



# 2016 CAMS Australian GT Championship

## Sporting and Technical Regulations



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## 2016 CAMS Australian GT Championship Sporting Regulations

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# 2016 CAMS Australian GT Championship

## Sporting Regulations

### S1 TITLE and JURISDICTION

#### S1.1 Title

This Championship shall only be known as and referred to as the “CAMS Australian GT Championship”

#### S1.2 Authority / Jurisdiction

- (a) Each event in the 2016 CAMS Australian GT Championship (Championship) shall be conducted under the provisions of the International Sporting Code of the Federation Internationale de l'Automobile (FIA); the National Competition Rules (NCR) and Race Meeting Standing Regulations (RMSR) of the Confederation of Australian Motor Sport Ltd (CAMS); the Sporting and Technical Regulations issued for this Championship by CAMS; Supplementary and Further Regulations issued by the organiser at each round; Bulletins issued by the Stewards of the Meeting and any Driver Briefing Notes and instructions issued by the Race Director or Clerk of the Course at a meeting.
- (b) This Championship has been sanctioned by CAMS as a National Championship.
- (c) The Australian GT Sportscar Group Pty Ltd has been appointed as the Category Manager (CM) by CAMS for this Championship.

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### S2 ADMINISTRATION

#### S2.1 Personnel

The following personnel have been appointed to the Championship by CAMS and/or the CM and have the authority to administer the various aspects of these regulations as detailed in the RMSR.

- (a) Race Director (RD) Lawrie Schmitt
- (b) Technical Commissioner (TC) Ewan Cole
- (c) Category Administrator (CA) Margaret Collier, Ken Collier
- (d) Category Technical Manager (TM) Ian Kay
- (e) Driving Standards Advisor (DSA) Greg Crick

### **S3 COMPETITOR ELIGIBILITY**

To be eligible to compete in the Championship, each Competitor must hold a current CAMS Competitor's Licence and be a party to a current agreement with the CM.

### **S4 AUTOMOBILE ELIGIBILITY**

(a) To be eligible for the Championship each automobile must:

- (i) comply with the provisions of the 2016 CAMS Australian GT Championship Technical Regulations; and
- (ii) be detailed in the current List of Eligible Automobiles published by CAMS; and
- (iii) have automobile details, including current FIA Homologation (or other Homologation approved by the CM and CAMS) and Balance of Performance documents submitted to the CM and CAMS no later than 5:00pm (AEST) on the day before the first event that the automobile enters. It is the responsibility of the Competitor to ensure that any document required is submitted to the CM and CAMS.

#### **S4.1 List of Eligible Automobiles**

- (a) A List of Eligible Automobiles shall be published by CAMS
- (b) Each automobile shall be listed in one of the following divisions:
  - (i) GT Championship
  - (ii) Invitational GT Trophy
  - (iii) Invitational GT Challenge
  - (iv) Invitational GT Sports
  - (v) Invitational MARC
- (c) The CM reserves the right to add/delete automobiles to/from the List of Eligible Automobiles at any time subject to the approval of CAMS.
- (d) Each make/model of automobile may be subject to a limit on the number of automobiles of that make/model which are eligible to compete in the Championship. This limit shall be determined by the CM and is subject to change from time to time.
- (e) The CM shall apply to CAMS for approval of an unlisted automobile to be added to the List of Eligible Automobiles upon application from a Competitor. An application must be submitted by a Competitor to the CM at least two (2) weeks prior to the first event that the automobile enters.

#### **S4.2 Replacement Automobiles**

Following the commencement of the first qualifying session of each round of the Championship, any automobile that has been entered to compete at that round may not be replaced with another automobile.

## **S5 DRIVER ELIGIBILITY**

- (a) To be eligible to compete in the GT Championship division, each Driver must hold a current CAMS National Circuit Licence (NC) or higher.
- (b) To be eligible to compete in the Invitational GT Trophy division, each Driver must hold a current CAMS National Circuit Licence (NC) or higher.
- (c) To be eligible to compete in the Invitational GT Challenge, GT Sports or MARC division, each Driver must hold a current CAMS Provisional Circuit Licence (PC) or higher, except at any round of the Series conducted at Mount Panorama, Bathurst, where each Driver must hold a current CAMS National Circuit Licence (NC) or higher.
- (d) Each Driver must also be registered with the CA prior to entering a round of the Championship.

### **S5.1 Driver Classification**

- (a) The CM is the sole arbiter with regard to Driver Classification and any decision made by the CM in this regard shall not be the subject of any protest or appeal.
- (b) Each Driver shall be classified as either PRO or AM. Six (6) levels of driver grading shall apply to each classification. Guidelines are as follows:
  - (i) PRO – A Professional and/or experienced successful driver shall be allocated a grading level between PRO 1 (highest) and PRO 6.
  - (ii) AM – A Driver who is not classified as PRO shall be allocated a grading level between AM 1 (highest) and AM 6.
- (c) A Two Driver Team cannot consist of any combination of two (2) PRO 1, 2 or 3 drivers. Any other driver combination is allowed. Minimum CTPS times shall apply as per Article S13 (n) and (o).
- (d) A PRO 1, 2 or 3 driver cannot compete in a Single Driver Team.
- (e) The CM may change a Driver Classification prior to any Round. In the event of a Driver Classification being changed to PRO 1, 2 or 3 from PRO 4 or any lower classification and the Driver had competed in the 2016 Championship prior to the change of classification, the CM may exempt the Driver from Article S5.1 (c) or (d).

### **S5.2 Substitute Drivers**

Prior to the commencement of the first qualifying session at each round of the Championship, a Competitor may nominate a substitute driver who may be permitted to compete in the remainder of the meeting subject to the approval and conditions of the Stewards of the Meeting and the CM.

### **S5.3 Team Classification**

- (a) Prior to entering the Championship or a round of the Championship, each Competitor must register with the CM as either a Single Driver Team or Two Driver Team and advise the CM of the name/s of the Driver/s no later than three (3) weeks prior to the scheduled commencement of a Round of the Championship.

- (b) A Single Driver Team is defined as a team that:
- (i) does not intend to enter a co-driver at every round of the Championship at which they participate or;
  - (ii) does not intend to enter the same co-driver at every round of the Championship at which they participate.
- (c) A Two Driver Team is defined as a team that intends to enter the same co-driver at every round of the Championship at which they participate.
- (d) Any Competitor registered as a Two Driver Team that fails to comply with the above definition at any time during the Championship, may be re-classified as a Single Driver Team by the CM.

## S6 CHAMPIONSHIP ROUNDS

- (a) The Championship shall be conducted over six (6) Rounds as detailed in the Championship Calendar below.
- (b) Each Round of the Championship shall count in determining the final Championship results.

## S7 CHAMPIONSHIP CALENDAR

Round	Dates	Venue	Round Format
1	3 – 6 March	Adelaide Parklands	3
2	17 – 20 March	Albert Park	2
3	6 – 8 May	Barbagallo	1
4	27 – 28 May	Phillip Island	1
5	8 – 10 July	Townsville	1
6	11 – 12 November	Highlands Motorsport Park	1

## S8 ROUND FORMAT

The number, length and format of track sessions shall ultimately be negotiated between the CM and the event organiser prior to a round of the Championship and shall be advised in the relevant Supplementary/Further Supplementary Regulations issued for a meeting.

Generally, the format for each round of the Championship shall be as follows:

Round Format	Practice	Qualifying	Races	CTPS
1	1 x 20 mins	2 x 20 mins	2 x 60 mins	Yes
2	N/A	2 x 20 mins	4 x 25 mins	No
3	1 x 20 mins	2 x 20 mins	3 x 40 mins	Yes

### S8.1 Variations to Timetable

The timetable may be varied at any time due to exceptional circumstances only with the prior approval of the Stewards of the Meeting.

## S9 GRID DETERMINATION

### S9.1 Grid Determination

The grid for each race shall be determined as detailed in the RMSR – Progressive Grid.

### S9.2 Driver Qualification

- (a) Each Driver whose fastest lap time achieved in either a practice or qualifying session exceeds 130% of the fastest lap time achieved in the qualifying session or exceeds 115% of the fastest lap time achieved within their division in the qualifying session shall not be permitted to further compete at that round of the Championship unless approved otherwise by the Stewards of the Meeting due to exceptional circumstances.
- (b) Each Driver must participate in qualifying at each event. At an event which has two (2) qualifying sessions, each automobile with two Drivers must have Driver A participate in qualifying session 1 and Driver B in qualifying session 2. Each automobile with one Driver must participate in both qualifying sessions.
- (c) Failure of an automobile to participate in qualifying and/or record a lap time in qualifying shall require approval of the Stewards of the Meeting to commence Race 1 from the rear of grid.

## S10 START PROCEDURE

The start procedure for each race shall be as detailed in the RMSR – Championship Start – Rolling Start except that **for the following:**

- (a) At the end of the formation lap, each automobile must travel over its grid box and maintain this line until crossing the start line; and**
- (b)** When the start signal is given:
  - (i) The automobile on pole position must accelerate immediately to racing speed; and
  - (ii) Each other automobile must accelerate immediately and comply with the following:
    - A. An automobile may overtake another automobile from the same grid row before crossing the Start Line; and
    - B. An automobile may not overlap an automobile from the grid row in front before crossing the Start Line unless an automobile slows with an obvious problem and an automobile cannot avoid overlapping it without unduly delaying the remainder of the field.



## S11 AWARDS and POINTSCORE

### S11.1 Prizes and Trophies

- (a) Prizes, trophies and awards shall be as determined by the CM and shall be advised to each Competitor.
- (b) The winner of the Championship must be present at the annual CAMS Motor Sport Awards Prize Giving Ceremony. Failure to attend the ceremony by the winner shall be deemed an infringement of these regulations unless prior agreement has been given by CAMS and may result in the loss of points and/or awards

### S11.2 Championship Pointscore

- (a) Championship points shall be awarded to each Driver based on their automobile's fastest qualifying lap time in each qualifying session at each round of the Championship relative to the other automobiles within their division and their automobile's finishing position in each race of the Championship relative to the other automobiles within their division in accordance with the following table.

Position in Division	Points per qualifying session/race			
	Qualifying	2 races per Round	3 races per Round	4 races per Round
1 <sup>st</sup>	10	100	67	50
2 <sup>nd</sup>	8	84	56	42
3 <sup>rd</sup>	7	70	47	35
4 <sup>th</sup>	6	60	40	30
5 <sup>th</sup>	5	50	33	25
6 <sup>th</sup>	4	40	27	20
7 <sup>th</sup>	3	36	24	18
8 <sup>th</sup>	2	32	21	16
9 <sup>th</sup>	1	28	19	14
10 <sup>th</sup>	0	24	16	12
11 <sup>th</sup>		23	15	11
12 <sup>th</sup>		20	13	10
13 <sup>th</sup>		18	12	9
14 <sup>th</sup>		15	10	8
15 <sup>th</sup>		13	8	6
16 <sup>th</sup>		10	7	5
17 <sup>th</sup>		9	6	4
18 <sup>th</sup>		8	5	4
19 <sup>th</sup>		7	5	3
20 <sup>th</sup>		6	4	3
21 <sup>st</sup>		5	3	2
22 <sup>nd</sup>		4	3	2
23 <sup>rd</sup>		3	2	1
24 <sup>th</sup>		2	2	1
25 <sup>th</sup>		2	2	1
Each other finisher		1	1	1

- (b) For each race, points shall only be awarded to each Driver whose automobile was classified as a finisher in the final results of that race. To be classified as a finisher the Driver's automobile must have crossed the Finish Line on the track at the end of the race and completed 75% of the number of laps completed by the first automobile to finish the race in that division.
- (c) Points are not transferrable between divisions if a Driver changes division during the course of the Championship.
- (d) The results for each round of the Championship shall be determined by the number of points scored by each Driver within their division at that round.
- (e) In the event of a tie at the end of any round of the Championship, the final positions for that round shall be determined by comparing the results of each tied Driver in the final race of that round. The higher place in the round results shall be awarded to the driver with the higher finishing position in the final race.
- (f) An eligible Driver scoring the highest points total over all Rounds of the Championship in the GT Championship division shall be declared the CAMS Australian GT Champion.
- (g) An eligible driver gaining the highest points total over all rounds of the Championship, within their division, shall be declared the winner of that division.
- (h) In the event of a tie at the end of the Championship, final positions shall be determined by comparing the race results achieved by each tied driver, with the driver with the highest number of first places being awarded the higher Championship position. If at this stage a tie still exists, it shall be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied driver until all positions have been determined.

## **S12 EVENT OPERATIONS**

### **S12.1 Championship Registration and Entry**

The Championship shall operate under the CAMS Championship Registration and Entry Process. Championship Registration and Entry Forms shall be available from the CA with document checking being conducted by the CA prior to the first official track session at each round of the Championship.

### **S12.2 Driver/Team Managers Briefings**

- (a) Each Driver and Team Manager (i.e. an appropriately authorised representative of the Competitor, other than the Driver) must attend the compulsory Driver and Team Manager's Briefing at each round of the Championship.
- (b) The time and location of this briefing shall be detailed in the Supplementary or Further Regulations for the meeting.
- (c) The attendance sheet must be signed by each Driver and Team Manager to confirm attendance.
- (d) Other compulsory briefings may be convened as required and shall be advised to each Competitor accordingly.

- (e) Each Driver and Team Manager shall be required to sign on at each briefing conducted.

### **S12.3 Impound/Parc Ferme**

- (a) Each automobile, including those remaining in pit lane, must proceed directly to the designated impound/Parc Ferme area via the most direct route (or as directed by Officials of the Meeting) at the conclusion of qualifying and each race, without returning to pit/garage/paddock areas and without interference from any third party (other than an Official of the Meeting).
- (b) An automobile may not be removed from impound/Parc Ferme except with the permission of the TC or the Chief Scrutineer.

### **S12.4 Qualifying**

During qualifying, an automobile may not return to the garage/paddock area without the express permission of the TC. If an automobile exits pit lane to the garage/paddock area without permission of the TC during qualifying it shall not be permitted to re-join that session and it shall be excluded from qualifying and commence Race 1 from the rear of the grid.

### **S12.5 Races**

Where two (2) Drivers are entered to drive an automobile

- (a) Each Competitor must notify the CM of the nominated starting Driver for Race 1 within 30 minutes of the completion of the final qualifying session.
- (b) The Driver that starts Race 1 is not permitted to start Race 2.
- (c) For Round Format 2, the Driver with the highest Driver Classification (refer Article S5.1(b)) shall compete in Races 1 and 3. The other Driver shall compete in Races 2 and 4 unless the opposite order is approved by the CM.
- (d) For Round Format 3, the Driver that starts Race 1 shall start Race 3.

### **S12.6 Pit Lane**

- (a) Each Pit Crew member is required to sign a Pit Lane Indemnity Form prior to the first track session and to display identification as and if required by the meeting organiser.
- (b) Pit lane allocation order for all sessions shall be designated by the CM and must be adhered to at all times.
- (c) Each Competitor must appoint a Car Controller for each automobile who is responsible for the safe conduct of a pit stop and specifically for the safe release of the automobile at the conclusion of the pit stop. The Car Controller is not permitted to perform work of any kind on an automobile during a pit stop.
- (d) During any track session that is not a race, a maximum of four (4) team members (not including the Car Controller) are permitted to cross the prescribed Pit Lane line to work on an automobile during a pit stop. During any race, a maximum of two (2) team members (not including the Car Controller) are permitted to cross the prescribed Pit Lane line to work on an automobile during a pit stop.

- (e) **During each practice and qualifying session each automobile must park nose in at an angle of approximately 45 degrees in their allocated pit bay when in Pit Lane.**

#### **S12.7 Removal of Automobiles from the Circuit**

Following the commencement of the first qualifying session, it is not permitted to remove any automobile from the circuit (prior to the release of all automobiles from the impound/Parc Ferme established following the final race of that round of the Championship) without the prior express written approval of the TC.

#### **S12.8 Communication to/from Automobile**

Two way radio communications between the driver and a member of the pit crew are compulsory at all times from when the driver is in the automobile prior to each track session and whilst the automobile is on the race track.

#### **S12.9 Race Management Channel (RMC)**

A minimum of one (1) senior team member for each competing automobile must monitor the RMC from 30 minutes prior to the scheduled commencement of each practice session, qualifying session and race until the end of each session or the automobile is released from Parc Ferme whichever is the latter. All relevant track messages received on the RMC must be relayed to the driver. Details of the RMC frequency shall be available from the CA.

#### **S12.10 Meeting/Sponsor Ride Sessions**

Each automobile participating in Meeting/Sponsor Ride sessions must be fitted with all requisite safety equipment including but not limited to a passenger seat and passenger window net.

### **S13 COMPULSORY TIMED PIT STOP (CTPS)**

- (a) During each race in Rounds 1, 3, 4, 5 and 6 of the Championship, each automobile shall complete one (1) CTPS during the prescribed pit stop window
- (b) During each race in Round 1, 3, 4, 5 and 6 of the Championship, the CTPS window shall open at 40% of the scheduled race time and close at 60% of the scheduled race time. For the purpose of measurement, the race time shall commence when the start signal is given.
- (c) It is permitted to perform the CTPS at any time during the prescribed CTPS window, including during a Safety Car period.
- (d) Each automobile must enter pit lane for the purpose of completing the CTPS requirements prior to the CTPS window closing. Entry to the pit lane is deemed to be when the automobile crosses the official track timing line at pit entry, or any prescribed line if no track timing line exists.
- (e) An automobile failing to commence the CTPS prior to the CTPS window closing shall be black flagged and not take any further part in the race. If this is not determined until after the race the automobile shall be excluded from the race results.
- (f) The CM shall nominate Australian GT CTPS Officials, who shall measure and record the CTPS time and any non-compliance of the CTPS regulations for each race automobile.

- (g) For any Round of the Championship nominated by the CM each automobile must be fitted with an Australian GT Sportscar Group data logger with integrated CTPS counter and display. The Australian GT CTPS Officials shall record the value on the counter by video and manually prior to each automobile crossing the speed delimit line at pit exit at the end of the CTPS. The counter display value shall be recorded in the data logger.
- (h) For rounds 1, 3, 4, 5 and 6 during a CTPS each Competitor is permitted to conduct a driver change, a wheel change, or a combination of these and there is no restriction (with the exception of re-fuelling) as to work that can be carried out on the automobile.
- (i) An automobile shall be deemed to have commenced its CTPS minimum stopped time (refer Article S13 (n)) when it comes to a complete stop in its allocated pit bay. At this time the data logger shall activate the time counter which shall count seconds up from zero until the automobile moves at which time the counter shall stop and the display shall remain locked with the accrued value.
- (j) Prior to an automobile stopping in its allocated pit bay, all associated team members (except the Car Controller) and equipment must be behind the prescribed Pit Lane line.
- (k) Prior to an automobile leaving its allocated pit bay, all associated team members (except the Car Controller) and equipment must be back behind the prescribed Pit Lane line.
- (l) A maximum of two (2) team members (not including the Car Controller) are permitted to cross the prescribed Pit Lane line to work on an automobile during a CTPS. If extensive work is required to be performed on an automobile during a pit stop, the automobile, with prior approval from the TC, may be permitted to be moved to the garage to complete the work once the CTPS is completed. In such instances the number of team members permitted to work on the automobile is free.  
  
Should a driver change be performed during a pit stop, the in-coming and out-going Drivers shall not be deemed a team member for the purposes of the above regulation. Other than assisting each other to enter and/or exit the automobile, neither Driver is permitted to perform work of any kind on the automobile during a pit stop.
- (m) The Car Controller is not permitted to perform work of any kind on the automobile during a CTPS. This includes but is not limited to moving any equipment or pushing the automobile, unless in the interests of safety.
- (n) During a CTPS each automobile must remain stationary in its allocated pit bay for a minimum stopped time as detailed in the table below plus any additional time required dependent on Driver Classification (refer Article S13(o)). Any automobile failing to comply with this may be subject to a Pit Lane timed stop or additional race time penalty equal to two (2) times its CTPS minimum stopped time.

For each race with no CTPS and no driver change, the time shall be added to the automobile's race time.

Qualifying Position	Grid Row	Minimum stopped time (seconds)		
		60 minute race with 1 x CTPS	40 minute race with 1 x CTPS	25 minute race
1	1	60	52	8
2	1	60	52	8
3	2	55	49	6
4	2	55	49	6
5	3	50	46	4
6	3	50	46	4
7	4	45	43	2
8	4	45	43	2
9	5	40	40	0
10	5	40	40	0
11	6	40	40	0
12	6	40	40	0
13	7	40	40	0
14	7	40	40	0
15	8	40	40	0
16	8	40	40	0
17	9	40	40	0
18	9	40	40	0
19	10	40	40	0
20	10	40	40	0
>20	>10	40	40	0
Each automobile which failed to qualify and is permitted to start at the rear of the grid shall be allocated a minimum stopped time based on its division as listed below				
Championship	ROG	55	50	9
Trophy	ROG	50	48	6
Challenge	ROG	40	40	0
Sport	ROG	40	40	0

Note 1: The minimum stopped time for each automobile for each CTPS, as determined from the table above, shall be the greater of:

- The time based on its division listed against “ROG”; and
- The time based on “Qualifying or Race Finishing Position”.

Note 12: In the table above, “Qualifying or Race Finishing Position” shall be deemed to be the finishing position prior to any post qualifying or post-race penalties being applied.

Note 23: An automobile which fails to start or finish a race shall be allocated a minimum stopped time as per their qualifying or most previous race finish in that round.

- (o) Each automobile shall have time added for each Driver to the minimum stopped time as listed in the table in Article S13 (n) dependent on the classification of each Driver and the length of the relevant race as detailed in the table below and subject to the following:
- (i) For an automobile with one Driver, the time added shall be double that shown in the table below.
  - (ii) For each race with no CTPS and no driver change, the time shall be added to the automobile's race time.

Time Added to Minimum Stopped Time (seconds)	Race Duration		
	60 Minutes	40 Minutes	25 Minutes
PRO 1	42	28	18
PRO 2	34	23	14
PRO 3	28	19	12
PRO 4	22	15	9
PRO 5	18	12	8
PRO 6	14	9	6
AM 1	10	7	4
AM 2	8	5	3
AM 3	6	4	3
AM 4	4	3	2
AM 5	2	1	1
AM 6	0	0	0

- (p) It is the Competitor's responsibility to ensure that the minimum stopped time for the CTPS is completed correctly, with the car controller being responsible for stopping and releasing the automobile. The Australian GT CTPS Officials shall measure and record the CPS stopped time for the CM's reference.

### S13.1 Maximum Driving Time

- (a) Unless the race is a non driver change race, a PRO 1, 2 or 3 Driver is not permitted to exceed 55% of the scheduled race duration.
- (b) Unless the race is a non driver change race, a PRO 4, 5 or 6 Driver is not permitted to exceed 55% of the scheduled race duration when the Driver is in a Two Driver Team and the other Driver is not a PRO 1, 2 or 3 Driver.
- (c) Unless the race is a non driver change race, each Driver in an automobile with two drivers with a driver combination other than that specified in S13.1(a) and S13.1(b) is not permitted to exceed 70% of the scheduled race duration.
- (d) If a Driver exceeds the maximum driving time as per S13.1(a), S13.1(b) or S13.1(c), a pit lane drive through penalty shall be imposed or the equivalent time of such penalty shall be added post race to the race time of the automobile.

- (e) If a Driver exceeds the maximum driving time as per S13.1(a), S13.1(b) or S13.1(c) by more than an additional 5% (ie. a total of greater than 60% of the scheduled race duration in the case of S13.1(a) and S13.1(b) and 75% in the case of S13.1(c)), the automobile shall be excluded from the race result.
- (f) The driving time for the first Driver shall be measured from the time when the start signal is given to when the Driver crosses the official track time line at pit entry prior to the commencement of the pit stop where each driver change occurs. The driving time for each other Driver shall be measured from the time when the Driver crosses the time line at pit exit after the completion of the pit stop where each driver change occurs, until the Driver crosses the Control (timing) Line on the race track at the end of the race.  
  
If timing lines are not installed or functioning at pit entry and/or exit, the time when the automobile crosses the lines across the pit lane that delineate the pit lane speed limit and pit lane speed delimit shall be used to determine the driving time.
- (g) Each Driver is required to display an identification decal showing Driver A or Driver B on both sides of their helmet as specified by the CM.

## S14 TYRES

- (a) A Category Tyre List shall be published by CAMS.
- (b) At all times during a round of the Championship, each automobile must only be fitted with a tyre approved in accordance with the Category Tyre List that shall detail each tyre size and compound permitted to be used on each make/model.
- (c) The Category Tyre List may be amended by the CM, subject to the approval of CAMS. Any resulting amendments shall be published by CAMS and advised to each Competitor by the CM and shall take effect from the date as shown on the Category Tyre List.
- (d) Each automobile must only use tyres supplied by the following supplier:  
  
Pirelli/Trofeo Motorsport
- (e) With the exception of wear resulting from normal usage, each tyre must remain unmodified.
- (f) Unless stated otherwise in the event Supplementary or Further Supplementary Regulations, the maximum number of dry tyres permitted to be scanned/marked and used during qualifying sessions and races at each round of the Championship shall be as follows:

Round	GT Championship	All Invitational
All	12	8

- (g) Only those tyres scanned/marked for each automobile by the TC at each round of the Championship are permitted to be used on that automobile from the commencement of qualifying at that round.



- (h) Each Competitor is permitted to use a previously scanned/marked tyre as part of their maximum tyre allocation at any round of the Championship provided:
  - (i) The tyre has been scanned/marked from a previous round of the Australian GT Championship and complies with Article S14(b), and;
  - (ii) The markings from the previous Australian GT Championship round and the specification of the tyre can be clearly identified by the TC.
- (i) The quantity of wet weather tyres permitted to be used is free. Wet weather tyres may only be fitted in the event of a wet or damp track.
- (j) At least 60 minutes prior to the commencement of the first qualifying session at each round of the Championship, each competitor must present all tyres for scanning/marking at the front of their respective garage/paddock bay.
- (k) Each Competitor is responsible for ensuring that all tyres are scanned/marked or re-scanned/re-marked as appropriate. If the tyres are not marked for any reason or the markings become illegible, the Competitor must notify the TC or his nominee immediately.
- (l) Each Competitor is permitted to replace scanned/marked tyres, if the TC is satisfied that due to exceptional circumstances, the tyre in question can no longer be used. The TC shall ensure that the tyre to be replaced has been rendered unusable and that the replacement tyre is of the same specification and of similar wear to the tyre being replaced.
- (m) Should a competitor be permitted to replace a scanned/marked tyre, the automobile concerned must start the next race at that round of the Championship from the rear of the grid.
- (n) The use of any tyre heating, heat retention device or chemical treatment is prohibited.
- (o) The TC reserves the right to impound any tyre at his sole discretion.

**Please note:** The TC is sole arbiter with regard to the interpretation and application of these tyre regulations and any decision made by the TC in this regard shall not be the subject of any protest or appeal.

## S15 FUEL

- (a) For the duration of any meeting, each Competitor must only use fuel that complies with the definition of Commercial Fuel or Unleaded Racing Fuel as defined in the CAMS Manual of Motor Sport.
- (b) Unless otherwise advised by the CM, all fuel must be purchased from Race Fuels Pty Ltd at each Round.
- (c) No fuel may be brought into any round by a Competitor apart from fuel already in the automobile's fuel tank.

**Please note:** With the exception of ambient atmospheric air and the specified fuel, no other substance may be added to the intake charge of the engine.

## **S16 AUTOMOBILE MARKINGS/SIGNAGE**

### **S16.1 Automobile Markings and Championship Identification**

In addition to the requirements detailed in Appendix 1 – Automobile Markings of these regulations, all automobiles must comply with Schedule K of the CAMS Manual of Motor Sport.

### **S16.2 Competition Numbers**

The allocation of a competition number for each automobile is solely the responsibility of the CM, which shall maintain a register of all competition numbers allocated to, or reserved for, any automobile.

## **S17 PERFORMANCE PARITY**

### **S17.1 Balance of Performance**

- (a) A Balance of Performance (BoP) Sheet, subject to the approval of CAMS, shall be maintained for each automobile make/model eligible for the Championship and be published by CAMS.
- (b) The BoP Sheet shall detail the performance parameters for each automobile make/model.
- (c) The BoP Sheet may be amended by the CM, subject to the approval of CAMS. Any resulting amendments shall be published by CAMS and advised to each Competitor by the CM and shall take effect from the date as shown on the BoP Sheet.
- (d) At all times during a round of the Championship, each automobile shall comply with all provisions of the current BoP Sheet.

### **S17.2 Forced Induction Boost Pressures**

- (a) Pboost limit values specified for each make/model of automobile on the BoP sheet are absolute pressure for ambient pressure of 1010mbar.
- (b) Each Competitor must adjust boost pressure relative to ambient pressure at each event.
- (c) If the following is recorded by the data logger on an automobile a report shall be made to the Stewards:
  - (i) Throttle is greater than 30% open; and
  - (ii) Rev limit is greater than 3000rpm; and
  - (iii) Longitudinal acceleration is increasing or constant; and
  - (iv) Overboost greater than “Pboost limit+20mbar” for more than 99ms.
- (d) The boost limit is a linear interpolation of the points in the boost pressure tables.

## **S18 TESTING RESTRICTIONS**

The testing of any automobile and/or Driver deemed by the CM to be associated with the Championship is not permitted on any host circuit during the seven (7) days preceding the commencement of a round at that circuit, other than official sessions sanctioned by the CM.

## **S19 MINIMUM WEIGHT**

### **S19.1 GT Championship and Invitational GT Trophy Divisions**

At all times during each round of the Championship, each automobile in the GT Championship and Invitational GT Trophy Divisions must comply with the Minimum Weight, as defined in the CAMS Manual of Motor Sport, detailed on the BoP sheet.

### **S19.2 Invitational GT Challenge, Invitational GT Sports and Invitational MARC Divisions**

At all times during each round of the Championship, each automobile in the Invitational GT Challenge, GT Sports and MARC Divisions must comply with the minimum Racing Weight, as defined in the CAMS Manual of Motor Sport, detailed on the BoP sheet.

## **S20 DATA LOGGING**

### **S20.1 General**

- (a) At all times during each round of the Championship, each automobile must be fitted with an Australian GT Sportscar Group data logger and video system as detailed in the 2016 CAMS Australian GT Championship Technical Regulations.

### **S20.2 Operation**

- (a) The data logging unit must be switched on and remain fully operational for the duration of all track sessions.
- (b) Prior to each track session, the TM or his nominee shall issue each competitor with an SD card and/or a USB device which must be fitted correctly to the automobile's data logging unit.
- (c) At the completion of each track session only the TM or his nominee is permitted to remove the SD card and/or USB device from the data logging unit.
- (e) It is each Competitor's responsibility to ensure that the data logging unit is fully operational at all times and any failures must be reported to the TM or his nominee immediately.
- (f) Any error, action, omission or failure which causes a loss of any data, inaccurate data or any data which appears to have been tampered with, shall be investigated by the RD/TC/TM and may be referred to the Stewards of the Meeting.

## **S21 IN-CAR CAMERAS**

### **S21.1 General**

- (a) At all times during each round of the Championship, each automobile must be fitted with an in-car camera unit as detailed in the 2016 CAMS Australian GT Championship Technical Regulations.
- (b) The CM reserves the right to fit a television broadcast in-car camera to any automobile at any time throughout the Championship.

- (c) The fitment and use of any unauthorised in-car camera unit is prohibited.

#### **S21.2 Operation**

- (a) The in-car camera system must be switched on and remain fully operational for the duration of all track sessions.
- (b) At all times the in-car camera system must be installed and aligned in accordance with the directive of the TC or his nominee
- (c) An error, action, omission or failure which causes a loss of any vision shall be investigated by the RD/TC and may be referred to the Stewards of the Meeting.

### **S22 RAIN LIGHT**

The rain light fitted to each automobile must be illuminated at all times whilst the automobile is fitted with wet weather tyres and is being driven on the race circuit or as otherwise directed by Race Control.

### **S23 TELEMETRY**

- (a) The use of telemetry is permitted only in accordance with the following conditions:
  - (i) Information transfer must only be one way from the automobile to the pits; and
  - (ii) Only the Australian GT Sportscar Group approved data logger may be used as a telemetry gateway; and.
  - (iii) Each telemetry channel and logging rate must be approved by the TM.

## APPENDIX 1 – AUTOMOBILE MARKINGS

### AUSTRALIAN GT VEHICLE SIGNAGE IDENTIFICATION SHEET

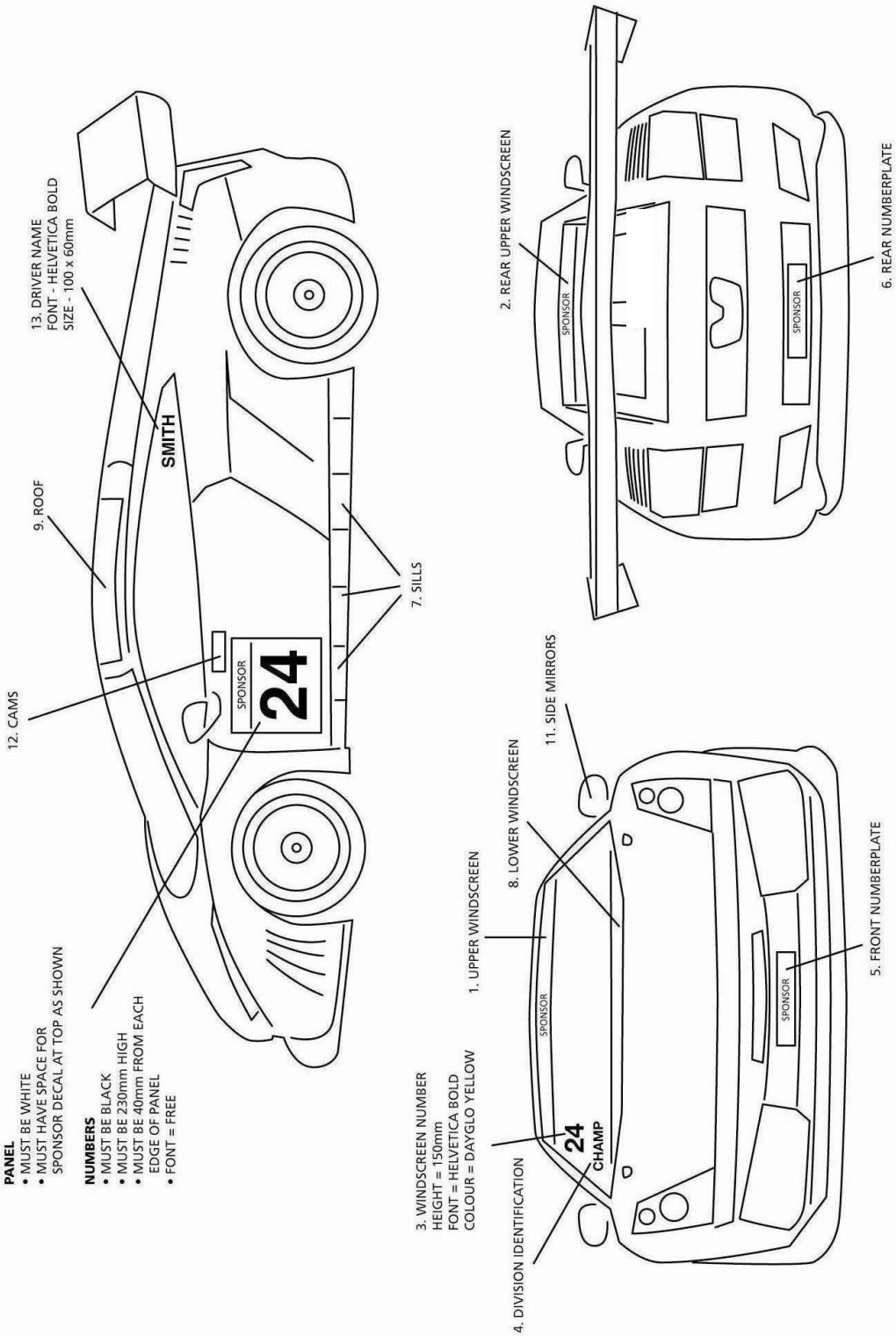
**10. NUMBER PANELS & NUMBERS**

**PANEL**

- MUST BE WHITE
- MUST HAVE SPACE FOR SPONSOR DECAL AT TOP AS SHOWN

**NUMBERS**

- MUST BE BLACK
- MUST BE 230mm HIGH
- MUST BE 40mm FROM EACH EDGE OF PANEL
- FONT = FREE



## APPENDIX 1 – AUTOMOBILE MARKINGS (CONT.)

The following requirements are to be read in conjunction with the diagram included in Appendix 1.

### **CM TO SUPPLY (where required)**

#### **Windscreen strips (front (1) and rear (2))**

Each automobile must display the windscreen strips provided by the CM within the uppermost portion of the front and rear windscreens, in conformity with Schedule K (Markings on Automobiles) of the CAMS Manual of Motor Sport.

#### **Fluoro Windscreen Number (3)**

The fluoro windscreen number must be affixed to the passenger side of the automobile in the upper side portion of the windscreen. It **MUST NOT** be affixed on top of the windscreen strip.

#### **Division ID – i.e. CHAMP, TROPH, CHALL, SPORT (4)**

Division identification is the decal that displays the division that your automobile is in – CHAMP, TROPH, CHALL or SPORT. This decal **MUST** be displayed directly underneath the fluoro windscreen number.

#### **Front (5) & Rear (6) Numberplates**

Front and rear numberplate signage shall be supplied by the CM and must be affixed in this area only on each automobile.

#### **Sills (7)**

Small sill decals shall be supplied by the CM where required.

#### **Lower Front Screen Strip (8)**

The CM reserves the right to use this area on each automobile to display Championship sponsor signage where required

#### **Roof (9)**

The CM reserves the right to use this area on each automobile to display Championship sponsor signage where required

#### **Upper portion of Door panel (10)**

The CM reserves the right to use this area on each automobile to display Championship sponsor signage where required

#### **Side Mirrors (11)**

The CM reserves the right to use this area on each automobile to display Championship sponsor signage where required



## **APPENDIX 1 – AUTOMOBILE MARKINGS (CONT.)**

**Please note:** The CM reserves the right to display signage on any competitor's automobile in locations not listed above that may be a requirement of an agreement with an event promoter or Championship sponsor. The CM shall advise each competitor of any such arrangement.

### **COMPETITORS TO SUPPLY:**

#### **Door Number Panel (10)**

The size of the panel is free save for it **MUST** fit the black car number (min height 230mm) and ensure the numbers are a minimum of 40mm from each edge of the panel.

The panel **MUST** be white

The CM reserves the right to display a sponsor decal at the top of the door panel, so adequate space **MUST** be provided for this.

#### **Door Panel Numbers (10)**

Door panel numbers **MUST** be black

Size – minimum of 230mm high

Must be 40mm from each edge of the door panel

#### **Drivers Surname (13)**

Font – Helvetica Bold

Size – 100mm x 60mm

# 2016 CAMS Australian GT Championship

## Technical Regulations

### T1 PREAMBLE

Any aspect relating to the construction, modification and/or preparation of each automobile that is not specifically authorised in these regulations or the relevant FIA/CAMS/AGTSG approved homologation document, is not permitted.

### T2 ELIGIBILITY

#### T2.1 Introduction

Each automobile must comply with the requirements detailed in the 2016 CAMS Australian GT Championship Sporting Regulations to be eligible for the Championship.

#### T2.2 Homologation

Each automobile must comply with the provisions of the relevant FIA/CAMS/AGTSG approved homologation documents as detailed in the List of Eligible Automobiles at all times during each round of the Championship.

#### T2.3 Evolution Upgrades

Any Evolution upgrade published by the FIA shall be considered by the CM and CAMS for inclusion in the List of Eligible Automobiles for the Championship. Only those Evolution upgrades detailed in the List of Eligible Automobiles are permitted.

**Please note:** All upgrades as detailed in the List of Eligible Automobiles are optional.

#### T2.4 Option Variants

The CM reserves the right to review and make adjustments, subject to the approval of CAMS, to automobiles throughout the Championship through the approval of an Option Variant.

### T3 NON GENUINE PARTS

Only non-genuine parts specified in the relevant FIA/CAMS/AGTSG approved homologation document or FIA/CAMS/AGTSG approved Evolution Upgrade document or AGTSG/CAMS Option Variant document, are permitted to be used.

### T4 ENGINE

#### T4.1 Supercharged Engines

(a) Unless otherwise specified in the FIA/CAMS/AGTSG approved homologation document, the use of a compressor and/or turbocharger is prohibited.



- (b) The use of any device that allows the boost pressure, or the ECU controlling the boost pressure, to be adjusted whilst the automobile is in motion, is prohibited.
- (c) With the exception of exchangers and pipes between the supercharging device, the intercooler and the manifold, the supercharging system is not permitted to be modified.
- (d) The use of variable diameter inlets and adjustable internal vanes on turbochargers is prohibited.

#### **T4.2 Electronic Engine Control Unit (ECU)**

- (a) Unless otherwise specified in the FIA/CAMS/AGTSG approved homologation document, the use of an aftermarket ECU is not permitted.
- (b) All ECU hardware and software must remain unmodified, save for that solely required to adjust the pit lane speed.
- (c) The TC reserves the right to lock and password protect any approved aftermarket ECU fitted to an automobile.
- (d) Once the tune parameters for an approved aftermarket ECU have been set for a particular make/model, only the following tune parameters are permitted to be adjusted:
  - (i) Overall fuel trim: +/- 10%
  - (ii) Ignition timing: +/- 5%

#### **T4.3 Engine Air Intake Restrictors**

- (a) If specified on the BoP Sheet, the engine air intake system must be fitted with inlet restrictors in accordance with the specifications detailed on the BoP Sheet.
- (b) Where applicable, FIA approved inlet restrictors must be fitted and used as specified.
- (c) The overall length of an inlet restrictor must not exceed 75mm and the minimum internal diameter (as detailed on the BoP sheet) must be at least 3mm in length.
- (d) Each automobile permitted to use non FIA approved inlet restrictors shall comply with the following:
  - (i) Each inlet restrictor must be made of metal or a material as approved by CAMS.
  - (ii) Each inlet restrictor must be entirely visible once the bonnet is open and without dismantling any element or cover.
  - (iii) All air must pass through the inlet restrictor before entering the engine.
  - (iv) No modifications, in addition to those required solely to fit the air inlet restrictor, are permitted to be made to the air box(es).
- (e) The following procedure shall be used to determine the compliance of the inlet restrictor(s):
  - (i) At an engine speed of 2500 rpm the inlet restrictor(s) shall be sealed resulting in the immediate stopping of the engine.
  - (ii) During the procedure all pressure sensors inside the intake system must be disconnected and the absolute pressure measured in the intake system when the engine stops must be at least equal to the ambient atmospheric pressure minus 150 millibar, and must be maintained during at least 0.5 seconds.

- (f) 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) and must be as specified in the FIA/CAMS/AGTSG approved homologation documents or comply with the following:
- (i) The transverse distance between the axes of the control diameters of the restrictor(s) must not be greater than 1000mm.
  - (ii) The total internal volume, measured from the control diameter of the restrictor(s) to the intake ports on the cylinder head(s), must not be greater than 5 litres.
  - (iii) The longitudinal distance from the control diameter of the restrictor(s) to the centerline of the first cylinder must not be greater than 600mm.
  - (iv) Each restrictor must be located no further than 50 mm from the forward face of the compressor wheel blades.

## T5 TRANSMISSION

Each transmission and all associated components must remain as detailed in the FIA/CAMS/AGTSG approved homologation document.

## T6 SUSPENSION AND STEERING

All suspension and steering components must remain as detailed in the FIA/CAMS/AGTSG approved homologation document.

### T6.1 Ride Heights

- (a) The minimum ride height for each particular make/model of automobile shall be published on the BoP Sheet.
- (b) Ride height shall be measured on a flat surface designated by the TC and at the position identified in the FIA/CAMS/AGTSG approved homologation document.
- (c) All ride height checks shall be carried out with all tyres fitted to the automobile and pressured at 22 psi (as indicated by the air pressure gauge supplied by the CM).

**Please note:** The TC shall be the sole arbiter with regard to compliance of an automobile with this regulation or otherwise and any decision of the TC in this regard shall not be the subject of any appeal or protest.

## T7 WHEELS AND TYRES

- (a) Each wheel must remain as detailed in the FIA/CAMS/AGTSG approved homologation document.
- (b) Each tyre must comply with Schedule E of the CAMS Manual of Motor Sport and the 2016 CAMS Australian GT Championship Sporting Regulations.

## **T8 BRAKES**

- (a) Brake pads are to be free in respect to supplier, provided that they comply with all requirements detailed in the relevant automobiles FIA/CAMS/AGTSG approved homologation document.
- (b) For Invitational divisions only, brake discs are free in respect to supplier, provided that they comply with all requirements detailed in the relevant automobiles FIA/CAMS/AGTSG approved homologation document.

## **T9 FUEL SYSTEM**

- (a) Only Commercial Fuel or Unleaded Racing fuel as defined in Schedule G of the CAMS Manual of Motor Sport is permitted to be used.
- (b) Unless otherwise authorised by the TC, re-fuelling and de-fuelling is not permitted during qualifying and races or before the completion of post qualifying or post-race scrutiny.
- (c) The TC may examine fuel at any time. To minimise delay, it is mandatory that each Competitor fits a fuel sampling coupling (Snap Tite PNQD588-06D) to each automobile. The Competitor shall be held solely responsible should participation by their automobile, in any session, be delayed due to the inability to draw fuel samples easily.
- (d) For races longer than 1 hour in duration, each automobile must be fitted with a dry break fuel system that is FIA approved for that vehicle or as per Schedule N Part 2 of the CAMS Manual of Motor Sport.
- (e) All refuelling must comply with Schedule N Part 2 of the CAMS Manual of Motor Sport.

## **T10 SEALING**

- (a) The engine and associated componentry (as determined by the TC) of each automobile entered in either the GT Championship or Invitational GT Trophy division, must be sealed by the TC or his nominee prior to qualifying at the first Championship round that the automobile enters.
- (b) It is the competitor's responsibility to make suitable arrangements with the TC in order to comply with the above regulation.
- (c) Any automobile entered in the GT Championship or Invitational GT Trophy division that does not comply with regulation T10(a), shall be subject to a 50kg increase in Racing Weight and a 20mm increase in front and rear minimum Ride Height until such time as the engine and associated componentry (as determined by the TC) are sealed by the TC or his nominee.
- (d) Prior to commencing repairs to or replacing any sealed component, each Competitor must complete and lodge with the CM, a Repair/Replacement Permission Form as supplied by the CM.
- (e) A Competitor is not permitted to commence repairing or replacing a sealed component until such approval is obtained in writing from the CM.

- (f) Once approval to repair/replace a sealed component is obtained, the TC or his nominee reserves the right to be present at the specified time and location for the purposes of Scrutineering the sealed component. Any expenses associated with this process shall be at the Competitor's cost.
- (g) Component seals must only be removed by the TC or his nominee.
- (h) Seals fitted to an automobile may only be broken or removed by the Competitor with the prior written approval of the TC.
- (i) The TC reserves the right to seal or nominate an authorised person to seal, any component on any automobile at any time throughout the Championship.

## **T11 SAFETY EQUIPMENT**

- (a) Each Safety Harness must comply with the FIA 8853-1998 standard.
- (b) Where a specific safety cage, safety harness, driver's seat, window net, isolation switch, rain light, or any other safety item is specified on the relevant homologation document or associated documents, these must remain fitted to the automobile whilst complying with the relevant FIA standard as detailed.
- (c) All additional safety equipment must comply with the requirements of General Requirements for Cars and Drivers of the CAMS Manual of Motor Sport.

## **T12 RAIN LIGHT**

- (a) Each automobile must be fitted with a rear facing red warning lamp that complies with one of the following:
  - (i) The rain light as fitted to comply with FIA GT3 regulations – For FIA GT3 automobiles ONLY
  - (ii) A rain light as nominated by the CM. This light to be fitted on the longitudinal centre line of the automobile, above the level of the stop/tail lamps.

Item Number: 109-01-821

Lamp LED Stop – Tail Red 10-30V

- (b) The TC shall be the final arbiter in regard to the suitability and position of the rain light.

## **T13 DATA LOGGING**

- (a) At all times during each round of the Championship, each automobile must be fitted with an Australian GT Sportscar Group data logger and video system.
- (b) The data logger and associated equipment must be fitted in accordance with the instructions of the supplier and the TM.

- (c) The data logging unit and data shall remain the property of the CM and each Competitor must pay all hiring/lease costs upon invoice.
- (d) The associated equipment for the data logging unit such as video camera/s and display unit must be purchased and installed by the Competitor.

## **T14 IN-CAR CAMERAS**

- (a) At all times during each round of the Championship, each automobile must be fitted with a fully operational in-car camera unit which is connected to the data logging unit.
- (b) The in-car camera unit must be installed and maintained in accordance with the manufacturer's guidelines and as instructed by the CM.

## **T15 COACHWORK**

It is permitted to fit an on-board air jacking system provided it fits within the outer dimensions of the automobile.

Compressed gas storage containers may not be carried on board the automobile, and the couplings on the automobile must be located in a manner which ensures minimal hazard to persons who may be close to the automobile.

In the interest of safety, incompressible components capable of supporting the automobile must be placed under the automobile at all times prior to and during any time whilst a person is working under the automobile.

### **T15.1 Cockpit**

- (a) The only components which can be added in the cockpit are:
  - (i) Safety equipment and structures
  - (ii) Tool kit
  - (iii) Additional instruments and alarms - only to monitor oil pressure and temperature, water temperature and level, and fuel pressure
  - (iv) A shift light for monitoring engine revs
  - (v) Driver cooling system
  - (vi) Ballast
  - (vii) Driver ventilation equipment
  - (viii) Camera equipment as per article T14
  - (ix) BoP data logger
- (b) None of the above items may hinder cockpit exit or driver's visibility.
- (c) The above components must be covered where necessary by a rigid protective material to minimise injury and their mountings must be able to withstand 25g deceleration.