

2007 Australian Performance Car Championship



Sporting & Technical Regulations

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Definitions

2WD/AWD/FWD/RWD	Two Wheel Drive/All Wheel Drive/Front Wheel Drive/Rear Wheel Drives.
Active Suspension	Any system which allows control of the flexibility of any part of the suspension or of the trim height when the car is moving.
Bodywork	All entirely sprung parts of the car in contact with the external air stream, except the parts definitely associated with the mechanical functioning of the engine, transmission and running gear. Any air intake shall be considered to be part of the bodywork.
CAMS	Confederation of Australian Motor Sport.
Cockpit	The volume of the main structure which is reserved for the occupants. Its limits are defined by the roof, the floor, the doors, the lateral parts, the glazed parts and the front and rear bulkheads.
Competitor	In the first instance a competitor will be deemed to be the entrant of the car.
Complete Wheel	Means wheel rim with tyre fitted.
CTC	Category Technical Commissioner, appointed by CAMS.
Cylinder Block	Means the crankcase and the cylinders.
Cylinder Volume	Means the volume swept in a cylinder or cylinders by the upward or downward movement of the piston or pistons in such cylinder or cylinders. Cylinder volume will be expressed in cubic centimetres.
Elastomeric Bushes	Bushes which are made from an elastomer material (i.e. rubber or urethane) which permit freedom of movement on three axes.
Ferrous Material	Means a material containing at least 80% of pure iron by weight.
Forced Induction	Increasing the weight of the charge of the fuel/air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust system) by any means whatsoever.
GST	Good & Services Tax – All fees contained in this document exclude GST.
Location	A site defined relative to the original: centre line of the car, axles centre (middle of the wheelbase on the centre line), cockpit, luggage compartment and engine compartment. Location within the engine compartment is a site defined relative to the crank case and cylinder head(s).
Mechanical Components	All those necessary for the propulsion, suspension, steering and braking, as well as all accessories, whether moving or not, which are necessary for their normal working.
NCR	National Competition Rules as published in the current CAMS Manual.
OD	Means outside diameter.
Orientation	Is the relationship of the component to the longitudinal and lateral axes of the vehicle. If the component is turned 180°, this will be regarded as a change in orientation.
Rotary	Any type of engine covered by the NSU Wankel patents.
Sprung Suspension	The means whereby all complete wheels are suspended from the body/chassis unit by a spring medium.
Standard	As originally fitted by the vehicle manufacturer to the production model. Optional equipment listed in the vehicle manufacturer's catalogue are not permitted unless specified on the Vehicle Specification Document.
Telemetry	The transmission of data between a moving car and anyone connected with the entry of that car.
Torsion Bar	A primary springing medium and is not to be interpreted as the anti-roll or sway bars.
Traction/Launch Control	Refers to any device which is designed to aid the driver in limiting the loss of traction to the driven wheels whilst accelerating.

Contact Details

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CHAPTER 1 - Administration

1.1 INTRODUCTION

- a. GT Performance Racing Pty Ltd (GTPR), ACN 111 214 503, has been exclusively appointed by CAMS as the Category Manager of the Australian Performance Car Championship and all other events associated with the category.
- b. The category has been sanctioned by CAMS as a National Championship in accordance with NCR 15(ii)(c).

1.2 TITLE

At all times the championship shall be known and referred to in full as the '2007 Australian Performance Car Championship'.

1.3 AUTHORITY

- a. All events are conducted under the provisions of the International Sporting Code of the Federation Internationale de l'Automobile (F.I.A.); the National Competition Rules (NCR's) and the Race Meeting Standing Regulations of the Confederation of Australian Motor Sport (CAMS); these regulations; Supplementary and Further Regulations issued by a promoter; all supplements, bulletins, briefings, amendments and instructions to competitors and drivers issued from time to time for events that form part of these regulations.
- b. These regulations have been devised to further the objectives of the CAMS Manual, namely, to ensure that all events are carried on in a manner which secures and enhances the safety of participants, officials, nominees and spectators and which allows the events to be competitive and fair.
- 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.

1.4 ELIGIBLE COMPETITORS

To be eligible to compete in the championship all competitors and drivers must be registered with GTPR and possess a current CAMS National Circuit Licence or higher.

1.5 CALENDAR OF EVENTS

- a. The championship will consist of the following events;

Round	Date	Venue	State	Event
N/C	Mar 30 th – Apr 1 st	Wakefield Park	NSW	Fujitsu Series
1	May 18 th – 20 th	Winton	VIC	V8 Supercar Series
2	Jun 9 th – 11 th	Eastern Creek	NSW	V8 Supercar Series
3	Jun 22 nd – 24 th	Hidden Valley	NT	V8 Supercar Series
4	Aug 17 th – 19 th	Oran Park	NSW	V8 Supercar Series
5	Oct 4 th – 7 th	Mt Panorama	NSW	Bathurst 1000
6	Oct 18 th – 21 st	Surfers Paradise	QLD	Lexmark Indy 300
7	Nov 16 th – 18 th	Symmons Plains	TAS	V8 Supercar Series

- b. GTPR, in consultation with the event promoter and/or CAMS, reserves the right to abandon or alter any event and/or include non-championship events.

1.6 CATEGORY REGISTRATION

- a. All competitors are required to register with GTPR at least 14 days prior to the first event in which they enter for the year.
- b. Competitors can either register for the entire championship (Championship Registration) or for selected events (Round Registration).
- c. A competitor will only be considered as being registered once in receipt of written acceptance from GTPR which will form a legally binding contract between the competitor and GTPR. The letter of acceptance will include confirmation of the competitor's competition number.

- d. A registration application will only be considered as valid if:
- i) all aspects of the registration forms are fully completed;
 - ii) all required documentation and applicable fees accompany the registration forms.
- e. Registration fees are payable to GTPR as follows;
Championship Registration
 Outright – \$12,000 Privateers' Cup – \$7,200

Round Registration

Round	Venue	Event	Outright	Privateers' Cup
NC	Wakefield Park	Non Championship	\$1,400	\$800
1	Winton	V8 Supercar Series	\$2,200	\$1,400
2	Eastern Creek	V8 Supercar Series	\$2,200	\$1,400
3	Hidden Valley	V8 Supercar Series	\$2,200	\$1,400
4	Oran Park	V8 Supercar Series	\$2,200	\$1,400
5	Mt Panorama	Bathurst 1000	\$3,000	\$2,200
6	Surfers Paradise	Indy 300	\$3,000	\$2,200
7	Symmons Plains	V8 Supercar Series	\$2,200	\$1,400
8	TBA	TBA	TBA	TBA

- f. In all cases, invoices will be issued to the competitor unless otherwise advised on the registration forms.
- g. GTPR reserves the right to charge 10% interest, calculated monthly, on all outstanding fees and fines. Outstanding monies may be deducted from any credit held in the competitor's GTPR account.
- h. GTPR reserves the right to accept or reject, at its absolute discretion, any application for registration.

1.7 EVENT REGISTRATION

- a. GTPR will distribute all event specific regulations and Entry Forms to all potential competitors via email and the category's official website.
- b. Competitors are required to lodge a fully completed Entry Form, accompanied by the applicable fees, to GTPR by the closing date specified on the Entry Form.
- c. 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 (letter, email or fax) directed in the first instance to GTPR. No other form of communication will be officially recognised.

1.7.1 Minimum Entries

Should the 'Privateers' Cup' class have fewer than 3 entries at any event, GTPR reserves the right to absorb these cars into the 'Outright' class.

1.7.2 Oversubscription

- a. Notwithstanding rules 80, 85 and 87 of the NCR's of the CAMS Manual relating to the closing date of entries, if a round is oversubscribed, priority for the acceptance of entries will always be given:
- i) to 'Championship Registered' competitors ;
 - ii) at the sole discretion of GTPR, in accordance with NCR 83
- b. In the event of an oversubscribed grid, GTPR reserves the right (at its sole discretion) to nominate a percentage of the total grid to be allocated to a specific number of entries per class, provided that the appropriate qualifying criteria is met.

1.8 AUSTRALIAN PERFORMANCE CHAMPIONSHIP LICENCE

- a. GTPR reserves the right to issue a 'Performance Car Licence' that will guarantee each holder the right to qualify and race (subject to achieving the qualifying criteria) at every round of the championship.
- b. The 'Performance Car Licence' constitutes a legal commercial agreement between the competitor and GTPR.
- c. The quantity of 'Performance Car Licences' issued may be subject to model limits, as determined by GTPR and the minimum grid density that is available at any circuit during the championship.

Note: A 'Performance Car Licence' is separate to any licences referred to under CAMS NCR 47.

1.9 ALTERNATE DRIVERS

- a. Once an event has commenced, an alternate driver may be permitted with the written approval of GTPR and the Stewards of the Meeting. Such approval must be given prior to the commencement of qualifying.
- b. The nominated alternate driver will be eligible to receive championship points and trophies.

1.10 CHAMPIONSHIP PERSONNEL

- a. In addition to the officials identified by the CAMS Manual and any Supplementary and Further Regulations, GTPR, with the approval of CAMS, may appoint category representatives for the championship who shall have the authority to monitor compliance with the documents specified in clause 1.3(a) and to initiate disciplinary action.
- b. Without limitation, such officials will include persons to be titled:
 - i) **Category Manager**

The Category Manager's powers include a power to appoint and remove GTPR personnel but not those officials appointed by CAMS, and the power to implement penalties in accordance with clause 1.11(c).
 - ii) **Category Technical Director (CTD)**

The CTD will liaise with the CAMS Technical Commissioner and Chief Scrutineer at each event to ensure that all technical requirements are complied with. The CTD may be called as an expert witness during judicial proceedings.
 - iii) **CAMS Technical Commissioner (CTC) – CAMS appointed official**

The CTC shall have and exercise all the rights and duties specified to him in accordance with the NCR 178 and these regulations. The CTC shall report to the Chief Scrutineer of the event. In the event of a dispute between the CTC and Chief Scrutineer regarding eligibility, the CTC may approach the Clerk of Course and/or the Stewards of the Meeting.

1.11 COMPLIANCE AND OFFENCES

- a. All competitors and their team members, including drivers, must read, understand and comply with:
 - i) these regulations;
 - ii) all supplements, bulletins, briefings, instructions and amendments issued in writing from time to time by either CAMS, GTPR or the promoters of events which form part of the championship described herein.
- b. Competitors and their team members are required at all times to 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 to be compromised or is prejudicial to the interest of the championship, GTPR, CAMS, or the promoter.
- c. Failure to fully comply with any of the requirements contained in these regulations, which do not fall under the jurisdiction of the race officials, GTPR reserves the right to, where there is no prescribed disciplinary action or penalty, take whatever disciplinary action it considers appropriate including, without limitation:
 - i) issuing a reprimand.

1.12 PADDOCK AREA & GARAGING

- a. Competitors, drivers and team members must strictly comply with the instructions of GTPR and the promoter of each event as to garage and paddock allocation and use. This includes, but is not limited to Pit Bay allocation.
- b. Each competitor is required to garage their car in the designated paddock area at each event.
- c. At the competitor's cost, GTPR will provide each entered car with a garage facility at each event.

1.13 ACCREDITATION

Subject to agreement with the event promoter, competitors will receive a minimum of 6 passes per entry, to enable team members to access authorised areas.

CHAPTER 2 - Event Format - which may be varied by regulations.

2.1 EVENT SCHEDULE

- a. The number, length and format of each track session will ultimately be negotiated between the Series Manager, the Category Manager and the Event Promoter.
- b. All parties should note that every endeavour should be made to comply with the category sporting regulations.
- c. All parties should also note that the actual timetable may be varied by the Stewards due to unforeseen circumstances or Force Majeure.
- d. The final schedule for each event will be published in the Supplementary Regulations for the Meeting.

2.2 DRIVERS BRIEFING

- a. At each event both drivers and competitors, or a representative with written authority, are required attend the Drivers' Briefing at the date, time and location advised in the Further Regulations for the Meeting.
- b. Both drivers and competitors are required to sign the 'Driver's Briefing Sign-on Sheet' to confirm their attendance.
- c. Failure to sign the 'Driver's Briefing Sign-on Sheet', or to attend any compulsory briefing, or late attendance (after the briefing has commenced), will result in a fine as determined by the Stewards of the Meeting.

2.3 PRACTICE

- a. A minimum of two (2) 20 minute (timed) practice sessions will be held at each event.

2.4 QUALIFYING

- a. One (1) 20 minute qualifying session will be held at each event.

2.5 RACING

2.5.1 Race Format

- a. Each event will be made up of one of the following race formats:
 - i) **Race Format 1**
Race 1 – approximately 20 minutes in duration, expressed as a number of laps.
Race 2 – approximately 40 minutes in duration, with a compulsory pit stop, expressed as a number of laps.
 - ii) **Race Format 2**
A single race with a compulsory pit stop and an optional driver change, approximately 200 kilometres in length, expressed as a number of laps.
- b. The race format for each event will be published in the Supplementary Regulations for the Meeting.

2.5.2 Grid Determination

- a. When using Race Format 1 the starting grid will be determined in the following manner:
 - i) **Race 1**
Based on the results of the qualifying session;
 - ii) **Race 2**
The finishing order of Race 1, followed by the non-finishers in the order of the number of laps completed.
Should more than one non-finisher complete the same number of laps of the previous race, positions at the rear of the grid will be determined by qualifying times.
Any car failing to start Race 1 may start Race 2 from the rear of the grid. Should more than one car be affected in this way, positions at the rear of the grid will be determined by qualifying times.
- b. When using Race Format 2 the starting grid will be determined by the results of the qualifying session.
- c. If required, it is the competitor's responsibility to gain approval from the Stewards of the Meeting to start from the rear of the grid. Once the driver has been approved to start the race from the rear of the grid, the competitor must immediately advise and prove to GTPR that permission has been granted.
- d. If it is determined by the Clerk of Course or the Stewards of the Meeting that a driver may or must start from the rear of the grid, the 'rear of the grid' will consistently be determined as the rear of all cars.

2.5.3 Starting Procedure

Each race will be started using the National Championship Standing Start procedures as detailed in the Race Meeting Standing Regulations in the CAMS Manual.

2.6 PARC FERME

- a. At the completion of all qualifying sessions and races, all cars must proceed directly to Parc Fermé, or to a designated impound area as directed by race officials, without stopping in pit lane or returning to the paddock area.
- b. Under no circumstance is any third party (other than a race meeting official) permitted to touch or interfere with the car unless otherwise directed by either the Chief Scrutineer or the CTC or his nominee.
- c. Cars must remain in Parc Fermé until otherwise directed by either the Chief Scrutineer or the CTC or his nominee.

2.7 RESULTS

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

2.8 PRESENTATIONS

A trophy presentation will be held at the conclusion of the final race at each event.

2.9 SCRUTINY

- a. Targeted Scrutiny will be conducted at each round of the series. For cars where this is not appropriate, there will be preliminary scrutiny prior to official practice on the first day of the meeting. This 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 in possession of all relevant documentation. Any subsequent checks will be conducted at the discretion of, or by arrangement with, the CTC or Chief Scrutineer.
- b. The CTC or his nominee has the right to remove and inspect components and/or send/take them to an appropriate facility, of the CTC choice, for further inspection.
- c. All costs associated with any inspection will be borne by the competitor. In addition, if GTPR purchases comparison parts for use in any judicial inquiry, the competitor (if found guilty) will 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.
- d. Neither CAMS, GTPR nor its 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/or the Technical Consultant, until the completion of all competition, scrutiny, and judicial matters.

2.10 TESTING RESTRICTIONS

Unless approved by GTPR (in writing), testing of any race car and/or driver deemed to be associated with the Australian Performance Car Championship 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 ride days sanctioned by GTPR.

2.11 PIT LANE

- a. Pit Lane is 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.
- b. The following procedures must be observed in Pit Lane at all times:
 - i) 40 kilometres per hour speed limit;
 - iii) no children under 16 years of age; and
 - iv) the fast lanes must be kept clear.
- c. During qualifying sessions and races, cars must remain in pit lane when not on the circuit. Any car that exits pit lane to the paddock area during a qualifying session will not be permitted to re-join that session.
- d. Spark generating (electric) devices are not permitted to be used in pit lane.
- 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.

2.12 COMPULSORY PIT STOP PROCEDURE

- a. All cars must complete a compulsory pit stop during the prescribed pit stop window as published in the Supplementary Regulations for the Meeting.
- b. A car will be deemed to have commenced its compulsory pit stop when the car enters Pit Lane.
- c. A car will be deemed to have completed its compulsory pit stop when the car exits Pit Lane.
- d. Drivers are not permitted to perform their compulsory pit stop during a Safety Car period.
- e. Should a Safety Car period occur before or during the final lap of the prescribed pit window resulting in a car being prevented from performing its compulsory pit stop, the pit stop window will be extended to the lap following the resumption of the race, up until the commencement of the final lap of the race. Should the race not resume or be stopped, those drivers who have not completed their compulsory pit stop will have 60 seconds added to their finishing time.
- f. With the exception of the Car Controller, prior to a car stopping in its allocated pit bay, all associated team members and equipment must be behind the prescribed Pit Lane line.
- g. With the exception of the Car Controller, prior to a car leaving its allocated pit bay, all associated team members and equipment must be back behind the prescribed Pit Lane line.
- h. Cars must be fitted with the maximum number of wheel nuts at all times.
- i. With the exception of clause 2.12(e), any driver failing to complete the compulsory pit stop during the prescribed pit stop window will be excluded from the race.
- j. At all times Pit Lane Officials will be deemed to be Judges of Fact.

2.12.1 Race Format 1

- a. A maximum of three (3) team members, including the Car Controller, are permitted to cross the prescribed Pit Lane line to affect the compulsory pit stop.
- b. The Car Controller is not permitted to perform work of any kind on the car during the compulsory pit stop.
- c. During the compulsory pit stop, at least one of the following procedures must be performed:
 - i) change a wheel; or
 - ii) remove a wheel, place that wheel flat on the ground, and then re-attach the wheel to the car.
- d. In the case of procedure ii), the team member removing the wheel must raise their hands above their head before re-attaching the wheel to the car.
- e. Re-fuelling is not permitted at any time during the race.

2.12.2 Race Format 2

- a. A maximum of six (6) team members, including a Car Controller, Refueller, Fire Attendant and Driver Assistant, are permitted to cross the prescribed Pit Lane line to affect the compulsory pit stop.
- b. The Car Controller is not permitted to perform work of any kind on the car during the compulsory pit stop.
- c. The Fire Attendant must be in possession of an approved dry chemical fire extinguisher and is not permitted to perform work of any kind on the car during the compulsory pit stop.
- d. Other than filling the car with fuel, the Refueller is not permitted to perform work of any other kind on the car during the compulsory pit stop.

- e. Other than assisting drivers with getting in and out of the car, the Driver Assistant is not permitted to perform work of any other kind on the car during the compulsory pit stop.
- f. During the compulsory pit stop, at least one of the following procedures must be performed:
 - i) change a wheel;
 - ii) remove a wheel, place that wheel flat on the ground, and then re-attach the wheel to the car;
 - iii) change drivers; or
 - iv) Re-fuel the car.
- g. In the case of procedure ii), the team member removing the wheel must raise their hands above their head before re-attaching the wheel to the car.
- h. In the case of procedure iii), co-drivers are not permitted to complete more than 50% (rounded down to the nearest whole lap) of the maximum intended number of lap for the race.
- i. In the case of procedure iv), the car must be fitted with a dry-break coupling in compliance with Schedule N of the CAMS Manual.
- j. All team members that cross the prescribed Pit Lane line to affect the compulsory pit stop must comply with the requirements of clause 3(a)(ii) of Schedule D (Apparel) of the CAMS Manual.

2.13 JUDICIAL PROCEDURES

- a. Judicial matters at, or arising from, Championship 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 competitors, drivers and officials.
- b. At the request of the Race Director or the Clerk of Course, or *in exceptional circumstances*, 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. Competitors 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 will normally take effect immediately they are made
- i. Affected Competitors or Drivers will be advised of any decision as soon as practicable after it has been made
- j. Where possible, 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;
 - 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's, the Supplementary or Sporting Regulations.
 - ii) A penalty by way of a deduction of Championship points, up to a maximum of 20 points may be imposed on a driver in any race for a breach of the NCR's, the Supplementary or Sporting Regulations
- 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's

CHAPTER 3 - Awards and Point Score

3.1 CHAMPIONSHIP POINT SCORE

- a. All championship races will count in determining the 2007 championship.
- b. Championship points will be awarded to drivers based on their 'Adjusted Finishing Position' in each race in accordance with the following championship points table.

Adjusted Finishing Position	Points	Adjusted Finishing Position	Points
1st	20	11th	9
2nd	18	12th	8
3rd	17	13th	7
4th	16	14th	6
5th	15	15th	5
6th	14	16th	4
7th	13	17th	3
8th	12	18th	2
9th	11	19th & onwards	1
10th	10		

- c. One (1) championship point will be awarded to the fastest qualifier of each sub-class.
- d. Where only one (1) race is completed at an event, the race will attract twice the standard allotment of points.
- e. Drivers participating at Round 3 (Hidden Valley, NT) and Round 7 (Symmons Plains, TAS) of the championship will receive double the standard allocation of championship points.
- f. Championship points will only be awarded to the drivers classified as finishers in the final results of each race.
- g. When using Race Format 2, co-drivers will not be eligible to receive championship points.
- h. The same championship points score structure will apply for the 'Privateers' Cup' class.

3.1.1 Adjusted Finishing Position

- a. Each driver's 'Adjusted Finishing Position' is determined by adding a 'Handicap Time' (relevant to the sub-class in which the driver competes) to that driver's total race time.
- b. The driver with the lowest adjusted total race time will receive the maximum number of championship points, regardless of their on-track finishing position and the sub-class in which they compete.

3.1.2 Handicap Time

- a. The 'Handicap Time' for each sub-class is calculated using the following formula:

$$(A - B) \times C$$

A = fastest lap time of the relevant sub-class;

B = fastest lap time of the slowest sub-class;

C = number of laps completed by the race leader.

- b. Where a sub-class has less than three participating entries, if at the sole discretion of GTPR it is deemed that the 'fastest lap time' of that particular sub-class is not representative of the true performance potential of the said sub-class, GTPR reserves the right to use the 'fastest qualifying time' of that particular sub-class for the purposes of calculating the 'Handicap Time'.

3.1.3 Round Ties

A round tie will be resolved by giving the higher place to the highest placed driver (on-track) from the final race of the event.

3.1.4 Championship Ties

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

- i) the holder of the greatest number of first places (Adjusted Finishing Position);
- ii) if equal, the holder of the greatest number of second places(Adjusted Finishing Position);
and
- iii) if equal, the holder of the greatest number of third places (Adjusted Finishing Position) and so on until a winner emerges.

3.2 TROPHIES

- a. GTPR will supply and present race day trophies on track to the drivers whose total point score places them 1st, 2nd or 3rd 'Outright' and 1st, 2nd or 3rd in 'Privateers' Cup' at each event. These drivers are required to attend the post-race podium presentation.
- b. Annual championship trophies will be presented at the end of the championship to the drivers finishing 1st, 2nd and 3rd 'Outright' and 1st, 2nd and 3rd in 'Privateers' Cup'.

CHAPTER 4 - Commercial Requirements

4.1 ADVERTISING AND SIGNAGE

- a. All signage and advertising material must comply with the Chapter 4 of these regulations, Schedule K (Markings on Automobiles) of the CAMS Manual and all applicable laws relating to advertising and intellectual property.
- b. All championship logos, trademarks, livery, sound and visual footage, writings and all other representations of any kind are the property of GTPR and/or its partners. Competitors, drivers, team members, sponsors, agents and contractors must not use or permit the use of the above items without the prior written approval of GTPR.
- c. Competitors, drivers, team members, sponsors, agents and contractors authorise GTPR 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, the championship and future championships.
- d. GTPR and the Stewards of the Meeting reserve the right to censor and require the removal or alteration of any advertising deemed to be unsuitable.
- e. GTPR, in consultation with the Stewards of the Meeting, reverse the right to prohibit a driver from participating in any practice, qualify or race if their car does not comply with all specified signage requirements or exhibits inappropriate signage.

4.2 PADDOCK AND GARAGE SIGNAGE

- a. At each event all teams competing in the 'Outright' class are required to provide and display an A-frame board at the front of their garage bay in the paddock area. Each A-frame board must 900mm high x 600mm wide and contain at least the following information;
 - i) category logo (minimum 120mm high)
 - ii) team name
 - iii) driver's name
 - iv) car number
 - v) make and model of the car (eg HSV GTS VY Series II)
 - vi) engine capacity and configuration (eg 5.7 Litre V8)
 - vii) power (eg 300kW)
 - viii) torque (eg 510 Nm)
 - ix) brakes (eg Brembo)
 - x) brand and size of tyres (eg Pirelli 285/645-18)
- b. At each event all teams are required to display an overhead garage sign at the front of their garage bay in the paddock area. Each team will be supplied with one (1) sign per car at the start of the championship and it is the responsibility of the competitor to ensure this sign is transported and displayed at each event. Should a team fail to transport their sign or should the sign become damaged, GTPR will provide a replacement sign at the competitors cost.
- c. Race cars, transporters, and paddock garage facilities must be kept clean and in good order at all times.

4.3 RACE SUITS AND TEAM UNIFORMS

- a. It is compulsory for all teams competing in the 'Outright' class to be outfitted in a team uniform at each event. This includes but is not restricted to caps, jackets, collared shirts, trousers and team overalls.
- b. All team uniforms must correctly display the category logo as depicted on the Identification Sheet.
- c. At all times drivers must wear either their race suit, done up at the neck, or their team uniform.
- d. If required by GTPR, when attending a public relations activity such as those listed in clause 4.4, driver must wear a peaked cap displaying the championship sponsor's logo as provided by GTPR.
- e. All drivers are required to display badges on their race suit as directed by GTPR. Badges must only be sewn on with Nomex® thread. Drivers using suits homologated under FIA 8856-2000 standard should be aware that there are special restrictions on the attachment of badges and as a result they should consult the suit manufacturer prior to attaching any badges.

4.4 DRIVER AVAILABILITY

- a. On the request of GTPR, drivers are required to take part in:
 - i) prize giving ceremonies;
 - ii) media conferences,
 - iii) media interviews;
 - iv) circuit commentary;
 - v) organised sponsor ride sessions;
 - vi) event promotions, and
 - vii) autograph sessions

4.5 TELEVISION AND IN-CAR CAMERAS

- a. Competitor, driver or team member are not permitted to access the television OB van, or to gain access to race footage directly from the broadcaster during an event, without the express permission of GTPR and the broadcaster's Executive Producer.
- b. If required to do so by GTPR or the television production company, it is compulsory for a competitor to carry an in-car camera.
- c. All cars carrying an in-car camera are required to display signage as directed by GTPR.
- d. Other than those in-car camera provided and fitted by the television production company, additional in-car cameras or film cameras are not permitted.
- e. Unauthorised broadcasting of any GTPR related footage is strictly forbidden.

4.6 SPONSOR RIDE SESSIONS

- a. Where possible Sponsor Ride sessions will be held at each event. These sessions will be subject to the procedures for Meeting Ride Days as issued by CAMS.
- b. If advised in writing by GTPR prior to the event, it will be compulsory to participate in the Sponsor Ride session to assist GTPR with nominated guests.
- c. If a driver of a car requires parental consent on the Entry Form to enter the event, then that driver will not be permitted to participate in the Sponsor Ride session.
- d. Competitors may bring a maximum of two (2) pre-nominated passengers per car entered for the event, per Sponsor Ride session (in addition to passengers nominated by GTPR).
- e. Passengers aged between 16-18 years of age require their parent/guardian signature to participate in Sponsor Ride sessions.
- f. Passengers under the age of 16 years are not permitted to participate in Sponsor Ride sessions.
- g. At all times, GTPR guests will take priority.
- h. With the exception of guests of GTPR, passengers must be bona-fide guests or team sponsors, team members or technical consultants/suppliers do not qualify. If it is deemed by GTPR that a passenger is not a bona-fide guest, then the driver and competitor of the offending car will be referred to the Stewards of the Meeting.
- i. It is the competitor's responsibility to ensure that guests present themselves to the GTP site office at the appropriate time to sign the Passenger in Vehicle Indemnity Form, at which point guests will receive a wristband which will be affixed prior to leaving the office. Passengers who are not wearing a wristband will not be permitted access to the circuit.
- j. It is the competitor's responsibility to ensure that all guests attend the pre-ride briefing prior to participating in the Sponsor Ride session.
- k. All cars participating in the Sponsor Ride session must comply with all relevant technical requirements at all times and in addition must be equipped with:
 - iii) a full racing harness fitted to the passenger seat,
 - iv) a window net fitted to the passenger side door, and
 - v) an experienced team member to assist in securing the passenger into the car.
- k. All passengers must be attired with a race suit, racing gloves, enclosed shoes and a helmet complying with the requirements of Schedule D (Apparel) of the CAMS Manual.
- l. Cars are not permitted on the circuit without passengers, except for one observation lap prior to commencement of the Sponsor Ride session, at the discretion of the Clerk of Course.
- m. 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 wristband.

- n. GTPR and CAMS reserve the right to prohibit cars and or passengers from participating in Sponsor Ride sessions.
- o. Sponsor Rides are to be completed at approximately 80% of the driver and car ability and for this purpose sessions may be timed.
- p. Unless otherwise approved by GTPR 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 Sponsor Rides at that event.

4.7 VEHICLE SIGNAGE REQUIREMENTS

4.7.1 Competition Number

- a. Competition number allocation will be at the discretion of GTPR.
- b. Number '1' is reserved for the 2006 champion. If the 2006 champion elects not to use that number, it will not be reallocated.
- c. The number '1' will be relinquished at the completion of the championship and the new champion can commence use of this number at any non-championship events that follow the final round of the championship.
- d. All cars must display a white competition number panel on both sides of the car in accordance with Schedule K (Markings on Automobiles) of the CAMS Manual.
- e. Competition numbers affixed to the number panels must be 'Compacta BT' typeface measuring 280mm in height.
- f. All cars must display their competition number on the front and rear windscreen of the car in accordance with Schedule K (Markings on Automobiles) of the CAMS Manual.

4.7.2 Driver Surname

- a. All cars must have the driver's surname displayed, centred on the lower edge of the rear facing window in accordance with the dimensions specified for rear side windows in Schedule K (Markings on Automobiles) of the CAMS Manual.
- b. At his discretion, the CTC may vary clause 4.7.2(a) if it is deemed that the driver's rear vision is impaired.

4.7.3 Windscreen Strip

All cars must display a windscreen strip as provided by GTPR, within the uppermost portion of the front and rear windscreens, as depicted on the Identification Sheet and in accordance with Schedule K (Markings on Automobiles) of the CAMS Manual.

4.7.4 Number Panel Sticker

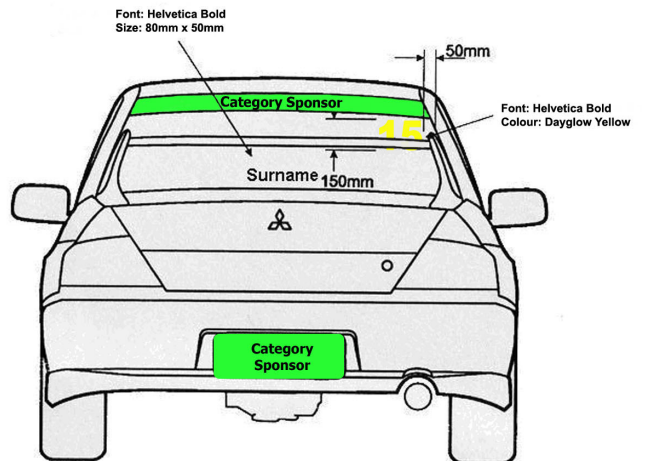
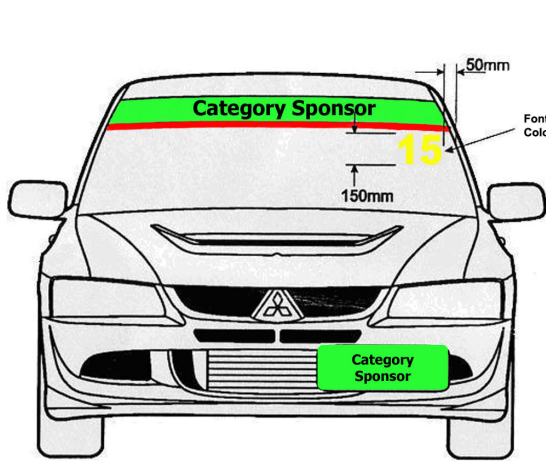
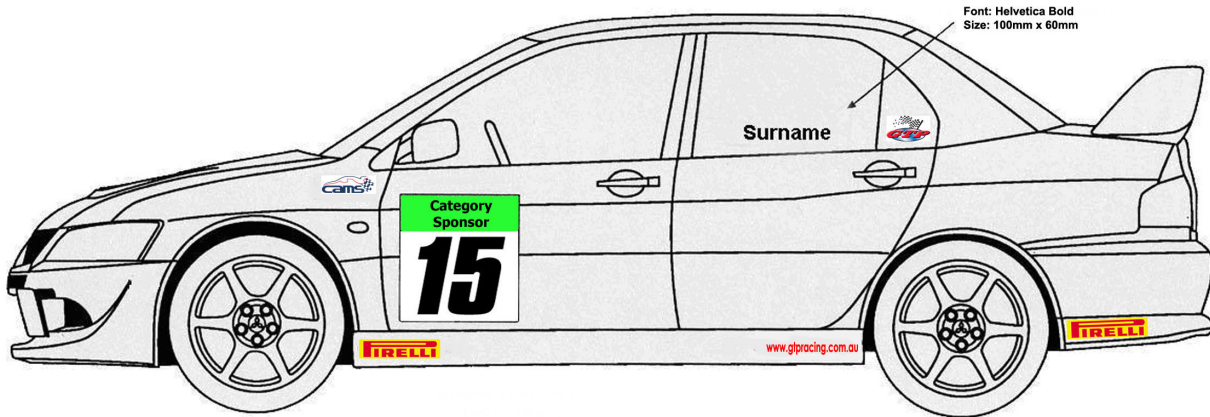
All cars must display a number panel sticker as provided by GTPR, on both sides of the car directly above the white number panel as depicted on the Identification Sheet.

4.7.5 Number Plates

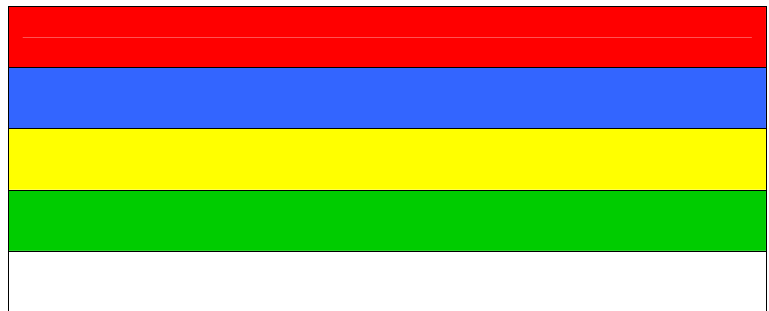
- a. All cars must display a number plate measuring 400mm x 120mm as provided by GTPR, on the front and rear bumpers of the car as depicted on the Identification Sheet.
- b. The number plates must be attached to the factory supplied number plate mounting positions at a 90° angle to the ground.
- c. No alterations are permitted to the number plates except for the drilling of holes for mounting purposes which must be within 40mm of the upper edge and positioned symmetrically on a horizontal plain.

IDENTIFICATION SHEET

Vehicle Signage



- AWD High Performance Red
- RWD High Performance Blue
- RWD Sports Performance Yellow
- AWD Sports Performance Green
- FWD Sports Performance White



Competition Numbers

1234567890

Font: Compacta BT

Size: 280mm high

Race Suit



Category Sponsor badge as supplied by GTPR



Minimum width 100mm

Category badge as supplied by GTPR must be located on either the left or right chest.

PMS Colours

	PMS 485
	PMS 2945
	Grey 35%
	Black
	White

Team Uniform



Minimum width 100mm

Performance Car Badge must be located on either the left or right chest.

CHAPTER 5 - Technical Requirements

5.1 GENERAL

- a. The following regulations are approved by CAMS as a sub-set of the Improved Production Car (Group 3J) technical regulations. A specific exemption with respect to tyres and wheels is only applicable whilst cars are competing in this championship.
- b. In all cases when interpreting the following regulations, unless expressly permitted herein, all components must be standard and therefore the use of replacement components or modification to any car is prohibited.
- c. The minimum penalty for any breach of these technical regulations, (provided the failure is not due to accidental damage) will be exclusion from the session in which the breach occurred.

5.2 COMPONENT SEALING

- a. Any component may be sealed at the discretion of the CTC.
- b. Component seals may only be removed by the CTC or his nominee.

5.3 SAFETY EQUIPMENT

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

5.4 REPLACEMENT CARS

Replacement cars are not permitted once qualifying has commenced for the event.

5.5 TIMING

- a. Unless otherwise notified, all cars must be fitted with (in all sessions) an operating Dorian Data-1 timing device from first presentation at scrutiny, as supplied by Dorian Industries Pty Ltd.
- b. The transmitter must be mounted as close as practical transversely in line with the driver's knees.

5.6 VEHICLE SPECIFICATION DOCUMENT

The Vehicle Specification Document, as approved by CAMS, will detail:

- i) standard performance parameters, i.e. maximum manifold pressure, minimum competition weight, etc;
- ii) all standard specifications of components permitted to be replaced and/or modified within these regulations;
- iii) all vehicle manufacturer options, as listed on the relevant vehicles Road Vehicle Descriptor (RVD) as published by the Department of Transport and Regional Services (DOTARS) prior to the relevant vehicle competing in the championship. All manufacturer options listed in the Vehicle Specification Document must be fitted at all times.
- iv) all addition replacement components and modifications permitted to be used under a 'Grandfather' clause.

5.7 ELIGIBLE CARS

- a. Only vehicle models listed on the Road Vehicle Certification System (RVCS) published by the Department of Transport and Regional Services (DOTARS), with a minimum build of 200 identical units, are eligible for consideration to compete in the championship.
- b. GTPR, with the approval of CAMS, reserves the right to include cars on the Eligible Vehicle List that do not comply with regulation 5.7(a), under a 'Grandfather' clause.
- c. GTPR, with the approval of CAMS, reserves the right to add new vehicles to the Eligible Vehicle List at any time.
- d. Only cars listed on the following Vehicle Eligibility List are eligible to compete in the championship.

OUTRIGHT

Sub Class	Make	Spec	Model	Drive	Tr	Body	Engine	Cap	Corr. Cap	Induc
AWD High Performance	Mitsubishi	Lancer Evo RS	VIII	AWD	5M	Sedan	Inline 4	1997	3395	Turbo
	Mitsubishi	Lancer Evo GSR	IX	AWD	5M	Sedan	Inline 4	1997	3395	Turbo
	Subaru	Impreza WRX STi	MY05	AWD	6M	Sedan	Boxer 4	1994	3390	Turbo
	Subaru	Impreza WRX STi	MY07	AWD	6M	Sedan	Boxer 4	2457	4177	Turbo
RWD High Performance	FPV	F6 Typhoon	BA MkII	Rear	6M	Sedan	Inline 6	3984	6773	Turbo
	FPV	F6 Typhoon	BF MkII	Rear	6M	Sedan	Inline 6	3984	6773	Turbo
	FPV	GT	BA MkII	Rear	5M	Sedan	V8	5408	5408	EFI
	FPV	GT	BF MkII	Rear	5M	Sedan	V8	5408	5408	EFI
	HSV	GTS Coupe	VY	Rear	6M	Coupe	V8	5667	5667	EFI
	HSV	GTO Coupe	VZ	Rear	6M	Coupe	V8	5967	5967	EFI
	HSV	GTS	VY Series II	Rear	6M	Sedan	V8	5667	5667	EFI
	HSV	Clubsport R8	VZ	Rear	6M	Sedan	V8	5967	5967	EFI
	HSV	Clubsport R8	VE	Rear	6M	Sedan	V8	5967	5967	EFI
RWD Sports Performance	BMW	M3	E46	Rear	6M	Coupe	Inline 6	3246	3246	EFI
	BMW	Z4 M Coupe	E85	Rear	6M	Coupe	Inline 6	3246	3246	EFI
	BMW	335i	E90	Rear	6M	Coupe	Inline 6	2979	5064	Turbo
	Lotus	Exige	Type 111	Rear	6M	Coupe	Inline 4	1796	1796	EFI
	Nissan	350Z	2006	Rear	6M	Coupe	V6	3498	3498	EFI
AWD Sports Performance	Alfa Romeo	Brera JTS Q4	2006	AWD	6M	Coupe	V6	3195	3195	EFI
	Mazda	6 MPS	6A	AWD	6M	Sedan	Inline 4	2261	3843	Turbo
	Subaru	Liberty GT	MY07	AWD	6M	Sedan	Boxer 4	2457	4177	Turbo
	Volkswagen	Golf R32	Type 1K	AWD	6M	Hatch (3dr)	V6	3189	3189	EFI
FWD Sports Performance	Alfa Romeo	147 GTA	MY05	FWD	6M	Hatch (3dr)	V6	3179	3179	EFI
	Ford	XR5 Turbo	LS	FWD	6M	Hatch (5dr)	Inline 5	2521	4286	Turbo
	Honda	Integra Type S	MY05	FWD	6M	Liftback	Inline 4	1998	1998	EFI
	HSV	VXR	AH	FWD	6M	Hatch (3dr)	Inline 4	1998	3397	EFI
	Mazda	3 MPS	3A	FWD	6M	Hatch (3dr)	Inline 4	2261	3843	Turbo
	Mini	Cooper S (JCW)	R50	FWD	6M	Hatch (3dr)	Inline 4	1598	2717	S/C
	Renault	Megane RS 225	X84	FWD	6M	Hatch (3dr)	Inline 4	1998	3397	Turbo
	Volkswagen	Golf GTi	Type 1K	FWD	6M	Hatch (5dr)	Inline 4	1984	3373	Turbo

PRIVATEERS' CUP

Sub Class	Make	Spec	Model	Drive	Tr	Body	Engine	Cap	Corr. Cap	Induc
AWD High Performance	Mitsubishi	Lancer Evo GSR	VI	AWD	5M	Sedan	Inline 4	1997	3395	Turbo
	Mitsubishi	Lancer Evo RS	VI	AWD	5M	Sedan	Inline 4	1997	3395	Turbo
	Mitsubishi	Lancer Evo RS	VII	AWD	5M	Sedan	Inline 4	1997	3395	Turbo
	Subaru	Impreza WRX STi	MY01	AWD	5M	Sedan	Boxer 4	1994	3390	Turbo
	Subaru	Impreza WRX STi	MY03	AWD	6M	Sedan	Boxer 4	1994	3390	Turbo
RWD High Performance	HSV	Clubsport	VT	Rear	6M	Sedan	V8	5667	5667	EFI
	HSV	Clubsport R8	VY Series II	Rear	6M	Sedan	V8	5667	5667	EFI
	HSV	GTS	VT	Rear	6M	Sedan	V8	5667	5667	EFI
	HSV	GTS	VX	Rear	6M	Sedan	V8	5667	5667	EFI
RWD Sports Performance	BMW	M Coupe	2002	Rear	5M	Coupe	Inline 6	3246	3246	EFI
	BMW	130i	E87	Rear	6M	Hatch (5dr)	Inline 6	2966	2966	EFI
	Honda	S2000	2001	Rear	6M	Coupe	Inline 4	1998	1998	EFI
	Mazda	RX 7 RS	Series 8	Rear	5M	Coupe	Rotary	1308	4002	Turbo
	Nissan	200SX GT	S15	Rear	6M	Coupe	Inline 4	1998	3397	Turbo
AWD Sports Performance	Subaru	Liberty GT	MY04	AWD	5M	Sedan	Boxer 4	1994	3390	Turbo
	Volkswagen	Golf R32	Type 1J	AWD	6M	Hatch (3dr)	V6	3189	3189	EFI
FWD Sports Performance	Toyota	Celica SX	230 SER	FWD	6M	Liftback	Inline 4	1796	1796	EFI
	Toyota	Corolla Sportivo	125 SER	FWD	6M	Hatch (5dr)	Inline 4	1796	1796	EFI

- e. Vehicles listed on the 'Outright' list are also eligible to compete in the Privateers' Cup class.
- f. Upon request of the CTC the competitor must provide, within a reasonable time, at least one standard car for comparison and/or scrutiny purposes.
- g. Subject to receiving prior written approval from CAMS, both right and left hand drive versions may be permitted by GTPR. Modifications to convert left hand to right hand drive cars that may require non-genuine parts will be eligible at the discretion of GTPR and with the written approval of CAMS.
- h. GTPR reserves the right to limit the number of cars of any one make or model through a 'Performance Car Licence' agreement.

5.8 GROUND CLEARANCE

- a. All parts of the cars bodywork must be a minimum of 100mm above the ground when measured in a vertical plane.
- b. The car will be measured minus the driver whilst stationary on a surface determined by the CTC.

5.9 NON-GENUINE PARTS

- a. Freedom of source of supply is granted for the following replacement parts:
 - i) fasteners;
 - ii) belts;
 - iii) gaskets and seals;
 - iv) flexible hoses;
 - v) liquid carrying pipes;
 - vi) mechanical cables;
 - vii) bearings;
 - viii) clamps;
 - ix) spark plugs;
 - x) spark plug leads;
 - xi) filters;
 - xii) batteries and battery cables;
 - xiii) globes and LEDs;
 - xiv) fuses and electro mechanical relays;
 - xv) windscreen glass.
- b. No additional modifications are permitted to facilitate the fitment of the replacement part.

5.10 BODYWORK AND EXTERIOR DIMENSIONS

- a. It is permitted to reshape the wheel arch beading against the inside of the wheel arch.
- b. It is permitted to remove the plastic inner guard liners.

5.11 WEIGHT

5.11.1 Homologated Weight

Homologated Weight will be determined as the tare weight of the vehicle as listed on the Road Vehicle Descriptor (RVD) published by the Department of Transport and Regional Services (DOTARS) under the RVC Scheme.

5.11.2 Minimum Competition Weight

- a. Minimum Competition Weight will be specified in the Vehicle Specification Document and will be calculated by:
- i) deducting a percentage of weight from the vehicle's Homologated Weight in accordance with the table below, rounded $\pm 2\text{kg}$;
 - ii) adding 85kg to account for the average weight of a driver.

Homologated Weight (kg)	Reduction (%)
1299 or less	2
1300 – 1349	3
1350 – 1399	4
1400 – 1449	5
1450 – 1499	6
1500 – 1549	7
1550 – 1599	8
1600 – 1649	9
1650 – 1699	10
1700 or greater	11

- b. Minimum Competition Weight is inclusive of the driver in normal racing attire.
- c. GTPR, with the approval of CAMS, reserves the right to increase the Minimum Competition Weight of selected cars under a 'Grandfather' clause.
- d. At all times cars must comply with their Minimum Competition Weight as specified in the Vehicle Specification Document.

5.12 ENGINE

5.12.1 Mounts

The dampening material of the engine mounts is free provided the location, position and orientation remains standard.

5.12.2 Engine Shrouds

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

5.12.3 Cylinder Block

- a. It is permitted to increase the cylinder block bore diameter up to a maximum of 0.6mm over the standard bore size.
- b. It is permitted to re sleeve the cylinder bores provided that the material remains the same as the standard bore.
- c. It is permitted to remove material from the head gasket contact face of the cylinder block up to a maximum of 0.25mm. The engine's compression ratio must remain within the vehicle manufacturer's limits.

5.12.4 Cylinder Head/s

- a. It is permitted to remove material from the head gasket contact face of the cylinder head up to a maximum of 0.25mm. The engine's compression ratio must remain within the vehicle manufacturer's limits.
- b. It is permitted to re-grind valve seats provided that the grinding process does not remove any of the cylinder head casting.

5.12.5 Crankshaft

- a. The maximum amount of material permitted to be removed from any crankshaft journal diameter is 0.25mm.
- b. For the purpose of balancing, it is permitted to remove material from the crankshaft.

5.12.6 Connecting Rods

Connecting rods maybe replaced provided that they comply with the following;

- i) they must be of a solid magnetic steel construction;
- ii) the distance between the centre of the Big End and Small End tunnels are the same as the standard connecting rod;
- iii) the weight of the connecting rod is the same as the standard connecting rod, $\pm 7.5\%$

NOTE: The connecting rod weight is inclusive of the Small End bush, Big End bearings and bolts and nuts.

5.12.7 Pistons

Pistons maybe replaced provided that they comply with the following:

- i) the shape of the piston above the top ring groove remains identical to the standard piston;
- ii) no part of the piston is permitted to be coated;
- iii) the distance between the gudgeon pin centre line and the highest point of the piston crown remains the same as the standard piston;
- iv) the weight of the piston is the same as the standard piston, $\pm 7.5\%$

NOTE: The piston weight is inclusive of gudgeon pin, locks and piston rings.

5.12.8 Piston Rings

Piston rings maybe replaced provided that they comply with the following:

- i) the number of compression and oil rings remain the same as the standard piston;
- ii) the number of components per ring remains the same as the standard piston rings, i.e. single piece compression rings may not be replaced by two piece (gapless) rings;
- iii) the face of each piston ring (the part of the ring which is in contact with cylinder wall) must not be less than that of the standard ring.

5.12.9 Camshaft/s

- a. The timing of the camshaft in relation to the crankshaft is free.
- b. The camshaft drive components are free provided the method of operation remains standard, i.e. chain drive systems must remain chain drive.
- c. No additional modifications are permitted to facilitate the fitment of replacement components.

5.12.10 Lubrication

- a. The oil pan is free provided that any additional material is the same as the standard material and no additional modifications are made to facilitate the fitment.
- b. It is permitted to modify the oil pump pick up and the tubing connecting the pick up to the oil pump.

5.12.11 Throttle Body

- a. Cars fitted with an electronically controlled throttle valve/s are permitted to:
 - i) replace the electronic assembly with a mechanical assembly. The replacement assembly must respect the exact shape and dimensions as the standard assembly in all areas that come in contact with the engine intake air;
 - ii) replace or modify parts of the pedal assembly who sole function is to control the replacement throttle control valve;
 - iii) fit a throttle cable and associated mounting brackets;
 - iv) fit a replacement or addition throttle position sensor.
- b. Cars fitted with a mechanically controlled throttle valve/s are permitted to fit an additional throttle cable and associated mounting brackets.

5.12.12 Engine Pulleys

Belt driven pulley's on ancillary equipment, i.e. water pump, alternator, etc. are free provided they respect the standard drive belt type and width.

5.12.13 Replacement Engines

It is not permitted to replace an engine during an event without the competitor first notifying and obtaining the written approval of the CTC or his nominee.

5.12.14 Forced Induction Engines

- a. All forced induction cars must be fitted with the approved pressure relief valve as supplied by GTPR in a location as determined by the CTD.
- b. The calibration of the pressure relief valve will be set by GTPR to a level in accordance with the maximum manifold pressure as specified by the relevant vehicle manufacturer and detailed in the Vehicle Specification Document.
- c. With the written approval of the CTC, minor modifications to the operation of the boost control system, is permitted.

5.12.15 Electronic Engine Control Unit

- a.
 - i) For cars issued with a CAMS Log Book prior to 1st January 2003
After market Electronic Engine Control Units are permitted. Freedom is granted in relation to the wiring, up to 100mm from the original Electronic Engine Control Unit electrical connectors. It is not permitted to replace, modify or add any input and/or output devices utilised by the Electronic Engine Control Unit.
 - ii) For cars issued with a CAMS Log Book on or after the 1st January 2003
After market Electronic Engine Control Units are permitted, provided that no modifications are made to the original Electronic Engine Control Unit electrical connectors. It is not permitted to replace, modify or add any input and/or output devices or associated wiring utilised by the Electronic Engine Control Unit. At any given time the original Electronic Engine Control Unit must be capable of being fitted and performing its original functions.
- b. It is permitted to use the following additional inputs provided they are wired separately to main wiring harness:
 - i) engine temperature sensor;
 - ii) intake air temperature sensor;
 - iii) manifold pressure sensor.
- c. The use of Traction Control/Launch Control is prohibited, unless the system is originally fitted. In this case, the Traction Control/Launch Control system may only be operated by the original Electronic Control Unit utilising the manufacturer's standard software.
- d. At all times access to the car's Electronic Control Unit will be granted to the CTC or his nominee. The competitor's Notebook Computer will be used for any inspections, if the competitor cannot provide their Notebook Computer an alternative will be found by the Technical Consultant.

5.12.16 Cooling System

- a. Radiators are free provided they comply with the following:
 - i) when viewed from the front of the vehicle, the width and height of the complete radiator must be no less than that of the standard radiator;
 - ii) the position of the replacement radiator must respect that of the standard radiator;
 - iii) no additional modifications are permitted to facilitate the fitment of a replacement radiator other than the complete removal or modification of the plastic fan shroud. No material may be added.
- b. Water pumps are free provided that the drive method remains the same as standard.
- c. The thermostat, its operation and method of control is free.
- d. The method of operation of the standard engine cooling fan/s is free.
- e. The manner in which the radiator pressure is maintained is free.
- f. It is permitted to fit a protective screen mounted in front of the radiator provided no additional modifications are made to facilitate the fitment. The CTC will be the final arbiter in relation to its design and location.

5.12.17 Exhaust

- a. In all cases, the requirements of Regulation 13 and 17 of Schedule B of Section 6 (General Requirements) of the CAMS Manual must be respected.
- b. Normally Aspirated Cars
The exhaust system is free downstream of the exit of the exhaust manifold.
- c. Forced Induction Cars
The exhaust system is free downstream of the exit of the turbine housing of the turbocharger provided that no part of the replacement exhaust system protrudes beyond this mating surface.
- d. No additional modifications are permitted to facilitate the fitment of the exhaust system.

5.13 FUEL PIPING, PUMPS AND TANKS

5.13.1 Fuel Tanks

- a. The fitment of replacement fuel tank is permitted, provided the replacement fuel tank is to FT5, FT3.5 or FT3-1999 specification.
No additional modifications are permitted to facilitate the fitment of the replacement tank other than the drilling of holes, of the minimum necessary dimensions, for mounting purposes and for the passage of fuel lines.
- b. Fuel capacity must not exceed the following limits;

Corrected Engine Capacity	Maximum Fuel Capacity
1999cc or less	80 Litres
2000cc – 2999cc	90 Litres
3000cc – 3999cc	100 Litres
4000cc – 4999cc	110 Litres
5000cc or greater	120 Litres

Note: Fuel capacity means the total amount of fuel to be carried on board the car at any given time. This is not only tank capacity but includes all fuel contained in all pumps, lines and anti-surge tanks etc.

5.13.2 Fuel Pump/s

- a. When using a replacement FT5, FT3.5 or FT3-1999 specification fuel tank, it is permitted to utilise a replacement external fuel pump and fuel pressure regulator. At all times the fuel pressure must remain standard as detailed in the Vehicle Specification Document. The fuel pump must be adequately mounted and protected from damage.
- b. When using a replacement FT5, FT3.5 or FT3-1999 specification fuel tank, it is permitted to fit one anti-surge container and one additional electric fuel pump (the sole purpose of which is to supply fuel to the anti-surge container). All components, including the additional fuel pump and anti-surge container, must be mounted inside the replacement fuel tank.

5.13.3 Dry-Break Fittings

Dry-break couplings are permitted, subject to compliance with Schedule N of the CAMS Manual provided the dry-break and vent bottle fittings are mounted as close as practical to the fuel tank/s. All associated plumbing must be no greater than the outside diameter of the exit of the dry-break and vent bottle bulb. The route of the filler and vent bottle pipes must be as short as practical.

5.14 ELECTRICAL EQUIPMENT

5.14.1 Car Data

- a. The use of data storage devices including multi display dashes with the ability to store car data is permitted; the only inputs allowed are as follows:
- i) G Forces;
 - ii) 2 x wheel speed;
 - iii) trigger device for lap timing;
 - iv) brake light;
 - v) engine RPM;
 - vi) 2 x exhaust gas oxygen sensors;
 - vii) temperature inputs used solely for the purpose of measuring fluid temperatures of engine and drive line components, exhaust temperatures and intake air temperature;
 - viii) pressure inputs used solely for the purpose of measuring fluid pressures of engine and drive line components;
 - ix) throttle position/s;
 - x) manifold pressure;
 - xi) fuel usage;
 - xii) steering angle;
 - xiii) engine operating parameters..
- b. Sensors other than those permitted in regulation 14.1(a) are not permitted.
The software for the data storage device must not show any pin allocations set up to read sensors other than those permitted in regulation 5.14.1 (a).
- c. Access to the car's data storage devices must be granted to the CTC or his nominee upon request. The competitor's notebook computer will be used for any inspections. If the competitor cannot provide their notebook computer an alternative will be found by the Technical Consultant.
- d. The use of any form of real time telemetry or the transmission of any data other than a lap trigger signal to or from the car during qualifying and racing is forbidden, unless approved in writing by GTPR.

5.15 TRANSMISSION

5.15.1 Mounts

The dampening material of the transmission mounts is free provided the location, position and orientation remains standard.

5.15.2 Gearbox

The following items are free provided no additional modifications are made to facilitate their fitment:

- i) shift forks;
- ii) shift hub keys;
- iii) shifter bushes.

5.15.3 Flywheel

Flywheels maybe replaced provided they comply with the following:

- i) the outside diameter is identical to the standard flywheel as detailed in the Vehicle Specification Document;
- ii) is of a steel construction;
- ii) the weight is identical to the standard flywheel as detailed in the Vehicle Specification Document, $\pm 2\%$.

5.15.4 Clutch

- a. Clutch driven plate/s are free provided that:
- i) the number of plate/s remain standard;
 - ii) the plate/s are not made from a carbon material.
- b. Pressure plates are free provided no additional modifications are made to facilitate their fitment.

5.15.5 Final Drive Differentials

- a. The action of all final drive differential units, including those within AWD transfer cases, is free.
- b. Differential backing plates are free, for the sole purpose of increasing the total oil capacity, provided no additional modifications are made to facilitate the fitment of the replacement differential backing plate.

5.15.6 Electronic Transmission Control Units

- a. The use of electronically or automatically adjusted drive systems are prohibited, unless the system is standard. In this case, the system may only be operated by the standard Electronic Transmission Control Unit utilising the manufacturer's standard software.
- b. At the sole discretion of the CTC, cars may be required to utilise a standard Electronic Transmission Control Unit as supplied by GTPR.

5.16 OIL COOLERS

The fitment of engine, transmission and power steering oil coolers are permitted provided that:

- i) the sole purpose of the cooler is to reduce the oil temperature;
- ii) the only modification permitted to facilitate the fitment of coolers and associated components is the drilling of holes for mounting purposes;
- iii) all coolers and associated components are to remain inside the external bodywork of the car.

5.17 SUSPENSION AND STEERING

5.17.1 Coil Springs

The number and type (i.e. linear or progressive) of springs is free, provided that they are mounted in series and made from a ferrous material.

5.17.2 Torsion Bars

- a. Torsion bars are free provided no additional modifications are made to facilitate their fitment and that they are made from a ferrous material.
- b. Torsion bars are not permitted to be replaced by any other type of primary springing medium, i.e. coil springs.

5.17.3 Spring Platforms

Any spring platform, which is not permanently attached to the chassis/body work, is free. All permanently attached spring platforms are permitted to have adaptors added to facilitate adjustments, provided no material is removed.

5.17.4 Shock Absorbers

- a. Shock absorbers are free provided that the number, design, principal function and the attachment points, are not modified.
- b. Where a standard shock absorber forms an integral part in the attachment of the wheel hub assembly to the chassis/body work, (i.e. MacPherson Strut), the shock absorber assembly, in its entirety, are free. No additional modifications are permitted to facilitate the fitment of the replacement shock absorber assembly. The resulting replacement shock absorber assembly should be fully interchangeable with the standard unit.
- d. The fitment of external hydraulic canisters to the dampers is permitted, provided that no additional modifications are made to facilitate their fitment, except for the drilling of holes for mounting purposes.

5.17.5 Attachment Points

- a. In the case of independent suspensions, it is permitted to relocate in a horizontal and lateral plane, the mounting point/s of the lower and upper control arms, to a maximum distance of 25mm each side. In this case the track of the modified axle is free.
- b. In the case of MacPherson Strut suspensions, it is permitted to relocate in a lateral plane, the mounting point/s of the upper insulating mount, to a maximum distance of 25mm each side.
- c. The adding of components to the steering tie-rods, in order to continue to provide adjustment of the toe-in angle, is permitted. Tie-rods may also be shortened if necessary.
- d. Reinforcing of all suspension attachment points is permitted, provided the material used is the same, it follows the standard shape and is in contact with the standard attachment point.

5.17.6 Bushes

- a. Elastomeric bushes used at suspension pivot points may be replaced provided that they are:
 - i) mechanically identical to the standard bush;
 - ii) made from a elastomer material.
- b. In the case where a suspension bush incorporates an outer metal shell and/or a central crush tube, these components will be regarded as part of the bush.
- c. In the case where a suspension bush is integrated with a secondary component, such as a suspension arm, only the elastomer material shall be regarded as the bush.

5.18 BRAKES**5.18.1 ABS**

ABS may be rendered inoperative by using one of the following methods:

- i) the removal of electrical power to the electronic operating system. If this method is utilised it is permitted to mount a driver operated switch to perform this function;
- ii) the replacement of the main ABS actuating system with the fitment of a junction block. No modification to the brake lines is permitted;
- iii) vehicles with Electronic Brakeforce Distribution (EBD), are permitted to either replace the original master cylinder with a mechanically identical unit incorporating a mechanical proportioning valve, or add a mechanical proportioning valve to the rear brake line; such valve must not be adjustable within the cockpit.

5.18.2 Power Assisted Braking

- a. Vacuum assisted braking systems may be rendered inoperative. The only modification permitted to the servo unit is the replacement of the internal valve system, diaphragms and pushrods with a solid rod linking the unmodified brake pedal to the master cylinder.
- b. The fitment of an additional vacuum reservoir tank is permitted provided that the tank is mounted under the floor pan of the car. No additional modifications are permitted to be made except for the drilling of holes for mounting purposes and the addition of a one-way valve and vacuum line.

5.18.3 Brake Pads

Brake pads are free.

5.18.4 Brake Rotors

Brake rotors and mounting hats are free provided they comply with the following:

- i) if the diameter of the standard brake rotors is less than the maximum diameter listed in the tables below, then brake rotors with a diameter less than or equal to those listed in the tables below may be utilised;
- ii) if the diameter of the standard brake rotors is greater than the maximum diameter listed in the tables below, then brake rotors with a diameter less than or equal to that of the standard brake rotor may be utilised;
- iii) all brake rotors must be made exclusively from a ferrous material;
- iv) if separate mounting hats are utilised, the brake rotor must be solidly fixed to the mounting hat, no movement between the two is permitted.

Brake Rotor Table – 2WD Vehicles				
Competition Weight (kg)	Front		Rear	
	Max. Dia. (mm)	Min. Width (mm)	Max. Dia. (mm)	Min. Width (mm)
1249 or less	305	25	290	20
1250 - 1349	320	28	305	25
1350 - 1449	330	28	305	25
1450 - 1549	345	32	320	28
1550 - 1649	356	32	330	28
1650 or greater	366	32	345	28

Brake Rotor Table – AWD Vehicles				
Competition Weight (kg)	Front		Rear	
	Max. Dia. (mm)	Min. Width (mm)	Max. Dia. (mm)	Min. Width (mm)
1499 or less	320	28	305	25
1500 - 1599	330	28	305	25
1600 or greater	345	32	320	28

5.18.5 Brake Calipers

5.18.5.1 Front

- a. Where the standard brake caliper contains less than four (4) pistons per calliper, it is permitted to fit a replacement brake caliper provided it complies with the following:
- the maximum number of calipers per wheel is one (1);
 - the replacement caliper must be mounted using the standard mounting points, an adapter bracket may be utilised;
 - the maximum number of pistons per calliper is four (4);
 - pistons must be round in section.
- b. Where the standard brake caliper contains four (4) or more pistons per caliper, it is permitted to fit a replacement brake caliper provide it complies with the following:
- the maximum number of callipers per wheel is one (1);
 - the replacement caliper must be mounted using the standard mounting points, an adapter bracket may be utilised;
 - the maximum number of pistons remain the same as the standard brake caliper;
 - pistons must be round in section.

5.18.5.2 Rear

- a. Where the standard brake caliper contains less than two (2) pistons per caliper, it is permitted to fit a replacement brake caliper provided it complies with the following:
- the maximum number of calipers per wheel is one (1);
 - the replacement caliper must be mounted using the standard mounting points, an adapter bracket may be utilised;
 - the maximum number of pistons per caliper is two (2);
 - pistons must be round in section.
- b. Where the standard brake caliper contains two (2) or more pistons per caliper, it is permitted to fit a replacement brake caliper provide it complies with the following:
- the maximum number of calipers per wheel is one (1);
 - the replacement caliper must be mounted using the standard mounting points, an adapter bracket may be utilised;
 - the maximum number of pistons remain the same as the standard brake caliper;
 - pistons must be round in section.

5.18.6 Park Brake

It is permitted to render the park brake inoperable via the removal of components, the sole purpose of which is to operate the park brake.

5.18.7 Backing Plates

It is not permitted to modify brake rotor backing plates to facilitate any of the above permitted modifications, however the backing plate may be removed.

5.19 WHEELS

- a. Subject to regulation 5.19(b) and 5.19(c), wheel rims are free provided the diameter and width remain standard as detailed in the Vehicle Specification Document.
- b. Cars with a Minimum Competition Weight of 1600kg or greater, with a standard rim width less than 9 inches, are permitted to utilise rims with a maximum width of 9 inches.
- c. GTPR, with the approval of CAMS, reserves the right to permit cars with a standard rim diameter greater than 18 inches, to utilise rims with a diameter of 18 inches.
- d. Any device, system, procedure, construction or design the purpose and/or effect of which alters the air flow through the wheels, is forbidden.

5.19.1 Jacking

The reinforcing of jacking points is permitted by the addition of metal plate/s. The reinforcing must not exceed a surface area of more than 150mm x 150mm and must follow the contours of the original structure.

5.19.2 Wheel Attachment

- a. Any device, system, procedure, construction or design the purpose and/or effect of which allows the wheel nuts or bolts to be retained within the wheel during the process of the wheel being fitted to or removed from the car is forbidden.
- b. Wheel attachment studs are free provided they comply with the following:
 - i) the number of studs must respect the standard number of studs;
 - ii) the diameter of the replacement studs is equal to or greater than the standard studs;
 - iii) no additional modifications are permitted to facilitate the fitment of the replacement studs.
- c. Wheel hub bolts maybe replaced with studs and wheel nuts, provided that the number of attachment points remains standard.
- d. The design of wheel nuts is free provided that the outer end is not enclosed.

5.20 TYRES

- a. Subject to the prior approval of CAMS, at all times competitors are required to use the control tyre as specified by GTPR and as supplied by Trofeo Motorsport Pty Ltd.
- b. Only tyres marked by the CTC or his nominee at a particular round may be used for qualifying and racing at that round.
- c. It is the competitor's responsibility to notify the CTC immediately if the markings become illegible.
- d. With the written permission of the CTC, competitors are permitted to use additional replacement tyres, if the CTC is satisfied that:
 - i) due to an unintentional and/or exceptional occurrence, the tyre in question can no longer be used;
 - ii) the replacement tyre is of the same type and of similar wear (prior to the unintentional and/or exceptional occurrence) of the existing tyre;
- e. Should an competitor be permitted an additional replacement tyre, then the driver affected must start the subsequent race from the rear of the grid.
- f. Any tyre, which in the opinion of the CTC, does not easily allow them to police the rules regarding tyres, will not be permitted.
- g. Tyre heating/retention devices and chemical treatments are strictly prohibited.

5.20.1 Outright Cars

a. Slick Tyres

- i) Tyre size is free, provided that all tyres are of the same type. (See note below) In the case of cars that are recognised with different size rims on the front and rear axles, both tyres on the same axle must be of the same type.
- ii) Subject to regulation 5.20(d), each car is permitted up to 6 (new or used) slick racing tyres at each round, for qualifying and racing.

Note: The term 'Type' refers to the size, construction and compound of a given tyre.

b. Wet Tyres

- i) The number of wet tyres permitted for each round is free.
- ii) Competitors may use wet tyres at their discretion at any time.

- iii) A wet/grooved tyre is defined as a tyre that has a maximum contact patch area not exceeding 75% of the contact patch area of an equivalent ungrooved tyre. The grooves must have minimum dimensions of 4mm depth and width.
- iv) All wet/grooved tyres must be approved and marked by the CTC or his nominee. The CTC will be the final arbiter in regard to the determination and suitability of a wet tyre. It is the responsibility of the competitor to have the CTC or his nominee mark all wet grooved tyres prior to use.
- v) When marked grooved tyres are used in wet conditions, the car's external head lights and tail lights must be illuminated.

5.20.2 Privateers' Cup Cars

- a. Subject to regulation 5.20(d), each car is permitted up to 4 new or used tyres and 1 previously marked tyre at each round, for qualifying and racing, except in the case of cars that are recognised with different size rims on the front and rear axles, where these cars will be permitted up to 4 new or used tyres and 2 previously marked tyres (1 front tyre and 1 rear tyre) at each round, for qualifying and racing.
- b. Competitors competing in their first event for the year are permitted up to 5 new or used tyres for qualifying and racing, except in the case of cars that are recognised with different size rims on the front and rear axles, where these cars will be permitted up to 6 new or used tyres for qualifying and racing.

5.21 COCKPIT

- a. The standard dashboard including instrumentation and central console and all associated components must be retained.
- b. The following may be removed from the cockpit:
 - i) roof padding and lining;
 - ii) carpets and insulating material;
 - iii) front passenger and rear seats;
 - iv) air conditioning;
 - v) electric window units, central locking systems and any other standard systems solely for the comfort of the driver or passengers;
 - vi) restraint systems and supplementary restraint systems;
 - vii) boot lining, spare wheel and wheel changing equipment.
- c. The removal of above items is permitted, provided that no additional modifications are made to facilitate their removal.
- d. Any components permitted to be removed (i.e. sound systems) must be replaced by a suitable panel. The CTC will be the final arbiter in relation to the suitability of the replacement panels.
- e. Door trims may be replaced with trims made from different material.

5.21.1 Additional Equipment

- a. The only components which can be added in the cockpit are:
 - i) safety equipment and structures;
 - ii) tool kit;
 - iii) additional instruments;
 - iv) electronic equipment;
 - v) driver cooling system;
 - vi) ballast;
 - vii) driver ventilation equipment;
- b. None of the above items may hinder cockpit exit or driver's visibility.
- c. In the case where an electric window unit is removed, the electric unit must be replaced by a manually operated window winding mechanism.

5.22 SAFETY STRUCTURES

- a. All safety structures must comply with the requirements of Schedule J (Roll Over Protection Structures) of the CAMS Manual.
- b. To achieve the efficient mounting on the body shell of the front legs (of a lateral front hoop or a longitudinal front leg) it will be permitted to modify the dashboard or any associated component by distorting it or cutting away the minimum amount of material necessary, provided that it is professionally re-trimmed.
- c. To achieve the efficient mounting of a dash bar designed to reinforce the front leg, it is permitted to distort or cut away the minimum amount of material necessary from the heater box and/or associated components. The action and operation of the components must remain as intended by the car manufacturer.

5.23 FUEL

- a. Subject to the prior approval of CAMS, at all times competitors are required to use the control fuel as specified by GTPR and as supplied on-track by the control fuel supplier.
- 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.