified by the relevant CHD

10.2.2 The use of any form of real time telemetry or the transmission of any data to or from the automobile while in motion, by any means, unless approved by CAMS, is forbidden.

### 10.3 Battery

10.3.1 The battery, its location and its associated cabling is free.

10.3.2 Batteries must be securely fixed to the body shell and completely surrounded by a box made of insulating **material that includes an air vent which exits outside the cockpit.**

10.3.3 If the battery situated in the cockpit is a dry battery, it must be protected electrically by a cover which covers it completely.

### 10.4 Windscreen wiper

Each automobile must be fitted with the original windscreen wiper system which must be in working order throughout the event. Only the blades and arms may be replaced.

### 10.5 Starting

A starter must be fitted and be in working order at all times during an event. The driver must also be able to operate the starter when seated normally.

### 10.6 Lighting equipment

All lighting equipment must be in working order throughout the event.

## 10.7 Porsche 996 GT3 Cup

Refer Appendix 1 (MY1999-01) or Appendix 2 (MY2002-05) for electrical equipment.

# 11 COACHWORK

11.1 Bodywork must remain original as fitted by the automobile manufacturer unless specified in the relevant CHD

11.2 It is permitted to fit an onboard air jacking system provided it fits within the outer dimensions of the automobile. Compressed gas storage containers may not be carried on board the automobile, and the couplings on the automobile must be located in a manner which ensures minimal hazard to persons who may be close to the automobile. A safety device must be in place at all times prior to any person working under the automobile.

11.3 The windscreen must be of laminated glass unless specified in the relevant CHD.

11.4 Each automobile must be fitted with a rear wing as specified in the Homologation Documents.

Each automobile new to the eligibility list for 2007/08 must be fitted with the AGTSG/CAMS approved wing as supplied by the nominated supplier. This wing must be fitted as per FIA GT2 regulations (3.6.3) with an overall height not to exceed the highest point of the roof, taken on a level plane.

11.5 Porsche 996 GT3 Cup refer Appendix 1 (MY1999-01 cars) or Appendix 2 (MY2002-05 cars).

11.6 Cockpit

### 11.6.1 Equipment in the cockpit

I. The original dashboard including instrumentation and central console and all associated components must be retained.

II. Only those items specified in the relevant SV of the CHD may be removed from the cockpit.

III. The only components which can be added in the cockpit are:

- a) Safety equipment and structures
- b) Tool kit
- c) Additional instruments and alarms - only to monitor oil pressure and temperature, water temperature and level, and fuel pressure.
- d) A shift light for monitoring engine revs
- e) An MSE DD104 driver display unit for monitoring all functions within the MSE data logger
- f) Driver cooling system
- g) Ballast
- h) Driver ventilation equipment
- i) Television equipment as per clause 5.7

11.6.2 None of the above items may hinder cockpit exit or driver's visibility.

11.6.3 The above components must be covered where necessary by a rigid protective material to minimise injury and their mountings must be able to withstand 25 g deceleration.

### 11.6.4 Porsche 996 GT3 Cup

Refer Appendix 1 (MY1999-01) or Appendix 2 (MY2002-05) for cockpit requirements.

## **APPENDIX 1 996 GT3 CUP MY1999 TO MY2001 REGULATIONS**

### **B1.0 ELIGIBLE AUTOMOBILES:**

GT3 Cup model year 1999 to 2001.

### **B2.0 WEIGHT**

The racing weight for the GT3 Cup is 1260 kg including driver

### **B3.0 POWER**

- (i) The power output of the automobile is free subject to the limited freedoms provided in this Appendix.
- (ii) Provision for sealing the engine & gearbox must be provided in accordance with the diagram for sealing procedures.
- (iii) Each automobile will be subject to examination at any time by the Technical Commissioner.
- (iv) The Technical Commissioner reserves the right to perform random dynamometer testing on any automobile.

### **B4.0 PERMITTED MODIFICATIONS**

#### **B4.1 Springs**

Springs and spring ratings are free.

#### **B4.2 Shock Absorbers**

Shock absorbers are free, but the mounting points must remain original.

#### **B4.3 Brake Pads**

Brake pad material is free but the swept area and backing plate must be identically similar as supplied by the manufacturer.

#### **B4.4 Bumpers**

Original Porsche 996 GT3 alloy inner bumper may be refitted.

#### **B4.5 Dry Break Couplings**

Dry Brake couplings in compliance with Schedule N of the CAMS Manual of Motor Sport.

#### **B4.6 Brakes**

350x34-72 vane front rotors, part number 09.9306.10, disc assembly part number XA4.F2.11/12

330x28-72 vane rear rotors, part number 09.8667.50 (lhs) and 09.8667.60 (rhs), disc assembly part number XA4.F2.21/22.

## APPENDIX 2 MY2002 TO MY2005 REGULATIONS

### 1 PREAMBLE

1.1 Any modification, deviation or preparative measures other than those modifications and deviations from standard explicitly listed in these Technical Regulations, is prohibited.

1.2 Permitted modifications must not lead to resultant prohibited modifications.

Work which relates to normal adjustment and service of the automobile or to the exchange of parts which have become no longer serviceable due to wear and tear or due to an accident is the only permitted work. These components must be replaced with Recognised Complying Replacement Parts, which shall have a complying part number.

### 1.3 SEALS

1.3.1 AGTSG will supply and fit engine and gearbox seals to each automobile determined to be eligible to compete. These seals will be fitted to the camshaft housing covers on the right and left sides of the engine and to the gearbox housing.

1.3.2 Each automobile found not to have the correct seals fitted or it is determined the seal has been tampered with, may be ineligible to compete.

1.3.3 Each automobile found not to have seals fitted (save that written advice has been forwarded to AGTSG and the CTC and/or CTM has given written permission for the seals to be removed), may be ineligible to compete.

1.3.4 At all times, the CTC will be the judge of fact in respect of the automobile's seals and has the sole discretion over the eligibility of any Competitor's automobile.

1.3.5 Breaking of the AGTSG seals is not permitted (except if written advice has been forwarded to AGTSG and the CTC and/or CTM has given written permission for the seals to be removed).

**Note:** Be aware that this sealing system is tamper-proof. Each seal has its own unique bar code embedded in a ceramic disc. The seals may be scanned at every meeting. Tampering with or trying to remove the seal will result in the ceramic disc fracturing, damaging the ability of the bar code to be scanned.

1.3.6 Confirmation in writing from C.T.M that the seal can be removed and repair commenced.

1.3.7 Advice from the competitor where and when the inspection and resealing will be required.

1.3.8 CTM to co-ordinate with one of the Accredited Technical Inspectors (ATI's) and the competitor, the appointed time and place of the inspection. CTM will supply the A.T.I at that time with the required seals.

1.3.9 The ATI inspects and confirms the correct components have been used in the repair, completes the CCA seal replacement confirmation documentation and affixes the new seals as required.

1.3.10 The ATI counter signs and dates the seal replacement confirmation documents.

1.3.11 The ATI submits the completed documentation to CCA-CTM. All costs relating to any resealing and inspection will be the responsibility of the competitor. These costs would reasonably include, a commercial hourly rate for both travel to and from the competitors repairer and for the time spent by the ATI at that repairer, as well as any additional expenses incurred by the ATI (i.e. road tolls).

#### 1.3.12 Accredited Technical Inspectors (ATI):

Victoria Located at Porsche Centre Melbourne. Phone 03 94730912

Mr Karl Batson.

Mr Brian Hammond.

NSW Located at Porsche Centre Willoughby. Phone 02 9958 0900

Mr Ralph Ali.

Qld Located at Austral Motors. Phone 07 32489411

Mr David Marshal.

### 1.3.13 Technical Inspection & Sealing Procedure

#### i. Gearbox

1st Inspection

After assembly of 1, 2, 3 & 4th Gears and prior to the installation of the intermediate housing.

Seals fitted to the intermediate gearbox housing.

2nd Inspection

After the assembly of 5 & 6th Gears and prior to the installation of the rear housing.

#### ii. Engine:

1st Inspection

Prior to the installation of the Crankshaft

2nd Inspection

After the installation of the crankshaft and con rods and during the assembly of the crankcase.

#### iii. Seals fitted to crankcase.

3rd Inspection

Prior to and during the assembly cylinder and piston assemblies.

Seals may be fitted at this step sealing cylinder assemblies to crankcase.

4th Inspection

Prior to and during the assembly cylinder head assemblies

5th Inspection

Prior to and during the assembly camshaft housing assemblies including the installation of camshafts.

6th Inspection

Prior to and during the installation of the camshaft covers.

Camshaft timing to be carried out by A.T.I. using only approved camshaft timing tools supplied by CTM.

#### iv. Seals fitted to the left and right camshaft covers.

## 2 ELIGIBILITY

- 2.1** The Racing Weight must be a minimum of 1,260kg including driver. Weight may be checked after each official qualifying session and after each Championship race on the scales provided by AGTSG at each venue. The weight recorded at these scales will be a judgement of fact.
- 2.2** Each automobile that records a weight less than the stipulated minimum, will incur a penalty. The penalty for the first breach will be exclusion from the results of that session. The penalty for any subsequent breach of the minimum weight will be exclusion from the event.
- 2.3** **Ballast Location: Ballast shall only be fitted to the floor of the cockpit immediately behind the Driver's seat. Provision shall be made for the ballast to be sealed by the CTC.**

## 3 CHASSIS / MONOCOQUE

All safety regulations in the current CAMS Manual of Motor Sport must be strictly adhered to. Beyond these, the following applies:

### 3.1 Safety Cage

The Safety Cage as welded into the automobile is mandatory and must not be modified after the commencement of the season. ASN or FIA Certified Cages must never be modified.

### 3.2 Fire Extinguisher

An on board fire extinguisher, which complies with FIA International Sporting Codes Art. 253 is fitted as standard. The fitting position stipulated by the manufacturer must not be changed.

### 3.3 Tow Hooks

The soft tow straps and mounting brackets as supplied by Porsche Cars Australia must be correctly fitted to the automobile and marked at all times whilst the Car is on a race track.

### 3.4 Windscreens

Each automobile is fitted with a laminated glass windscreen. It is not permitted to fit after-market windscreen heater strips. It is permitted to fit an optional heated windscreen, part #99654111106HR. A wiring harness kit, if required, with part #CCAPCAO4HWWK, is the only permitted wiring harness.

### **3.5 Safety Belts**

A '5 point' FIA homologated safety belt is compulsory.

## **4 ENGINE**

4.1 A 3.6 litre engine, based on the 911 GT3 is fitted - refer to Appendix 1. The engine set up is based on unleaded, non oxygenated fuel of 98 Research Octane Number. The use of fuel other than this may cause engine damage.

4.2 It is permitted to fit a cold air box as supplied by Porsche Cars Australia (part number CABPCA03) or as supplied standard on MY2004

4.3 Only the standard air cleaner as supplied on MY2003 or MY2005 may be used. Replacement elements are available from Porsche Cars Australia.

## **5 TRANSMISSION**

5.1 Only the gearbox ratios specified for the 2003 model GT3 Cup may be used. It is permitted to fit remanufactured dog rings provided they comply with the identifying mark stamped in at the point of manufacture prior to the hardening process. It is also permitted to use genuine dog rings.

5.2 Lockwiring of rollpin for gearshift forks is permissible and the standard 1mm stainless steel lockwire is recommended with no more than two strands through the roll pin. Further modifications are not permissible i.e.: drilling of bolts or forks for lockwiring.

### **5.3 Engine and Gearbox Repairs**

5.3.1 Each automobile must have seals fitted as per 2.4 - Seals; these seals may only be removed after 2.4.2 has been complied with.

5.3.2 All engine or gearbox repairs must be inspected and resealed by a Porsche Master Technician listed in 18.12

### **5.4 Duty of Notification**

5.4.1 It is duty of the competitors to notify AGTSG, in writing, of any required repairs to engine or gearbox, twenty-one (21) days (event timing permitting) prior to the next Meeting.

5.4.2 No work should be undertaken unless written confirmation has been received from the CTM for such work to commence. The CTM reserves the right to inspect any Car prior to this authority being granted.

### **5.5 Disobeying the Duty of Notification**

Any breach of the requirement for notification shall be referred to the Stewards

## **6 SUSPENSION**

6.1 The suspension may be adjusted within the existing tolerances. All original parts must be retained. The maximum permissible thickness of shims on the control arms are:

- Front axle: 20 mm
- Rear axle: 5 mm

6.2 The diagonal link mounting points on the front control arms must be retained at the factory position (shortest wheel base). (Middle position is not permitted).

### **6.3 Dampers/prings**

6.3.1 Sachs suspension dampers with the following Part numbers are the only permissible suspension dampers:

Front: 99634304196  
Rear Left: 99633305196  
Rear Right: 99633305296

Altering the dynamics of the dampers outside of the provided bump/rebound adjustment range is prohibited.

6.3.2 Springs shall be H & R branded, with the following specifications:

Front main: 100-240  
Front tender: 75-60-43  
Rear main: 130-260  
Rear tender: 60-60-50,

6.3.3 The CTC may, only at the conclusion of a Meeting, request the removal of the dampers and springs from any automobile for the purposes of testing and/or eligibility checking. In this instance, AGTSG will provide replacement dampers and/or springs to be installed into the automobile. The TC may cause the dampers and springs to be taken to another location for further testing.

### **6.4 Ground Clearance**

- 6.4.1 The ride height of the ready to drive automobile (including Driver on board, slick-tyres with 32 PSI), may not, at the pre-determined measurement positions, go below the minimum ride height at any time during the Meeting. During the whole of the Meeting, the minimum ride height of the front axle is 85 mm and the rear axle 105 mm. The measurement points are as below and are depicted in Appendix 9:
- 6.4.2 Front axle: lower inner ball joint mounting bolt head, vertically measured to the ground.
- 6.4.3 Rear axle: the machined area on the rear axle sub-frame vertically measured to the ground.
- 6.4.4 It is forbidden to adjust the ride height of the automobile during a qualifying session of a Meeting. Any Entrant or team member found adjusting the ride height of the automobile during a qualifying session of a Meeting will automatically have the times for the entire session excluded.
- 6.4.5 Each automobile that records a height less than the stipulated minimum, will incur a penalty. The penalty for the first breach will be exclusion from the results of that session. The penalty for any subsequent breach of the minimum height will be exclusion from the event.

## 6.5 Anti-Roll Bars

Competitors are permitted to disconnect the anti-roll bars, on condition that no components are removed. The anti-roll bars may be adjusted using the range of adjustment holes only.

## 7. WHEELS / TYRES

- 7.1 Only wheels as per the automobile's Recognition Document are allowed. Competitors are required to have a minimum of two (2) full sets of wheels. AGTSG strongly recommends three (3) full sets as a minimum.
- 7.2 Tyres Refer AGTSG technical regulation 7.1.2.

## 8. BRAKES

- 8.1 The Ferodo DS3000 Endurance brake pads are compulsory for practice, qualifying and racing.  
**The only modifications allowed to the standard braking systems are as specified in Appendix 3 section 4.5**

## 9. FUEL

- 9.1 Refer AGTSG technical regulation 9.1.

## 10. ELECTRICAL

### 10.1 Telemetry

The use of telemetry is prohibited.

### 10.2 Data Recording Systems

- 10.2.1 The use of data acquisition systems is prohibited. The only exception is each Competitor has the option of using the Data Logger Kit Porsche Carrera Cup System 03 (part #18502) - this data recording system is the only approved system. This system must be installed as per the installation instructions provided with the system.
- 10.2.2 At any time during a Meeting, the CTC and/or CTM and/or the Stewards of the Meeting have the right to request and receive from a Competitor recorded data. This data may be analysed and provided to the Stewards of the Meeting for use as evidence in inquiries.
- ### 10.3 Verification - ECU Data Monitors
- 10.3.1 At any time the CTC may fit a data monitor to a competing automobile. ECU data monitors are supplied by Porsche Cars Australia and the wiring harness is fitted standard to complying automobiles.
- 10.3.2 Each competitor is responsible for ensuring that the wiring and sensors that provide input signals to the ECU data monitor are adequately maintained and remain working at all times.
- 10.3.3 Any cost of rectifying damage (whether accidental or otherwise) to the ECU data monitor while in the possession of a competitor, is the responsibility of the competitor and the cost of any damage will be assessed by Porsche Cars Australia.
- 10.3.4 The CTC will make all decisions in relation to all determinations regarding the installation and operation of the ECU data monitor and any interpretation arising therefrom.
- 10.3.5 ECU data logging by competitors and/or Drivers is prohibited.

### 10.4 Lap Triggers

The use of lap triggers, which are activated from the pits is permitted. Lap triggers must be free standing and have their own power supply. It is not permitted to sit lap triggers on the pit wall.

## 11. COCKPIT

### 11.1 Steering Wheel



The choice of steering wheel is left to personal preference. Steering wheels, which differ from the original, will be inspected during the technical inspections. Steering wheels must comply with relevant motor sport specifications – refer to the current CAMS Manual of Motor Sport, Section 6-6, Schedule A, item 12.

## **11.2 Hub Extensions**

Only Porsche approved steering wheel removal systems are permissible. The standard scope of longitudinal adjustment may be utilized.

## **11.3. Seat**

11.3.1 The Driver's seat may be replaced by another of a type homologated by the FIA to the 8855/99 standard and which incorporates a head restraint and has no mechanical adjustment of the rake of the squab.

Note: The validity of these seats expires five (5) years from the date of manufacture shown on the seat. An additional two (2) year waiver may be granted by the seat manufacturer provided the seat is returned to the manufacturer for inspection.

11.3.2 The original mounting (track) must be retained, unless specifically approved otherwise by the CTM, in consultation with the CTC.

11.3.3 If application is made by a competitors to the CTM to have alternative seat mounting considered for approval, an 'Engineer's Report' compiled by a suitably qualified engineer, certifying the alternative mounting system, must accompany such application. The floor of the automobile must not be modified in any way and the original mounting holes must be used.

11.3.4 Customizing the seat by adding or removing cushion material is permitted.

## **11.4 Ventilation**

Each automobile must fit the MY2004 rear quarter windows as supplied by Porsche Cars Australia. Part numbers are as follows:

Left: 99654311190

Right: 99654311290

## **11.5 Window Nets**

11.5.1. Each automobile is required to have fitted a Driver's side window net, and where any automobile is used to carry a passenger while on the race track, the automobile must also be fitted with a passenger's side window net. All window nets must comply with the Schedule I of the current CAMS Manual of Motor Sport and the following minimum specifications:

- I. they must be permanently attached to the Safety Cage along the lower edge of the net;
- II. they must be fitted to the relevant Safety Cage structure above the relevant window;
- III. they must be affixed by means of a rapid release system so that, even with the automobile inverted it must be possible to detach the mechanism with one hand;
- IV. for the purposes of this rule, the rapid release system handle or lever must be "reflective" yellow;
- V. the rapid release system may utilise a push button release provided that:
- VI. it respects the requirements of this Rule; and
- VII. the push button must be visible from the outside, be of a contrasting colour and be marked "press".

11.5.2. Competitors must be aware if rescue officials are in any doubt as to the operation of the release of the safety net, the net will be cut to extract any occupants.

**Note:** *Revolution Racegear manufacture a window net specifically to suit GT3 Cup with the following part numbers: window net #3100076000, installation kit #3100077650.*

## **11.6 Cool Suit Associated Components**

11.6.1. It is permitted to fit a cool suit system to the automobile. However, the system and plumbing (except for the Driver's vest) must be removed from the automobile, prior to the automobile weight being checked at any Meeting.

11.6.2 The mounting of cool suit associated component hardware is to be located wholly within the cockpit. The cool suit cooler unit must only be mounted to the passenger side floor using original seat mount holes. It is permitted to fabricate a mounting plate to facilitate the use of the original mounting holes and the original cooler unit mounted bracket. The original cooler unit mounting brackets must be used.

## **11.7 Drink Bottles**

Drink bottles may be fitted for the Driver's comfort. Bottles and associated plumbing is to be located wholly within the cockpit and must not exceed two (2) litres in capacity. Only one (1) drink bottle is permitted per automobile. Drink bottles must only be of proprietary manufacture and securely mounted behind the Driver's seat.

## **11.8 In-Car Camera**

No in-car cameras are permitted, other than those fitted by personnel authorised by the AVE or those required by AGTSG and approved by the Chief Scrutineer.

**11.9 Bumpers**

Original Porsche 996 GT3 Cup alloy inner bumpers may be refitted

Part numbers:

Front 99650501105

Rear 99650502104

**11.10 Rear Spoiler**

The position of the rear spoiler profile may be changed within the prescribed adjustment range.

<p>996 CUP APPROVED VEHICLE SPECIFICATION RECOGNITION DOCUMENT</p>
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This form details the approved specifications of individual car models and will be referred to as the "Recognition Document".

<b>Model Type:</b>	<b>996 GT3 Cup</b>
<b>Model Name:</b>	<b>2003/2005 CUP</b>
<b>Date of Issue of this Document:</b>	<b>1 August 2002</b> <b>(revised 30 October 2003)</b>

## SECTION 1 - CHASSIS

<b>1.1 CHASSIS FRAME</b>		
<b>Description:</b>	Monocoque integrated chassis and body	
<b>Manufacturer:</b>	Porsche	
<b>Material:</b>	Steel	
<b>1.2 FRONT SUSPENSION</b>		
<b>Description:</b>	McPherson Strut	
<b>Spring medium:</b>	Coil	
<b>Damper Type:</b>	Sachs - Oil/Gas	<b>Adjustable:</b> yes
<b>Anti-sway bar:</b>	Steel	<b>Adjustable:</b> yes
<b>Suspension adjustable:</b>	Via spring seat Height	<b>Method:</b> thread
<b>1.3 REAR SUSPENSION</b>		
<b>Description:</b>	Multi Link	
<b>Spring medium:</b>	Coil	
<b>Damper type:</b>	Sachs - Oil/Gas	<b>Adjustable:</b> yes
<b>Anti-sway bar:</b>	Steel	<b>Adjustable:</b> yes
<b>Suspension adjustable:</b>	Via spring seat Height	<b>Method:</b> thread
<b>1.4 STEERING</b>		
<b>Type:</b>	rack and pinion	<b>Make:</b> Porsche
<b>1.5 BRAKES</b>		
	<b>Front</b>	<b>Rear</b>
<b>Type:</b>	Disk	Disk
<b>Dimensions:</b>	350 x 33	330 x 28
<b>Material of disc</b>	Steel	Steel
<b>No. Pistons per Caliper:</b>	6 – 38/32/28	4 – 28/30
<b>Actuation:</b>	Hydraulic	Hydraulic
<b>Caliper:</b>	Porsche	
<b>Adjustable bias</b>	No	
<b>Brake Booster Fitted</b>	Yes	
<b>Comments:</b> ABS fitted as standard		

## SECTION 2 - ENGINE

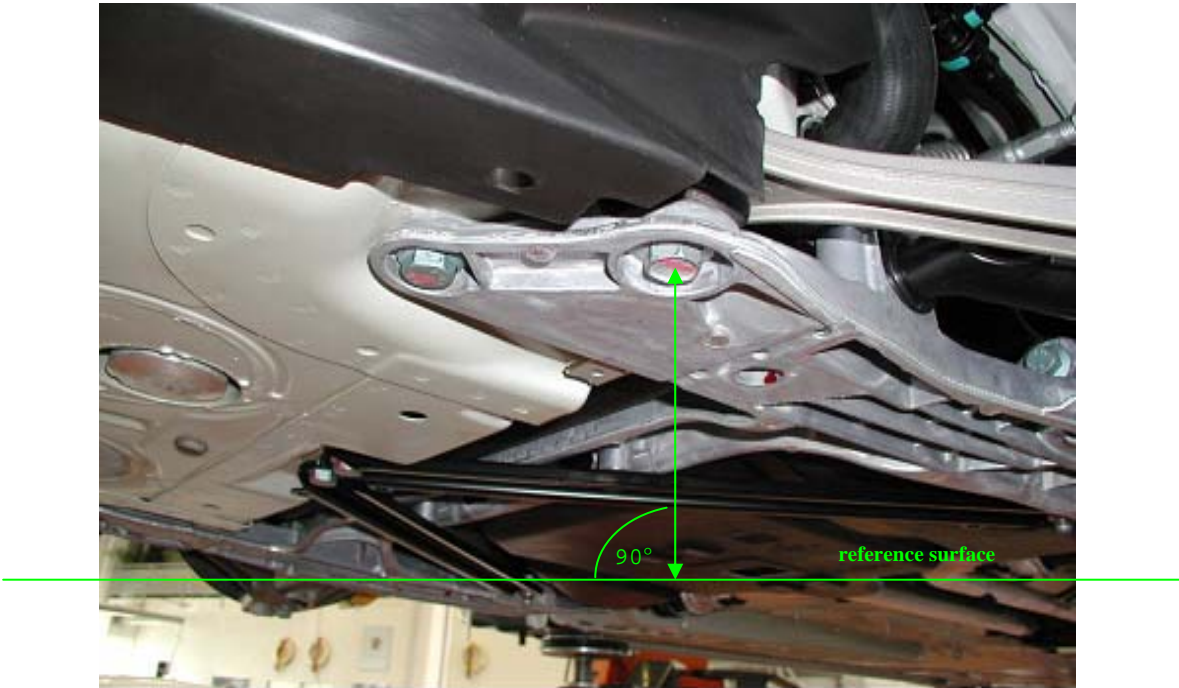
<b>2.1 ENGINE</b>		
<b>Make:</b>	Porsche	
<b>Model:</b>	GT3 Cup M 96.77	
<b>No. cylinders:</b>	Six	<b>Configuration:</b> Flat
<b>Cylinder Block-material:</b>	Aluminium	<b>Four Stroke:</b> yes
<b>Bore - Original:</b>	100 mm	<b>Max. allowed:</b> 100mm
<b>Stroke - original:</b>	76.4mm	<b>Max. allowed:</b> 76.4mm
<b>Capacity - original:</b>	3598cc	<b>Max. allowed:</b> 3598cc
<b>Cooling method:</b>	Liquid	
<b>2.2 CYLINDER HEAD</b>		
<b>Make:</b>	Porsche	
<b>No. of valves/cylinder-</b>	Inlet: 2	Exhaust: 2
<b>No. of ports total:</b>	Inlet: 6	Exhaust: 6
<b>No. of camshafts:</b>	4	Drive: Chain
<b>Valve actuation:</b>	Bucket with Hydraulic Lifters	
<b>Spark plugs/cylinder:</b>	1	
<b>2.3 LUBRICATION</b>		
<b>Method:</b>	Dry sump	
<b>Oil tank location:</b>	Front of Engine	
<b>Dry sump pump type:</b>	Gear	
<b>Location:</b>	Crankcase & Cyl Heads	
<b>Oil cooler standard:</b>	Yes	
<b>Location:</b>	Engine	
<b>2.4 IGNITION</b>		
<b>Type:</b>	Coil on Plug	
<b>Make:</b>	Porsche	
<b>2.5 FUEL FEED</b>		
<b>Fuel injection System</b>	<b>Model:</b> MS3.1	<b>No:</b> 996 618 608 92
<b>Make:</b>	Porsche	<b>Type:</b> Motronic
<b>Injector:</b>	Porsche EV6C	<b>No:</b> 996 606 132 00

## SECTION 3 - TRANSMISSION

<b>3.1 CLUTCH</b>		
<b>Make:</b>	Porsche	
<b>Type:</b>	Diaphragm	996 116 027 51 or 996 116 027 75
<b>No. of Plates:</b>	<b>Type:</b> 4 Puck	996 116 013 91
<b>Actuation:</b>	Hydraulic	
<b>3.2 TRANSMISSION</b>		
<b>Type:</b>	Manual	Rear Wheel drive
<b>Make:</b>	Porsche	
<b>Model:</b>	G96/91	
<b>No. forward speeds:</b>	Six	
1 – 41/13 3.2:1	2 – 40/20 2.0:1	3 – 39/25 1.56:1
4 – 34/26 1.24:1	5 – 35/32 1.09:1	6 – 31/34 1.10:1
<b>3.3 FINAL DRIVE</b>		
<b>Diff. Make:</b> Porsche	<b>Lock Ratio:</b> 60/40%	996 332 083 9C
<b>Wheel drive method:</b>	Hypoid crown wheel and pinion	
<b>Ratios:</b>	4.00/1	996 302 911 80
<b>Comments:</b> Oil cooler and pump fitted as standard		
<b>3.4 TRANSMISSION SHAFTS (EXPOSED)</b>		
<b>Number:</b>	2 CV type Shafts	
<b>Description:</b>	996 332 024 92	
<b>3.5 WHEELS</b>		
<b>Wheel type:</b>	<b>Original:</b> BBS	<b>Material:</b> <b>Original:</b> Aluminium
	<b>Allowed:</b> BBS	<b>Allowed:</b> Aluminium
<b>Fixture method:</b>	Centre Lock	
	<b>FRONT</b>	<b>REAR</b>
<b>Wheel Rim</b>	996 362 136 97	996 362 140 97
<b>Original:</b>	9 x 18 – 46mm offset	11 x 18 – 59mm offset
<b>Allowed</b>	9 x 18 – 46mm offset	11 x 18 – 59mm offset
<b>3.6 TYRES</b>		
<b>MICHELIN</b>	<b>FRONT</b>	<b>REAR</b>
<b>SLICK</b>	24/64/18 282D	27/68/18 284D
<b>WETS</b>	24/64/18 282P	27/68/18 284P

## SECTION 4 - GENERAL

<b>4.1 FUEL SYSTEM</b>		
<b>Tank Location:</b>	Front	<b>Capacity:</b> 89 litres
<b>Fuel pump, type and location:</b>	Electric internal	<b>Make:</b> Porsche
<b>4.2 ELECTRICAL SYSTEM</b>		
<b>Voltage:</b>	12 volts negative ground	
<b>Alternator fitted:</b>	yes	
<b>Battery Location:</b>	front plenum chamber	
<b>4.3 BODYWORK</b>		
<b>Type:</b>	Coupe	<b>Material:</b> steel/carbon fibre
<b>4.4 DIMENSIONS</b>		
<b>Track:</b>	<b>Front:</b> 1,515 mm $\pm$ 0.1%	<b>Rear:</b> 1,578 mm $\pm$ 0.1%
<b>Wheelbase:</b>	2,357 mm $\pm$ 0.1%	
<b>Racing weight:</b>	1,260 kg (minimum)	
<b>4.5 PERMITTED MODIFICATIONS</b>		
<p>- Muffler Muffler as approved by Star Mufflers and as approved by AGTSG P/L</p> <p>- Dry Brake couplings Dry brake couplings and body work to fit is permitted</p> <p>- Brakes 350x34-72 vane front rotors, part number 09.9306.10, disc assembly part number XA4.F2.11/12 330x28-72 vane rear rotors, part number 09.8667.50 (lhs) and 09.8667.60 (rhs), disc assembly part number XA4.F2.21/22. Brake pads are free with regard to material</p>		



RIDE HEIGHT MEASURING POINT - FRONT AXLE



RIDE HEIGHT MEASURING POINT - REAR AXLE





# 2008 Australian GT Championship

## COMMERCIAL ARRANGEMENTS



Version 1	Bulletin B08/008

# COMMERCIAL REQUIREMENTS

## 1.1 SERIES TITLE

- a. All references by competitors, team members and all associated persons to the Championship must be in full, namely: **2008 (Sponsor name/s) Australian GT Championship**.

## 1.2 PRESENCE AT START LINE AND PRESENTATION PODIUM

### a. Start line

1. Subject to compliance with all relevant requirements and unless specifically advised otherwise only Category sponsor or sponsor's personnel may be present on the starting grid until the two-minute signal.
2. Competitors may be required to provide one suitably attired member of their team personnel to display the official umbrella or similar, at the driver's door of the entered automobile, as provided by AGTSG, on the grid prior to every race.

### b. Presentation Podium

1. On the Presentation Podium, only the Championship sponsor, AGTSG approved personnel and invited race team members (drivers, managers and mechanics) are permitted.
2. During Presentations, the driver must wear the peaked cap/s as provided by AGTSG for the duration of the ceremony.

## 1.3 PADDOCK SIGNAGE

- a. At each circuit, each team must display, as directed by AGTSG, next to their garage, marquee or transporters the team's flag and any flag provided by AGTSG. Flags provided by AGTSG relevant to Category sponsorship will take precedence for placement.
- b. At all Events each competitor must display the AGTSG provided overhead garage sign in their Support Paddock Garage Area.
- c. All team paddock signage will be supplied at Round 1 at the competitor's cost. Any signage lost or damaged will be replaced at the competitor's cost

## 1.4 DRIVER'S AVAILABILITY

- a. Drivers must be available to take part in:
  1. prize giving ceremonies and media conferences, always in either their race suit done up at the neck or team uniform and wearing a peaked cap (pending contractual/sponsorship arrangements, this cap may be specified by AGTSG);
  2. AGTSG organised sponsor ride sessions;
  3. Media conferences and interviews with the media, circuit commentators and television broadcasters, that may be organised by AGTSG;
  4. Pre-Event Promotions, when required;
  5. Autograph Sessions

## 1.5 MEETING RIDE SESSIONS

- a. Meeting ride sessions may be held at each round SUBJECT TO approval of CAMS and THE EVENT PROMOTER. These sessions will be subject to the procedures for meeting ride days as issued by CAMS. AGTSG with agreement of the Stewards and the Secretary of the Meeting, reserve the right to vary the time and day of these Sessions.(Normally Friday)
- b. Each competitor who wishes to participate in the meeting ride session at any round must complete and return the meeting ride request form provided by AGTSG P/L by email and returned by the deadline specified on the form.
- c. If advised in writing by AGTSG prior to the Round, it will be compulsory to participate in the Meeting Ride Session to assist with AGTC nominated guests.
- d. If the Driver of the automobile requires parental consent on the Entry Form to enter the Event, then that driver will not be permitted to participate in the meeting ride session at that Round.

- e. Should the ride session be scheduled and approved then competitors may bring a maximum of three (3) pre-nominated passengers per automobile entered for the Round, per AGTSG-AGTC Meeting Ride Session (in addition to nominated AGTSG-AGTC passengers). Passengers between 16-18 years of age require their parent/guardian signature to participate. Passengers under 16 years of age are not permitted. AGTC sponsors will take priority. Each passenger will be directed to an automobile, by AGTC Officials.
- f. With the exception of AGTSG guests, passengers must be bona-fide guests or team sponsors; team members or technical consultants/suppliers do not qualify. If it is deemed by AGTSG that the passengers are not bona-fide guests, then that particular driver and/or competitor will be referred to the Stewards of the Meeting.
- g. It is the competitor's responsibility to ensure that guests present themselves to the AGTC Site Office at the appropriate time, to sign the Passenger in Vehicle Indemnity Form. Guests will receive a AGTC wristband, which will be affixed prior to leaving the AGTSG Office. Passengers who are not wearing a AGTC wristband will not be permitted access to the circuit in an automobile. It is the competitor's responsibility to ensure that all guests attend the pre-ride briefing prior to participating in the session.
- h. Each participating automobile must comply with their relevant Technical Requirements at all times
- i. The following items are also required for Meeting Ride Sessions:
  1. full racing harness fitted to the passenger seat,
  2. window net on the passenger side door, duly secured,
  3. sufficient fuel
  4. an experienced team member to assist in securing the passenger and general pitting procedures.
  5. race suit, racing gloves, enclosed shoes and a helmet compliant with Schedule D of the CAMS Manual.
- j. During such sessions, no automobiles are permitted on the circuit without passengers, except for one observation lap prior to commencement of the ride session, which must not be at full racing speed and only at the sole discretion of the Clerk of Course.
- k. The Clerk of Course has the ability to implement NCR 183 Breach of Rules of Section 4 Penalties, of the CAMS Manual for fraudulent activities if it is deemed that the participant has not completed the disclaimer and been fitted with an official AGTC wristband.
- l. Notwithstanding the selection criteria or determination above, AGTSG at its sole discretion reserves the right to accept or decline automobiles and or passengers.
- m. AGTSG and or CAMS reserve the right to prohibit any Driver from participating in the Meeting Ride session at their discretion.
- n. Meeting Rides are to be completed at approx 80% of the driver and automobile ability and for this purpose Sessions may be timed. Unless expressly approved by AGTSG and the Stewards of the Meeting, only the entered driver and automobile listed on the Entry Form for the Event will be permitted to participate in the Meeting Ride Session at that Circuit. Non-compliance with any of the above items will result in a fine of \$250 per offence and/or any additional penalties as determined by the Stewards of the Meeting. Continued non-compliance by any driver will result in a suspension from Meeting Ride participation for 12 months. Dorian Timers must be fitted and working for the session.
- p. If the Clerk of Course deems that a driver is exhibiting inappropriate driving during these sessions, AGTSG and/or the Clerk of Course will suspend the driver from participating in meeting rides for a period as they see fit.

## **1.6 RACE SUITS & UNIFORMS**

- a. Each Driver must wear their race suits fully done up at the neck, or Team Uniform including any nominated AGTC official sponsor apparel or badges (eg. Caps), during any press conference, media/television interview, podium presentation, etc.
- b. Each Driver must have the AGTC logo on their suit sleeves
- c. Each Driver must have the naming right sponsors badge on the neck strap of their suit
- b. It is compulsory for each race team to be outfitted in team uniform at race events. This includes but is not restricted to; caps, jackets, collared shirts, trousers, belts, socks, shoes and team overalls. Championship entered competitors are permitted to use the AGTC relevant Category logos on

Team uniforms. This permission is conditional on the logos being used on the sleeves of uniforms only. Logos must comply with the AGTSG standard as issued

- c. At any public relations activity it will be a requirement to present the team in full uniform, in accordance with this Regulation.

### **1.7 TELEVISION/IN-CAR CAMERAS**

- a. In-car cameras will be made available as per a procedure detailed by AGTSG prior to the first round.
- b. A competitor must carry an in-car camera, if required to do so by the television Production Company or AGTSC.
- c. Dashboard Signage as provided by AGTSG for the series Naming Rights Sponsors, must be in the Camera's field of vision for forward facing cameras. Individual team signage can be added subject to prior approval by AGTSG or the Television Production Company.
- d. The Television Production Company will use its best endeavours to utilise in-car camera footage where appropriate.
- e. If an automobile carrying an in-car camera is not able to participate, AGTSG reserves the right to transfer the camera to another automobile of its choice. The in-car camera fees will not, however, be refunded unless the camera is re-sold.
- f. In recognition of the valuable broadcasting rights which AGTSG has granted, competitors agree:
  - 1. not to allow any filming or broadcasting to take place other than as set out above without the prior consent of AGTSG; and
  - 2. that the only in-car camera signage to be visible will be as approved by AGTSG (refer to Category Specific Vehicle ID Sheets these Regulations);
  - 3. that no other in-car video or film cameras will be permitted without express written permission by AGTSG.
- g. The installation of in-car cameras must be approved by the Category Technical Commissioner or Chief Scrutineer.

### **1.8 ADVERTISING/SIGNAGE**

- a. All signage on automobiles, clothing, boards, flags, etc must comply with the requirements depicted on their Category Specific Automobile Identification Sheet, Schedule K (Markings on Automobiles) of Section 6 (General Requirements) of the CAMS Manual and all applicable laws relating to advertising and intellectual property.
- b. AGTSG and/or the Stewards of the Meeting reserve the right to censor and require the removal or alteration of any advertising deemed to be unsuitable.
- c. All Series logos, trademarks, livery, sound and visual footage, writings and all other representations of any kind are the property of AGTSG and/or its partners. Competitors and their team members, sponsors, agents and contractors must not use or permit to be used the above items without the prior written permission of AGTSG
- d. Each Competitor and their team members, sponsors, agents and contractors authorise AGTSG to use and license the use of images of the driver, automobile and team members and associated images, logos, statistics and other information in marketing and further promoting the Category, and the Championship.
- e. Competitors should give prior advice to AGTSG administration of all occasions and locations when automobiles are on display and any private public relations events involving the race car and/or driver.

### **1.9 PADDOCK LAYOUT AND USE**

- a. Competitors must strictly comply with the instructions of AGTSG and the promoter of each round as to garage and paddock allocation and use. This includes, but is not limited to Pit Lane/Paddock garage/carport allocation which will be grouped by Manufacturer in designated Manufacturer areas.
- b. Where requests are made for Pit Lane facilities, allocation will be determined by AGTSG(refer Clause 3.5)
- c. Only one transporter per automobile entered is permitted in the paddock area unless specified in the relevant event regulations. Other team vehicles must park in the designated parking area.

- d. Automobiles, transporters, and paddock/garage areas must be kept clean and in good order at all times.
- e. A minimum standard of garaging as determined by AGTSG and/or its nominees within the designated paddock is required by each competitor at each circuit.

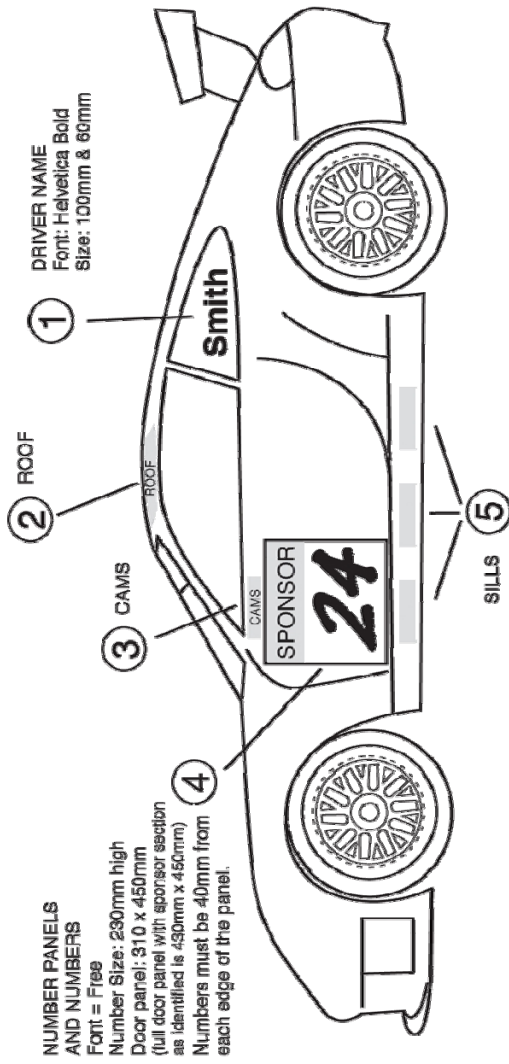
## 1.10 AUTOMOBILE IDENTIFICATION

Refer corresponding numbers below to automobile signage ID sheet, Appendix 8

- a. **Windscreen strips (front (6) and rear (10))**  
All race cars must display the windscreen strips provided by AGTSG within the uppermost portion of the front and rear windscreens, in conformity with Schedule K (Markings on Automobiles) of Section 6 (General Requirements) of the CAMS Manual.
- b. **Competition numbers (4) and (7)**
  - 1. Competition number allocation will be at the absolute discretion of AGTSG, from 2 – 99.
  - 2. Number “1” is reserved for the use of the 2007 Australian GT Champion. If the 2007 Champion elects not to use that number, it will not be reallocated. If the 2007 Champion elects to use it, their existing number can be reserved for resumption with AGTSG approval.
  - 3. The number “1” will be relinquished at the completion of the 2008 Championship and the new Champion can commence use of this number at any Non-point score events that follow the final round of the Championship.
  - 4. Each automobile must display their competition number on the windscreen (7) as depicted on the Identification Sheet. AGTSG will provide windscreen numbers
- c. **Number panels (4)**
  - 1. Each competitor must display number panels within the specification as detailed on the automobile identification sheet in accordance with schedule K-1 of the 2008 CAMS manual. AGTSG will provide 1 set of number panels per automobile.
  - 2. Any trimming necessary for affixing the panels must not deface the Championship wording or logo.
  - 3. Competitors are responsible for the supply and affixing of the numbers to their number panels as per the Identification Sheet.
  - 4. The numbers must be the size as specified in schedule K-1 of the CAMS manual
    - Minimum 230mm high (number panel is 310mm high and 450mm wide)
    - Numbers must be 40mm from each edge of the number panel
    - Numbers MUST be black only – no colour is permitted
- d. **Signage on Automobiles**
  - 1. AGTSG reserves the right to use the upper (6) and lower windscreen (8), sills (5), roof (2) and number plates both front (9) and rear (11) and door number panels of each automobile to display the Championship support sponsor’s signage, as provided by AGTSG.
- e. **CAMS Logo (3)**  
Entrants must display two (2) CAMS Logo’s, one to be located at the top of each door as close as possible to the rear view mirror. AGTSG to provide
- f. **Driver’s Surname (1)**  
Each automobile must display the driver’s surname on the rear side windows in accordance with Schedule K of the 2008 CAMS Manual, as if for a Championship as specified in Regulation 3.1
- g. **Challenge Identification (12)**  
In order different challenges to be clearly identified FIA GT3 Specification automobile must identify their side mirrors with dayglo yellow
- h. **Non-complying/inappropriate signage**  
Competitors and/or drivers are not permitted to practice, qualify or race if the automobile does not comply with the signage requirements depicted on the Identification Sheet or exhibits inappropriate signage. Notwithstanding the above, the AGTSG may request the Stewards to impose fines for non-compliance.



# Australian GT Championship Vehicle Signage ID sheet



**NUMBER PANELS AND NUMBERS**  
Font = Free  
Number Size: 230mm high  
Door panel: 310 x 450mm  
(full door panel with sponsor section as identified is 430mm x 460mm)  
Numbers must be 40mm from each edge of the panel.

