

SPORTING/TECHNICAL BULLETIN

2005 AUSTRALIAN GT CHAMPIONSHIP SPORTING AND TECHNICAL REGULATIONS – RE ISSUE

REFERENCE:

CAMS 2005 Manual of Motorsport

RATIONALE:

To replace and supersede the Sporting and Technical Regulations for the Australian GT Championship published previously under Bulletin B05/053.

AUTHORITY:

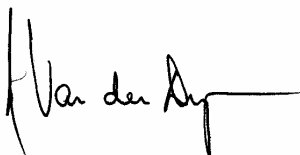
These Regulations were approved by the Australian Motor Racing Commission via email vote on 13 July 2005.

ACTION:

The regulations below replace and supersede the previous Sporting and Technical Regulations for the Australian GT Championship as administered by Challenge Racing Association and sanctioned by CAMS. Bulletin B05/053 is withdrawn.



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CHAPTER 1

1 ADMINISTRATION

1.1 INTRODUCTION

- a. Challenge Racing Association has been recognised by CAMS as the Category Administrator for the Australian GT Sportscar Group (AGTSG) competing for The Australian GT Championship for 2005.
- b. The Australian GT Championship (AGTC) has been sanctioned by CAMS as a "National Championship" in accordance with NCR15 (ii) (c).
- c. The 2005 Championship will be known as "THE AUSTRALIAN GT CHAMPIONSHIP & THE PORSCHE DRIVERS CHALLENGE"

1.2 REGULATIONS IN FORCE

- a. All Australian GT events will be conducted under the provisions of the International Sporting Code of the FIA ("the Code"); the 2005 CAMS Manual of Motor Sport ("CAMS Manual"); the Race Meeting Standing Regulations; these Sporting Regulations (as distributed by PRA; 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.
- b. PDC cars competing for the AGTC will be bound by these regulations and by the regulations of the PDC.
- c. 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.

1.3 ELIGIBLE COMPETITORS

a. Drivers and/or Entrants

To be Eligible Drivers and Entrants must send their registrations to the Challenge Racing Association and possess a CAMS Level NC (C4) Licence or higher.

b. Photocopy of Licences & Log Books

A photocopy of all current licences and page 9 of the race car's CAMS Log Book must accompany the Registration Forms and fees.

1.4 ENTRANT FEES

- a. Entrant fees are payable to Challenge Racing Association. All fees and charges as invoiced by CRA include GST in the total. Invoices will be issued, as determined and adopted by the board, from time to time, to the Entrant of the car unless otherwise advised in writing, prior to the commencement of the Season and monthly during the season. All payments are to be made by cheque or by EFT direct to CRA account on or before the due date.

1.5 ALTERNATE DRIVERS

- a. Once a Round has commenced, The Entrant may nominate an alternate driver who may be permitted to drive, only with the approval of CRA and the Stewards of the Meeting. The nomination MUST be in writing to both CRA and the Stewards of the Meeting and signed by the withdrawing original and nominated alternate driver.
- b. The nominated alternate driver will be eligible for points and/or trophies.

1.6 EVENT REGISTRATION

- a. CRA will distribute the Regulations and Entry Forms to all potential Entrants. Distribution will be by e-mail and "on-line" through the AGTC & APDC website.
- b. 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, eg. e-mail or fax, directed in the first instance to CRA.

1.7 SERIES PERSONNEL

- a. In addition to the officials identified by the CAMS Manual and any Supplementary and Further Regulations, CRA, with the agreement of CAMS, may appoint Category Representatives (officials) for the Series 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.

- b. 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 CRA Event Personnel but not those Officials appointed by CAMS or the Event Promoter, and the power to implement penalties in accordance with Article 1.9 Compliance and Offences, of these present Regulations.

2 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 (MSE).

3 Category Technical Commissioner (CTC) (CAMS official appointed)

The Category Technical Commissioner has ultimate responsibility in respect of any vehicle eligibility matter, and will be the final arbiter with enforcement of these rules with regard to this and all non safety related technical matters under the present Regulations, (except if he elects to refer technically complex issues to the CAMS Eligibility Committee for determination.)

c. Performance Review Committee

The CRA, in conjunction with 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:

1. 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,
2. Advise the CRA of the need for any performance adjustment on any or all competing models; and
3. Develop appropriate technical solutions to create Performance Configuration Levels for each competing model

1.8 COMPLIANCE AND OFFENCES

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

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

1. refusing admission to specified areas of a circuit;
2. revoking sufficient and appropriate Series prizes;
3. requiring the competitor to take reasonable actions to mitigate or compensate for any loss or harm, including loss of Series, Category or CRA, reputation;
4. imposing a fine;
5. issuing a reprimand;

1.9 REPRESENTATION

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

1.10 PASSES

In consultation with Event Promoters, Entrants will receive a minimum of 6 passes per race vehicle entered to enable selected team members access to authorised areas. The quantity of passes may vary at non series Events.

CHAPTER 2

2 SERIES ROUND FORMAT

2.1 PROGRAM OF EVENTS

The final program of events for each Series Round will be determined between the Promoter, Category Manager and if appropriate, CAMS and published in the Supplementary Regulations for each Event. Generally each Event will be 2 days with Practice and Qualifying on Saturday and Racing on Sunday.

a) PRACTICE

Unless otherwise approved by CAMS the following shall be respected for all practice sessions. 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.

b) QUALIFYING

Unless otherwise approved by CAMS the following shall be respected for all qualifying sessions. 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 Series criteria.

c) WARM UP

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

d) RACES

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

e) Number of Races Per Round

Unless otherwise approved by CAMS the following shall be respected for all racing sessions.

There will be three races at each Round of approximately 20 minutes duration each, expressed as the number of laps appropriate to the host circuit. Variations to race duration and distance may occur at some circuits.

f) STARTING GRID DETERMINATION

- (i) The grid for the first race will be based upon the results of the qualifying session.
 - (ii) The grid for the second race will be based upon the results of the first race.
 - (iii) The grid for the third race will be based upon the results of the second race.
 - (iv) Should a competitor not set a time in one qualifying session then, provided that they have set a time in the other qualifying session, they must start the race in respect of which a qualifying time has not been set from the back of the grid.
 - (v) 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.
1. Subject to grid capacity limits, the Stewards of the Meeting may, in consultation with CRA, 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 paragraph 2 above. Such drivers must start from rear of grid.
 2. Any car failing to start Race 1 and race 2 may start a subsequent race three from the rear of the grid. Should more than one car be affected in this way, such cars will be placed at the rear of the grid in order of their qualifying times.
 3. The responsibility for having the Stewards of the Meeting approve a start from the rear of the grid for whatever reason clearly remains that of the Entrant, 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 Entrant must immediately advise and prove to AGTSG that permission has been granted.
 4. If it is determined by the Clerk of Course, Clerk of Course or Stewards that an Entrant 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 cars ie. the true rear of the grid. When cars are placed at the rear of the grid in either Race 1 or Race 2 any vacated grid position is to remain vacant.

g) 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.

2.2 SCRUTINY

- a. In accordance with the CAMS Manual NCR 158, there will be Scrutiny prior to official practice on the first day of the meeting. The official Scrutiny Session will take place prior to official qualifying. A relevant team member must be present with the race car at the scheduled scrutiny time or risk the race car not being scrutineered in time for the subsequent session. The competitor must ensure that all relevant documentation (Administrative Checking) is complete and available at the car during this time unless required prior to vehicle scrutiny by the Event Promoter. Any subsequent checks will be conducted at the discretion of, or by arrangement with, the CTC or Chief Scrutineer.
- b. The CTC has the right to remove components and or the Race Vehicle 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.
- c. All costs associated with any specialised and/or off track examination will be borne by the competitor. Further, if CRA 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 eg. freight, and in so doing, may then take ownership of those parts at the completion of all judicial procedures.
- d. Neither, CRA, CAMS or their nominees will be held responsible or liable to account or compensate for any delay caused by any form of scrutiny.
- e. On being directed by any authorised official, to present the car for additional scrutiny, the competitor must take the car directly to the nominated place and without making any alterations to the car.
- f. Once a car 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.

2.3 DRIVERS BRIEFING

- a. All drivers and the Entrant or a representative with the written authority of the Entrant must attend the drivers' briefing.
- b. The attendance sheet must be signed by the Driver and the Entrant 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.
- c. 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.

2.4 SAFETY CAR

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

2.5 PIT LANE

- a. In addition to Race Meeting Standing Regulations in the CAMS Manual, the following procedures must be observed in pit lane:
 1. 60 kilometre 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 Entrant to ensure they are aware of the Pit land speed limit for all events.
 2. no children under 16 years of age; and
 3. outer lanes must be kept clear at all times.
- b. During qualifying sessions and races, race cars must remain in pit lane when not on the circuit and are expressly forbidden to enter the Pit Lane Garages unless permitted to do so by the CTC. All race cars must remain in pit lane until officially released by the CTC or his nominee.
- c. During any session, only crew associated with a car participating in that particular session are permitted in pit lane.
- d. 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.
- e. Cars 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).
- f. Pit lane bay (working area) allocation will be made by CRA and must be strictly adhered to.

2.6 OFFICIAL RESULTS

- a. All results are provisional until the completion of any judicial or technical procedures.
- b. Results distributed by CRA and marked "final" by the promoter are deemed official and final.
- c. Responsibility lies with the Entrant to advise CRA within one hour of their lodgement of a protest or of any incidents in which they have been involved.

2.7 JUDICIAL PROCEDURES

- a. Judicial matters at, or arising from, events may be dealt with by the Stewards of the Meeting in the form of an inquiry. The purpose of this is to have Stewards' hearings and disciplinary matters conducted and decisions made as promptly as possible, with minimal disruption to entrants, drivers and officials.
- b. At the request of the Clerk of Course or the Clerk of Course, or at their own initiative, the Stewards of the Meeting may inquire into an occurrence at or arising from a meeting.
- c. All relevant persons may be required to attend the inquiry. Notice to attend will normally, but not necessarily, be in writing and will include the details of the matter under investigation.
- d. At the inquiry, before commencing, the Stewards must inform the person, 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.
- e. The 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.
- f. Entrants or drivers so advised must be made aware of all evidence against them and be given the opportunity to call evidence, ask questions and make submissions in relation to the matter.
- g. Should guilt be established, any submission to be put to the Stewards with regard to penalty will be made, so as to avoid the necessity for a separate re-convening of the hearing to consider an appropriate penalty.
- h. Decisions may take effect immediately they are made.
- i. Affected Entrants or Drivers will be advised of any decision as soon as practicable after it has been made.
- j. Written decisions will be provided, as soon as practicable after the completion of the inquiry.
- k. The Stewards shall have the power, after imposing a penalty, to suspend its operation on such terms as they see fit.
- l. In addition to penalties provided in the National Competition Rules, the Stewards may also apply;
 1. 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.
 2. A penalty by way of a deduction of Series points may be imposed on a driver in any race for a breach of the NCR, the Supplementary, Further or Sporting Regulations.
 3. Any penalty listed in the AGTC Sporting and Technical Regulations ; Standard List of Penalties clause 3.7
- m. All persons affected by or concerned in an inquiry 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.

2.8 STANDARD LIST OF PENALTIES

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

- a. Vehicle under the minimum Competition Weight
- b. If any team member other than the nominated driver is in the car at the time of the weigh in.
- c. If the vehicle is under the nominated ride height (Save for race damage as determined by the Chief Scrutineer)
- d. If the vehicle breaches the tyre regulation as detailed in these regulations in any way.

DRIVER PROTOCOL:

In addition to regulations on Driver Conduct in the CAMS Manual, the following is applicable.

- e. If a passing car deliberately makes contact with another car, which results in the first car being "pushed wide" or off the track - if in the consideration of the Clerk of Course, that move was not within the protocol of fair racing and passing, then a time penalty can be applied, post race,
- f. If a car making a passing move "turns another competitor around," a drive through penalty will be applied.
- g. If a time penalty for the above (see c) is applied "post race" then the penalty must be at least equivalent to a drive through penalty based on the true drive through time for that particular race track.

CHAPTER 3

3 SERIES AWARDS & POINT SCORES

3.1 RACES TO COUNT

- a. All Series races will count in determining the 2005 Championship.
- b. CRA reserves the right, in the case of force majeure and in conjunction with CAMS, to increase the points available for any race on the condition that at any one Series round, the maximum number of points available for allocation must equal the intended number of points to be issued at that round

3.2 DISTRIBUTION OF PRIZES

- a. Prizes, Trophies and awards as determined by the CRA will be advised to all entrants.

3.3 DRIVERS CHAMPIONSHIP POINT SCORE

- a. Qualifying Points

Fastest Qualifier - 3 points

- b. The following table will be used to determine the Championship point score.

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

- c. Points will be awarded to the drivers classified as finishers in the final results of each race.
- d. All rounds will attract the full amount of points available for the Round, regardless of the number of races at each Event or the length and durations of the race, unless the event is declared a "no race" by officials then no points would apply.
- e. **Round Ties**
A tie will be resolved by giving the higher place to the higher placed driver from the final Race of that round.
- f. **Ties**
A tie will be resolved by giving the higher place to:
 1. the holder of the greatest number of first places;
 2. if equal, the holder of the greatest number of second places; and
 3. if equal, the holder of the greatest number of third places and so on until a winner emerges.
- g. Classified finishers are as determined in the CAMS Manual.

CHAPTER 4

4 TECHNICAL REQUIREMENTS

4.1 HOMOLOGATION REQUIREMENTS

- a. In all cases, when interpreting the following regulations, all components on cars eligible to compete, must be original equipment supplied by the manufacturer unless otherwise specified in the relevant CAMS VEHICLE HOMOLOGATION DOCUMENTS (CVHD).
- b. Only those Entrants whose vehicles comply with the CAMS Vehicle Homologation Form specifications will be eligible .
- c. Any aspect relating to the construction, modification and/or preparation of the vehicle that is not specifically authorised in the present regulations and the associated CAMS Vehicle Homologation Form is prohibited.

4.2 VEHICLE ELIGIBILITY

For closed Production based sports cars of which 200 have been built in a continuous 12 month period. Only cars listed on the AGTC Eligible Vehicle List as approved by CAMS and in compliance with the CAMS VEHICLE HOMOLOGATION DOCUMENT are eligible to enter.

For season 2005 cars from the APDC that are on the AGTC Vehicle Eligibility List as approved by CAMS and in compliance with the CVHD are also eligible to enter.

4.3 PERFORMANCE

4.3.1 BENCHMARK

The Performance Benchmark vehicle for the 2005 Championship is the 2002 Porsche Carrera Cup car (Upgraded to 2003 Spec). For each round of the series a Benchmark Lap Time (BLT) will be published in the PAS for the circuit at which the round is held, based on the performance of that specific vehicle.

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 4.20).

Where any one driver of a particular make and model records a lap time less than the BLT, all competing cars of that make and model will incur an immediate adjustment to the next lowest PCL prior to the commencement of the next qualifying or race session.

4.3.2 PERFORMANCE ADJUSTMENT

- a. Each model of vehicle entered in the AGTC will be reviewed by the PRC. At least three 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.
- b. Entrants are responsible for having with them at all times all materials and tools necessary to comply with any PCL shown on the relevant CVHD.
- c. The Performance Configuration Level in which the car must compete will be specified on the event Performance Adjustment Sheet, issued prior to each event for the series (see Art 4.20).
- d. Cars competing at events outside of the series, but for which the present regulations are called up, must compete in the lowest PCL.

4.4 DATA LOGGING MONITOR

- a. The MSE Data Logger (MSE) specified in the relevant CVHD 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
- b. 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.
- c. The data logger may be interrogated, downloaded or reset by the CTC, or his nominee at any time during a race meeting, including during competition, by telemetry.
- d. At the completion of any session, the Entrant may request to view data recorded by their car to ensure compliance
- e. The CTC has the right to remove, replace, alter or modify any portion of data logger or associated software and/or firmware.
- f. Cars which have 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.
- g. The minimum penalty for a car in breach of any of the above in any session will be exclusion from that session.

4.5 RIDE HEIGHTS

- a. Ride Heights are free provided the car complies with the following;
 - 1. No part of the car is permitted to touch the ground when drivers side tyres are delated, with the driver in the car and any success ballast, the test must be on a flat surface.
- b. The minimum penalty for a car 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.

4.6 NON-GENUINE PARTS

- a. 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.
- b. 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
- c. Nuts, bolts and washers must be of the same material and otherwise be identical to the original item they replace.
- c. The use of non-genuine parts must not result in unauthorised modification to other components.

4.7 BODYWORK AND EXTERIOR DIMENSIONS

- a. Bodywork must remain original as fitted by the car manufacturer unless specified in the relevant CVHD
- b. The windscreen must be of laminated glass.
- c. **Wing**
All cars must be fitted with a rear wing as specified in the Homologation Documents.

4.8 WEIGHT

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

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..

Success Ballast

A success ballast formula will apply for race positions 1st, 2nd and 3rd. 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.

Compliance

All vehicles 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.

4.9 ENGINE

a. Engine Modifications

All engines and component parts must be original equipment supplied by the manufacturer unless specified otherwise in the relevant CVHD.

1. All engine reconditioning must be carried out only with the prior approval of, and in accordance with any instructions issued by, the CTC
2. Cylinder block reboring is permitted.
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 manufactures limits.
4. Re-sleeving of cylinder bores may be permitted, restrictions on material may apply.
5. Crankshaft regrinding is permitted so long as the maximum amount of material removed from any journal does not exceed 0.25mm.
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.

a. Engine Shrouds

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

b. Engine Sealing

All car engines must be sealed prior to the completion of the cars first Series Round. It is the responsibility of the Entrant to ensure that the drilling of any bolts or components to accommodate the fitment of these seals at the locations detailed in the relevant CVHD is performed prior to the cars first Event.

c. Replacement Engines

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

d. Engine Rebuilds

Engines can be dismantled and/or rebuilt by the Entrant subject to compliance with these regulations and the CVHD.

e. Electronic Engine Control Unit

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

f. Cooling System

1. The method of cooling must remain original.
2. Water radiators may be replaced, but the number, location and mounting method must be as originally fitted.
3. All piping may be replaced so long as it is a fire proof, composite material.
4. Cooling fans are free or can be removed.
5. Thermostat operation and control are free.
6. Protective screens may be fitted in front of the radiator/s, fitment must be approved by the CTC.

g. Engine Air Intake Restrictors**Normally aspirated engines**

1. 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.
2. They must be made of metal and must be entirely visible once the bonnet is open and without dismantling any element or cover.
3. All the air feeding the engine must pass through these restrictors.
4. No pipe containing air is permitted to enter or to exit from the air box(es).
5. Sealing the restrictors must lead to the immediate stopping of the engine.
6. 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.
7. 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 :
 - i. The transversal distance between the axes of the control diameters of the restrictors must not be greater than 1000 mm.
 - 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 50 dm³.
 - 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.

Supercharged engines

1. The maximum capacity of supercharged engines is 4000 cm³.
2. A compressor and/or turbocharger may only be used if such systems are fitted to the road car homologated by the FIA or from the list of acceptable cars drawn up by the FIA, or is approved by CAMS via a SV to the CVHD.
3. 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.
4. 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.
5. They must be made of metal or metal alloy and must be entirely visible once the bonnet is open and without dismantling any element or cover.
6. All restrictors must be placed no further than 50 mm from the forward face of the compressor wheel blades.
7. All the air feeding the engine must pass through these restrictors.
8. No pipe containing air is permitted to come into or to exit from the air box(es).
9. Sealing the restrictors must lead to the immediate stopping of the engine.
10. This check must be made at an engine speed of 2500 rpm. Pressure sensors present inside the intake system must be disconnected.
11. Supercharged cars 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 car is in motion.
12. Variable diameter inlets and adjustable internal vanes on turbochargers are forbidden. If the original car is fitted with such a system, this system must be neutralised or dismantled.

h. Temperature of the charge

1. Intercoolers may be replaced but their number, their types, their locations and their positions must remain original. However, any modifications carried out to accommodate a different intercooler must not alter the structural integrity of the car and the bodywork.
2. 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.
3. 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. The pipes for channelling air to the exchangers are free, but they must be made from fire-resistant, fibreglass based composite material.
5. 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).

i. 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 ELECTRICAL EQUIPMENT**a. Rain Light**

1. Entrants must fit a rear facing red warning lamp as described in the CAMS Manual, Specifications of Automobiles, 1st Category – RACING CARS. This light is to be switched on whenever the car is being driven on a wet race track or as otherwise directed by Race Control. The CTC will be the final arbiter in regard to the suitability of the light.

b. Car Data

1. The use of data storage devices including multi display dashes with the ability to store car data are permitted,
2. The use of any form of real time telemetry or the transmission of any data to or from the car while in motion, by any means, unless approved by CAMS, is forbidden.

c. Battery

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

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.

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

d. Windscreen wiper

The car 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.

e. 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.

f. Lighting equipment

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

4.11 TRANSMISSION

a. **Position**

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

b. **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.

c. **Clutch**

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

d. **Ratios**

Gearbox and final drive ratios must be as specified in the CVHD.

e. **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.

f. **Transmission Coolers**

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

4.12 SUSPENSION AND STEERING

a. **Sprung suspension**

Cars 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.

b. **Suspension type and mounting**

1. The whole principle of the original suspensions must be retained
2. All suspension components, with the exception of homologation form or the identification form of the racing car. These parts 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.
3. Wheel bearings and wheel hubs may be replaced.
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 (brackets...) may be modified but not moved. Increasing the diameter of the fixing screws of the anchorage points on the chassis is permitted.
5. Rubber joints may be replaced by ball joints.
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.
7. The material and dimensions of the springs are free. A maximum of 2 springs per wheel is allowed.
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 vehicle, 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.
9. **Chromium plating**
Chromium plating of steel suspension members is forbidden.
10. **Suspension members**
All suspension members must be made from a homogeneous metallic material.
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.

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.

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.

4.13 WHEELS AND TYRES

a. **Jacking**

It is permitted to fit an onboard air jacking system provided it fits within the outer dimensions of the car. No compressed gas storage containers may be carried on board the car, and the couplings on the car must be located in a manner which ensures minimal hazard to persons who may be close to the car. A safety device must be in place at all times prior to any person working under the car.

b. **Tyres**

1. The only tyre permitted at all times is a tyre manufactured and supplied by Dunlop. In the event of circumstances of "force majeure" being accepted as such by the Stewards of the meeting, other brands of tyre may be substituted.
2. All Dunlop tyres purchased for racing in the series and events must be purchased through the authorised Dunlop Australian Motorsport appointed supplier Stuckey Tyre Service or nominee.
3. Each Entrant must purchase 4 new tyres at each event, per participating car, a further 2 tyres may be purchased per car per event.
4. At the first event of the season a maximum of 8 tyres may be purchased, and for practice sessions previously used Tyres from any supplier may be used.
5. Wet weather tyres are free in number. The Stewards may allow an entrant to run a maximum of one set of previously owned new wet tyres from another manufacturer; the entrant must provide proof of purchase detailing the date of purchase.
6. The entrant must present his tyres to the CTC or a duly appointed official for marking.
7. The Entrant is responsible for ensuring that this marking occurs.
8. Marked tyres may only be used on the car for which they are marked.
9. If the tyres are not marked for any reason or the markings become illegible, the Entrant must notify the CTC or his nominee immediately.
10. Previously marked tyres may be used.
11. With the written permission of the CTC, Entrants 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.
12. Should an Entrant be permitted an additional replacement tyre, then the driver affected must start the subsequent race from the rear of the grid.
13. Tyre heating/retention devices and chemical treatments are strictly prohibited.
14. 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.

c. **Wheels**

1. Wheel rims are free provided the diameter and maximum width remain original as fitted by the car manufacturer, or as otherwise specified in the relevant CVHD.
2. Any device, system, procedure, construction or design the purpose and/or effect of which alters the air flow through the wheels is forbidden.
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.

4.14 BRAKES

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.
2. Brake discs must be made from Ferrous material

4.15 COCKPIT

a. Equipment in the cockpit

1. The original dashboard including instrumentation and central console and all associated components must be retained.
2. Only those items specified in the relevant SV of the CVHD may be removed from the cockpit.

b. Equipment permitted in the cockpit

1. 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
2. None of the above items may hinder cockpit exit or driver's visibility.
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.

4.16 FUEL

- a. AGTSG reserve the right to introduce a requirement to purchase fuel from a Specified Supplier. Such fuel will be available at each event and must be used as supplied at that event. If introduced only fuel purchased from the control fuel supplier will be permitted to be used at each race meeting.
- b. 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.
- c. The CTC may examine fuel at any time. To minimise delay, it is mandatory that Entrants fit a fuel sampling coupling (Snap Tite PNQD588-06D). The Entrant shall be held solely responsible should participation by their car, in any session, be delayed due to the inability to draw fuel samples easily.

4.17 SEALING

- a. Any component may be sealed at the discretion of the CTC. The CTC may consult with the CTD on components that require sealing.
- b. Component seals may only be removed by the CTC, or his nominee.
- c. 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 maybe 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.

4.18 SAFETY EQUIPMENT

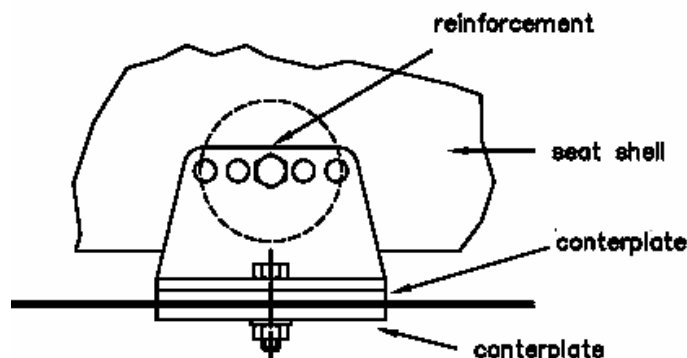
All vehicles must be installed and fitted with the roll cage, Harness, Drivers Seat, Window Net, Isolation Switch and Rain light, or any other safety item as specified on the relevant CVHD.

a. 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):

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 cm² 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.
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.



b. 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.

MANUFACTURER	PADDING NAME	STANDARD	HOMOLOGATION	
			NUMBER	DATE
BSCI	BSCI 155-60	8857-2001 Type A	CP.001.02.A	03.02
Safety Devices	SD-10	8857-2001 Type A	CP.002.02.A	05.02
	SD-9			
	SD-11			
SPARCO	FIA PADDING	8857-2001 Type A	CP.003.03.A	01.03
OMP	SICURA	8857-2001 Type B	CP.004.03.B	03.03

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

4.19 CIRCUIT TESTING

- a. The testing of any race car and/or driver deemed to be associated with the AGTC is NOT permitted on any host circuit during the 8 days preceding a race day at that circuit, other than official sessions at the meeting and/or official CRA sanctioned days on the Friday of Event.

4.20 CAMS VEHICLE HOMOLOGATION FORM

- a. All Entrants CAMS Vehicle 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 vehicle so defined in the CAMS vehicle homologation form and relevant Sporting Variants will be thus treated in all aspects as an original production car unless otherwise specified.
- b. CRA, reserves the right to review and make adjustments to the Sporting Variants of CAMS Vehicle 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.

4.21 PERFORMANCE ADJUSTMENTS

- a. The Event Performance Adjustment Sheet (PAS) will outline the various performance adjustments and PLC's required for each competing model permitted. Such adjustments will be implemented so as to take effect at the Round immediately following the review. Entrants will be advised no later than ten (10) days prior to the day of the first race of the next Series Round via e-mail, the CRA transmission report being proof of advice. The ten day requirement may be varied by CAMS in exceptional circumstances.

CHAPTER 5**5 COMMERCIAL REQUIREMENTS****5.1 SERIES TITLE**

- a. All references by Entrants, team members and all associated persons to the Series must be in full, namely: **2005 (Sponsor name/s) Australian GT Championship & The Australian Porsche Drivers Challenge**".

5.2 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. Entrants 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 car, as provided by CRA, on the grid prior to every race.

b. Presentation Podium

- 1. On the Presentation Podium, only the Series sponsor, CRA 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 CRA for the duration of the ceremony.

5.3 PADDOCK SIGNAGE

- a. At each circuit, each team must display, as directed by CRA, next to their garage, marquee or transporters the team's flag and any flag provided by CRA. Flags provided by CRA relevant to Category sponsorship will take precedence for placement.
- b. At all Events each competitor must provide an A-frame board with relevant logos, to be displayed in front of the race car, in the designated paddock area. Refer Identification Sheet.
- c. At all Events each competitor must display the CRA provided overhead garage sign in their Support Paddock Garage Area.

5.4 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 CRA);
 - 2. CRA organised sponsor ride sessions;
 - 3. Media conferences and interviews with the media, circuit commentators and television broadcasters, that may be organised by CRA;
 - 4. Pre-Event Promotions, when required;
 - 5. Autograph Sessions

5.5 MEETING RIDE SESSIONS

- a. Meeting ride sessions may be held at each round SUBJECT TO approval of CAMS, The AMRS and THE EVENT PROMOTER. These sessions will be subject to the procedures for meeting Ride days as issued by CAMS. CRA 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. Application for permission to conduct Rides must be in writing and received by the CRA at least 21 days before the event. CAMS at its discretion may vary this requirement.
- c. If advised in writing by CRA-AGTC prior to the Round, it will be compulsory to participate in the Meeting Ride Session to assist with CRA-AGTC nominated guests.
- d. If the Driver of the car 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 Entrants may bring a maximum of two (2) pre-nominated passengers per race car entered for the Round, per CRA-AGTC Meeting Ride Session (in addition to nominated CRA-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. All passengers will be directed to race cars, by AGTC Officials.
- f. With the exception of CRA guests, passengers must be bona-fide guests or team sponsors; team members or technical consultants/suppliers do not qualify. If it is deemed by CRA that the passengers are not bona-fide guests, then that particular driver and/or Entrant will be referred to the Stewards of the Meeting.

- g. It is the Entrants responsibility to ensure that guests present themselves to the CRA 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 CRA Office. Passengers who are not wearing a AGTC wristband will not be permitted access to the circuit in a race car. It is the Entrants responsibility to ensure that all guests attend the pre-ride briefing prior to participating in the session.
- h. All participating race cars 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.
- j. All passengers must be attired with a race suit, racing gloves, enclosed shoes and a helmet compliant with Schedule D of the CAMS Manual.
- k. No cars 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.
- l. 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 CRA -AGTC wristband.
- m. Notwithstanding the selection criteria or determination above, CRA at its sole discretion reserves the right to accept or decline cars and or passengers.
- n. AGTSG and or CAMS reserves the right to prohibit any Driver from participating in the Meeting Ride session at their discretion.
- o. Meeting Rides are to be completed at approx 80% of the driver and car ability and for this purpose Sessions may be timed. Unless expressly approved by CRA and the Stewards of the Meeting, only the entered driver and car 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, CRA and/or the Clerk of Course will suspend the participant from participating in meeting rides for a period as they see fit.

5.6 RACE SUITS & UNIFORMS

- a. Competitors 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. It is compulsory for all race teams 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. Series entered competitors are permitted to use the CRA 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 CRA/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.

5.7 TELEVISION/IN-CAR CAMERAS

- a. In-car cameras will be made available as per a procedure detailed by CRA 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 CRA.
- c. Dashboard Signage as provided by CRA for the series Naming Rights Sponsors, must be in the Cameras field of vision for forward facing cameras. Individual team signage can be added subject to prior approval by CRA 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 a race car carrying an in-car camera is not able to participate, CRA reserves the right to transfer the camera to another car 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 CRA 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 CRA; and
 - 2. that the only in-car camera signage to be visible will be as approved by CRA (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 CRA.
- g. The installation of in-car cameras must be approved by the Category Technical Commissioner or Chief Scrutineer.

5.8 ADVERTISING/SIGNAGE

All signage on cars, clothing, boards, flags, etc must comply with the requirements depicted on their Category Specific Race Vehicle 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.

- a. CRA 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.
- b. All Series logos, trademarks, livery, sound and visual footage, writings and all other representations of any kind are the property of CRA 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 CRA
- c. Entrants and their team members, sponsors, agents and contractors authorise CRA to use and license the use of images of the driver, race car and team members and associated images, logos, statistics and other information in marketing and further promoting the Category, and the Series.
- d. Entrants should give prior advice to CRA administration of all occasions and locations when race cars are on display and any private public relations events involving the race car and/or driver.

5.9 PADDOCK LAYOUT AND USE

- a. Entrants must strictly comply with the instructions of CRA 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 CRA (refer Clause 3.5)
- c. Only one transporter per car entered, is permitted in the paddock area. Other team vehicles must park in the designated parking area.
- d. Race cars, 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 CRA and/or its nominees within the designated paddock is required by each competitor at each circuit.

5.10 RACE VEHICLE IDENTIFICATION

- a. **Windscreen strips (front and rear)**
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**
 - 1. Competition number allocation will be at the absolute discretion of CRA, from 2 – 99.
 - 2. Number “1” is reserved for the use of the previous years championship winner. If the Series Winner elects not to use that number, it will not be reallocated. If the Series Winner elects to use it, their existing number can be reserved for resumption with CRA approval.
 - 3. The number “1” will be relinquished at the completion of the Series and the new Series Winner can therefore commence use of this number at any Non-point score events that follow the final round of the Series.
 - 4. Each race car must display their competition number on the windscreen as depicted on the Identification Sheet.
- c. **Number panels**
 - 1. All competitors must display number panels within the specification as detailed on the vehicle identification sheet.
 - 2. Any trimming necessary for affixing the panels must not deface the Series wording or logo.
 - 3. Entrants are responsible for the supply and for affixing to the number panels their Series competition number as per the Identification Sheet.

d. **Signage on Race Cars**

1. CRA reserves the right to use the upper and lower windscreen, sills, roof and/or number plates on of every race car to display the Championship support sponsor's signage, as provided by CRA.

CAMS Logo

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.

Driver's Surname

Each race car must display the driver's surname on the rear side windows in accordance with Schedule K of the 2005 CAMS Manual, as if for a Championship as specified in Regulation 3.1

e. **Non-complying/inappropriate signage**

Entrants and/or drivers are not permitted to practice, qualify or race if the race car does not comply with the signage requirements depicted on the Identification Sheet or exhibits inappropriate signage. Notwithstanding the above, the CRA may request the Stewards to impose fines for non-compliance.

APPENDIX 1

VEHICLE ELIGIBILITY LIST

VEHICLE ELIGIBILITY LIST FOR 2005 AUSTRALIAN GT CHAMPIONSHIP

The Australian Motor Racing Commission (AMRC) has recently approved the vehicle eligibility list for the 2005 Australian GT Championship.

The list of eligible vehicles is as follows:

- * Ferrari 360 GT
- * Ferrari 360 Challenge
- * Lamborghini Diablo GTR
- * Maserati Trofeo
- * Dodge Viper ACR
- * Honda NSX
- * Mustang Cobra
- * Corvette C5
- * Skyline GTR R34
- * Lotus Elise Motorsport 200
- * Lotus Exige
- * Porsche 911 (996) GT3 Cup 01, 02/03 upgrade
- * Porsche 911 (996) GT3R/RS
- * Porsche 911 (996) GT3 Clubsport
- * Porsche 911 (996) GT2
- * Porsche 911 (996) GT2R

APPENDIX 2**VEHICLE ELIGIBILITY CRITERIA****Eligibility**

- For Closed Production Based GT Cars of which 200 were manufactured in a continuous 12 month period. The definition of a GT car shall be in accordance with FIA Group B (Appendix J, Article 256 to the International Sporting Code). There shall be no duplication of eligibility between Australian GT and the Australian Performance Championship.

Note: The general principles that will apply to recognition for the Australian GT Championship are as follows:

- 1. FIA GT rules (Appendix J, Article 258 to the ISC) are not sustainable in the Australian marketplace. Cars built to comply with, or homologated under, these rules will not be eligible unless recognised via the Porsche Drivers Challenge.*
 - 2. FIA GT2 rules (Appendix J, Article 257 to the ISC) are not sustainable in the Australian marketplace due to the freedoms for engine development. Cars built to comply with, or homologated under, these rules may be granted individual recognition for 2005 only and will be subject to performance equalisation requirements.*
 - 3. Acceptable modifications are broadly described as FIA GT2 bodywork (Article 3 of Appendix J, Article 257) with FIA Group B mechanical regulations (Appendix J, Article 256). The underlying intent shall be for production based GT cars adapted for competition use with engine, transmission, suspension and braking modifications limited to those necessary to promote increased reliability in competition conditions.*
 - 4. Competitors should not assume a freedom is granted for any modification. Reference to the Homologation Document, Sporting Variant Extension and Performance Adjustment Sheet is essential.*
- All cars must be fitted with the production engine block, heads and inlet manifold with which the particular car and model was produced..
 - Cars of the same Make and Model must be of the same specifications as the example accepted for the Homologation Documents. Where an International Homologation Document already exists, this will form the basis of Australian recognition but may be supplemented by a Sporting Variant Extension form approved by CAMS.
 - Modifications for racing shall be as specifically outlined in the applicable Homologation Document and Sporting Variant Extension forms.
 - The performance benchmark for 2005 is the Porsche 911 (996) GT3 Cup, MY2002 upgraded to MY2003. The performance benchmark will be determined by the fastest lap times achieved in the 2003 Australian Carrera Cup Championship. All vehicles must meet a Power to Weight Ratio and Performance Benchmark for the particular vehicle as Specified in the Performance Adjustment Schedule at all times.
 - Cars listed in the Eligibility list as Restricted Approval will be bound by approval to compete in 2005 only, CAMS at its sole discretion may review their eligibility beyond this year.
 - Any competitors applying for the inclusion of new cars under this Rule must enter into a separate agreement that clearly states their understanding and acceptance of this limited and restricted approval to compete.

APPENDIX 4

ELIGIBILITY REQUIREMENTS BY CAR

Make & Model	Indicative requirements (may be amended by PAS)
Ferrari 360 GT *	Homologated under FIA N-GT. Specification as per Homologation Document and Sporting Variant Extension to be approved by CAMS. It can reasonably be expected that the SVE will cover limitations, not freedoms. Min Weight 1290 kg <u>Includes Driver</u> (1100) Max Revs 8000, 28.9mm Restrictors. Restrictors may be varied.
Ferrari 360 Challenge	Specification as per Homologation Document and Sporting Variant Extension to be approved by CAMS. Min Weight 1190 kg <u>Includes Driver</u> (1175), FIA NGT Aero Kit, Lightweight Bolt on or hung panels, Camshaft.
Lamborghini Diablo GTR	To be in "Trophy" class specification. (FIA Specification to be Provided). Specification as per Homologation Document and Sporting Variant Extension to be approved by CAMS. Min Weight 1490 kg <u>Includes Driver</u> (1280), Max Revs 7750 (May be varied), Restrictor Size TBA
Maserati Trofeo	Trofeo Light kit considered suitable. Specification as per Homologation Document and Sporting Variant Extension to be approved by CAMS. Minimum Weight 1190kg <u>Includes Driver</u> (1300), Lightweight Kit.
Dodge Viper ACR	Homologated under FIA GT2 (pre-2005). Production engine block, heads and inlet manifold to be used. Specification as per Homologation Document and Sporting Variant Extension to be approved by CAMS. Minimum Weight 1490 <u>Includes Driver</u> (1380), No Multi Throttle Manifold
Honda NSX*	Specification as per Homologation Document and Sporting Variant Extension to be approved by CAMS. . Minimum Weight 1290kg, <u>Includes Driver</u> (1200) Boost to be Restricted, Dyno Sheet to be provided.
Mustang Cobra RA*	Specification as per Homologation Document and Sporting Variant Extension to be approved by CAMS.. Minimum Weight 1290 KG <u>Includes Driver</u> (1300)
Chevrolet Corvette C5.	Specification as per Homologation Document and Sporting Variant Extension to be approved by CAMS.. Minimum Weight 1190kg <u>Includes Driver</u> (1100)
Nissan GTR R34	Specification as per Homologation Document and Sporting Variant Extension to be approved by CAMS.
Porsche 02 / 03 Spec Cup Car	As per Porsche Drivers Challenge Specification noting maximum power to weight ratio of 4.2Kg/Kw.
Porsche GT3 R / RS Race Version*	As per Porsche Drivers Challenge Specification noting maximum power to weight ratio of 4.2Kg/Kw.

Porsche GT3 Clubsport	As per Porsche Drivers Challenge Specification noting maximum power to weight ratio of 4.2Kg/Kw.
Porsche GT2 Road Version	As per Porsche Drivers Challenge Specification noting maximum power to weight ratio of 4.2Kg/Kw.
Porsche GT2 Race Version*	Recognised under FIA GT, Article 258. As indicated under Eligibility Note 1 above, this car would only be eligible in a specification complying with the Porsche Drivers Challenge noting maximum power to weight ratio of 4.2Kg/Kw.
Lotus Elise Motorsport 200	Specification as per Homologation Document and Sporting Variant Extension to be approved by CAMS.
Lotus Exige	Specification as per Homologation Document and Sporting Variant Extension to be approved by CAMS..
Jaguar XK8	Specification as per Homologation Document and Sporting Variant Extension to be approved by CAMS.

All cars with * beside are subject to approval to compete in 2005 only.

All cars subject to Power, Weight and Performance Adjustments following Homologation and acceptance.

Please note all minimum weights include driver.

THIS IS TO BE SUBJECT TO FINAL APPROVAL BY CAMS

APPENDIX 5

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	Authorised by	Peter Lawrence, CAMS	
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			13-Jul-05
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			
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	

**APPENDIX 6
CALENDAR**

Date	Event	Location	Status
21-22 May	Round 1	Phillip Island	
July	Round 2	TBA	
July 23-24	Round 3	Eastern Creek	
August 20-21	Round 4	Phillip Island	
November 12-13	Round 5	Wakefield Park	
November	Round 6	TBA	
TBA	TBA	TBA	