



CAMS Authorised
Series Logo

2016 Toyota 86 Racing Series



DRAFT 031115

2016 Toyota 86 Racing Series Sporting Regulations

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2016 Toyota 86 Racing Series

Sporting Regulations

S1 TITLE and JURISDICTION

S1.1 Title

This Series shall only be known as and referred to as the “Toyota 86 Racing Series”.

S1.2 Authority / Jurisdiction

- (a) Each event in the 2016 Toyota 86 Racing Series (Series) 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 Series 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 the Clerk of the Course at a meeting.
- (b) This Series has been sanctioned by CAMS as an Authorised Series.
- (c) Toyota Motor Corporation Australia Ltd (TMCA) has been appointed as the Category Manager (CM) by CAMS for this Series.

Contact Details: Toyota Motor Corporation Australia Ltd (ABN 64 009 686 097)
Corner of Captain Cook Drive and Gannons Road
Caringbah NSW 2229

- (d) AirTime Autosport (ATA) has been appointed as the Category Administrator (CA) by the CM for this Series.

Contact Details: AirTime Autosport
Mr Phil Harrison
PO Box 282
Frenchs Forest NSW 1640
Tel: (02) 9986 3559
Mob: 0408 619 344
Fax: (02) 9475 1115

S2 ADMINISTRATION

S2.1 Personnel

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

- (a) Race Director (RD) TBC
- (b) Technical Commissioner (TC) TBC

- | | |
|---|-----------------------|
| (c) Investigating and Prosecuting Officer (IPO) | TBC |
| (d) Driving Standards Advisor (DSA) | TBC |
| (e) Category Administrator (CA) | Phil Harrison |
| (f) Technical Manager (TM) | Neal Bates Motorsport |

S3 COMPETITOR ELIGIBILITY

To be eligible to compete in the Series, each Competitor must hold a current CAMS Competitor's Licence.

S4 AUTOMOBILE ELIGIBILITY

Each automobile must comply with the provisions of 2016 Toyota 86 Racing Series Technical Regulations to be eligible to compete in the Series. Each automobile must be registered with the CA.

S4.1 Replacement Automobiles

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

S5 DRIVER ELIGIBILITY

To be eligible to compete in the Series, a Driver must hold a current CAMS Provisional Circuit Licence (PC) or higher. Please note to compete in the round of the Series at Mount Panorama, Bathurst, a Driver must hold a current CAMS National Circuit Licence (NC) or higher.

S5.1 Driver Classification/Status

Each driver shall be assessed by the CA prior to entering any round in the Series and shall be deemed to be one of the following classifications for the purpose of awarding Series points:

- (a) Professional
- (b) Amateur

Each Professional driver shall be invited to compete by the CA. A driver not classified as a Professional will be considered an Amateur in these regulations.

S5.2 Substitute Drivers

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

S5.3 Professional Drivers

Professional Drivers are drivers with a valid competition licence who are entered for the Meeting. The CA may allow each Professional Driver to participate in the relevant events, providing that the said driver satisfy each condition pertaining to the rules of participation for the respective round. Each Professional Driver is not eligible to earn points towards Series classification.

S6 SERIES ROUNDS / REGISTRATION

The Series shall be conducted over five (5) rounds as detailed in the Series Calendar below. Each race conducted as a part of the Series shall count in determining the final results. Each competitor shall be required to be registered with the CA prior to competing in the Series.

S7 SERIES CALENDAR (PROVISIONAL)

The Series shall be conducted over the following rounds:

Round	Date	Venue
1	20-22 May	Winton
2	26-28 August	Sydney Motor Sport Park
3	16-18 September	Sandown
4	6-9 October	Bathurst
5	25-27 November	Sydney Olympic Park

S8 ROUND FORMAT

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

S8.1 Round Format

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

- (a) Practice - Two (2) - 20 minute practice sessions (normally Friday).
- (b) Qualifying - One (1) - 20 minute qualifying session (normally Saturday).
- (c) Races - Three (3) 20 minute races (normally one (1) race on Saturday and two (2) races on Sunday).

S8.2 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

Any driver whose best lap time achieved in a qualifying session exceeds 109% of the fastest lap time achieved in the relevant session shall not be permitted to further compete at that round of the Series unless approved otherwise by the Stewards of the Meeting due to exceptional circumstances.

S10 START PROCEDURE

The start procedure for each race shall be as detailed in the RMSR – Non-Championship Start – Standing Start.

S11 AWARDS and POINTSCORE

S11.1 Prizes and Trophies

- (a) Prizes, trophies and awards shall be as determined by the CA and shall be advised to each Competitor.

S11.2 Series Pointscore

- (a) Points shall be awarded to drivers for each race in the Series as follows:

Finish Position	Points	Finish Position	Points	Finish Position	Points
1 st	100	11 th	48	21 st	28
2 nd	92	12 th	46	22 nd	26
3 rd	86	13 th	44	23 rd	24
4 th	80	14 th	42	24 th	22
5 th	74	15 th	40	25 th	20
6 th	68	16 th	38	26 th	18
7 th	64	17 th	36	27 th	16
8 th	60	18 th	34	28 th	14
9 th	56	19 th	32	29 th	12
10 th	52	20 th	30	30 th	10

- (b) Points shall only be awarded to the drivers classified as finishers in the final results of each race.
- (c) Any race which is stopped, and not restarted, and where less than 50% of the race distance has been completed by the leader shall be deemed a non-race in respect of Series points and no points shall be awarded.
- (d) Any race which is stopped, and not restarted, and where 50% – 75% of the race distance has been completed by the leader, shall be deemed to have been completed in respect of Series points but only 50% Series points shall be awarded.
- (e) Any race which is stopped, and where 75% or more of the race distance has been completed by the leader, shall be deemed to have finished and full Series points shall be awarded.
- (f) The results for each round of the Series shall be determined by the cumulative number of points scored by each driver at that round. In the event of a tie at the end of any round of the Series, the final positions for that round shall be determined by comparing the results of each of the tied drivers 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.

- (g) The driver gaining the highest points total over the total number of rounds shall be declared the 2016 Toyota 86 Racing Series Winner.
- (h) In the event of a tie at the end of the Series, 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 Series 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 Series Registration and Entry

The Series shall operate under the CAMS Series Registration and Entry Process. Series 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 Series.

S12.2 Acceptance of Series Registrations

- (a) The CA will accept CAMS Series Registrations from a Competitor who wishes to enter the Series on a Round by Round basis only.
- (b) The CA may implement the pre-qualifying process outlined in S12.3 should the number of entries from Amateur drivers received for a Round of the Series exceed 27.
- (c) Five (5) entries will be reserved by the CA at each Meeting which may be used for Professional drivers to compete in a Meeting. The use of these entries will be at the sole discretion of the CA.

S12.3 Pre-Qualifying Process

- (a) Should pre-qualifying become necessary, the CA will advise each Competitor in writing no less than 30 days prior to the commencement of the effected meeting.
- (b) The pre-qualifying event will take place at a date and time advised in writing to each Competitor by the CA which will be no less than 14 days prior to the commencement of the effected meeting.
- (c) Each Competitor participating in the pre-qualifying event will be required to pay the CA a fee.
- (d) This fee will be advised by the CA to all Competitors prior to the commencement of any pre-qualifying. The fee is to cover any direct expenses such as track and facilities hire.

S12.4 Acceptance of Entry for a Meeting

- (a) Five (5) entries will be reserved by the CA at each Meeting which may be used for Professional drivers to compete in a Meeting.
- (b) Should the remaining number entries wishing to participate in a meeting exceed 27 the following process will apply:
 - i. Entries for Round 1**
 - a. Each Amateur driver will participate in the pre-qualifying process in accordance with S12.3.

- b. Each driver's results will be recorded on the official timing system at pre-qualifying. The classification at the conclusion of pre-qualifying will determine the drivers who will be eligible to compete in Round 1 of the Series, up to the permitted density.
- c. Should any one of the drivers who have pre-qualified for Round 1 of the Series not be able to compete at the first round of the Series, the next driver based on the classification at the conclusion of pre-qualifying will take their place. The same process will apply if more than one driver is not able to compete at Round 1 of the Series.
- d. A Competitor who fails to pre-qualify for Round 1 of the Series will have their Round 1 entry fee refunded by the CA.

ii. Entries for all remaining Rounds

For all remaining rounds of the Series, entries will be reserved by the CA as follows:

- a. Five (5) entries will be reserved by the CA at each Meeting which may be used for Professional drivers to compete in a Meeting.
- b. Should the remaining number of entries wishing to participate in a meeting exceed 27 the following process will apply:
 - Using the Series Classification from the previous Round, the following number of entries will be reserved for each Round to gain automatic entry, while the balance will participate in pre-qualifying for the remaining entry positions up to 27:
 - Round 2: Top 15
 - Round 3: Top 20
 - Round 4: Top 25
 - Round 5: Top 27
- c. If required, each Amateur driver will participate in pre-qualifying in accordance with S12.3.
- d. Each drivers results will be recorded on the official timing system at pre-qualifying. The classification at the conclusion of pre-qualifying will determine the drivers who will be eligible to compete in the next round of the Series, up to the permitted density.
- e. Should any one of the drivers who have pre-qualified for a Round of the Series not be able to compete at that round of the Series, the next driver based on the classification at the conclusion of pre-qualifying will take their place. The same process will apply if more than one driver is not able to compete at that Round of the Series.
- f. A Competitor who fails to pre-qualify for a Round of the Series will have their Round entry fee refunded by the CA.

S12.5 Driver/Team Manager Briefings

Each Driver and Team Manager as nominated in the Series Registration Form must attend the compulsory Drivers/Team Manager Briefing. The time and location of this briefing shall be detailed in the Supplementary or Further Regulations for the meeting. The attendance sheet must be signed by the Driver and the Team Manager to confirm attendance. Other compulsory briefings may be convened as required and shall be advised to each Competitor accordingly.

S12.6 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 Race Officials) at the conclusion of qualifying without interference from any third party (other than an Official of the Meeting).
- (b) The location of Parc Ferme for each round will be confirmed in the event Supplementary Regulations or the event driver information notes.
- (c) Each automobile completing each race must proceed directly to the designated impound/Parc Ferme area via the most direct route (or as directed by Race Officials) at the conclusion of the race, without returning to pit or paddock areas and without interference from any third party (other than an Official of the Meeting).
- (d) One (1) team member per automobile may be permitted to enter the designated impound/Parc Ferme area for the purpose of checking tyre pressures only. This shall be permitted at the direction of the TC or the Chief Scrutineer only and the team member must leave the impound/Parc Ferme area immediately once the tyre pressure check is completed.
- (e) Automobiles may not be removed from any impound/Parc Ferme except at the direction of the TC or the Chief Scrutineer.

S12.7 Practice

The order in which automobiles are assembled in the marshalling area prior to the commencement of each practice session will be determined by the CA.

S12.8 Qualifying

- (a) The order in which automobiles are assembled in the marshalling area prior to the commencement of each qualifying session will be determined by the CA
- (b) During qualifying, automobiles may not return to the paddock/garage area without the express permission of the TC. If an automobile exits pit lane to the paddock/garage during qualifying it shall not be permitted to re-join that session.

S12.9 Pit Lane

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.

S12.10 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 Series) without the prior express written approval of the TC.

S12.11 Practice Starts

Practice starts are only permitted at the pit lane exit.

S12.12 Radio Communication to/from Automobile

A Two way radio communication system that allows communication between the driver and a member of the pit crew is mandatory at all times whilst the automobile is on the race track.

S12.13 Race Management Channel (RMC)

A minimum of one (1) senior team member for each competing automobile must monitor RMC at all times during practice, qualifying and racing. This team member must monitor RMC from the time that the marshalling of automobiles commences prior to their release from the pit/paddock bay until all cars have returned to their allocated pit/paddock bay at the conclusion of any practice session, qualifying session and/or race. All relevant messages received on the RMC must be relayed to the driver. Details of the RMC frequency shall be available from the CA.

S12.14 Lap Triggers

The use of individual beacons is prohibited.

S13 TYRES

S13.1 Tyre Regulations

- (a) Only the control tyres listed below are permitted for use in the Series:
 - Front and Rear: Dunlop Direzza 225/40R18 DUNLOP DZ2* 86 Spec
- (b) Only tyres supplied by authorised Dunlop distributors' may be used. A list of authorised suppliers is available from the CA.
- (c) Each control tyre is allocated to a specific automobile (identified by its chassis/VIN#) and, with the exception of wear resulting from normal usage, each control tyre must remain unmodified.
- (d) For the first round of the Series in which an eligible automobile competes, the Competitor may use four (4) new tyres for practice on that automobile. From the commencement of the second round of the Series in which an automobile competes, only previously nominated control tyres purchased during the 2016 racing season may be used during practice.
- (e) A minimum of four (4) and a maximum of six (6) control tyres at each event must be nominated to the TC prior to the commencement of the first qualifying session and these nominated tyres are the only tyres permitted to be used on that automobile during any qualifying session and/or race at that round of the Series.
- (f) Of the tyres detailed in (e) above, a minimum of four (4) new tyres must be used from the commencement of qualifying at each Meeting.

- (g) It is not permitted to “turn” tyres on the rim once fitted and nominated.
- (h) At the commencement of any on track activity at a meeting, the controlled tyre tread depth must not be less than 3mm at any point on a tyre, except on the shoulder of a tyre where there is no measurable tread depth.
- (i) The original tread pattern must be clearly visible at all times during a Meeting
- (j) At each round of the Series there shall be no new replacement control tyres. It shall be each Competitor's responsibility to ensure that they have sufficient quantity of previously nominated, used control tyres to use as a replacement if required.
- (k) Permission to use previously nominated, used control tyres shall be given, only in exceptional circumstances at the discretion of the TC. Any replacement tyre approved for use must be marked for use on that automobile at that round of the Series by the TC and that automobile must then start the next race at that round of the Series from the rear of the grid.
- (l) The use of any tyre heating, heat retention devices or chemical treatments is prohibited. At all times.
- (m) Each control tyre must only be allocated to an automobile, identified by its chassis/VIN number, and no control tyres may be transferred between automobiles. Should an automobile be transferred or sold, the control tyres allocated to that automobile must also be transferred or sold so as they remain allocated to such automobile.
- (n) The four (4) new tyres permitted to be used in practice under Regulation S13(d) shall be considered to be “previously nominated tyres” for the 2016 season.

Please note: The TC shall be 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.

S14 FUEL

- (a) Only the control fuel may be used from the commencement of practice onwards at a Meeting.
- (b) For the duration of a Meeting, competitors must only use the specified control fuel supplied by the official fuel supplier as detailed below or their appointed representative:

Race Fuels

Mark Tierney

BH: 0419 511 517

Email: info@racefuels.com.au

- (c) Approved containers as supplied by the Fuel Supplier and as detailed in Appendix 2 must be used.
- (d) Competitors are prohibited from bringing fuel to a Meeting. Each automobile is required to arrive at the meeting with minimal fuel for garage manoeuvring only.

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

S15 AUTOMOBILE MARKINGS

S15.1 Automobile Markings and Series Identification

In addition to the requirements detailed below and Appendix 1 of these regulations, all automobiles must comply with Schedule K of the CAMS Manual of Motor Sport:

- Each competitor must display the Series sponsor decals as detailed in the table below and Appendix 1 of these regulations. The Series sponsor decals shall be supplied by the CA.
- Any signage placed on an automobile in the direct view of a TV Production on-board camera must have the prior written approval of the CA.
- Each competitor is not permitted to display the signage of an automobile manufacturer other than TOYOTA on an automobile without the prior written approval of the CA.

Reference Number	Quantity	Size (mm)	Symbol	Car Position
1	2	70 x 100	TOYOTA badge	Original position front bonnet and back boot
2	2	200 high	Competition number (A)	Left-side front windscreen / Right-side rear windscreen
3	1	80 high	Drivers surname (A)	Upper front windscreen
4	2	50 high	Drivers surname (B)	Left and right above door roofline
5	2	100 high	Competition number (B)	Left and right rear side window
6	4	60 x 360	DUNLOP logo	Left and Right front and rear bumper
7	1	10 x 250	TOYOTA	Rear number plate
8	1	10 x 250	TOYOTA	Front number plate
9	2	200 x 300	TOYOTA Racing series logo	Left and right front wheel panel
10	2	40 x 110	86 badge	Left and right front wheel panel
11	2	100 x 220	Reserved TMCA	Left and right front wheel panel
12	2	100 x 220	Reserved TMCA	Left and right front wheel panel
13	2	200 x 300	V8SC logo	Left and right rear side panel above sill
14	2	100 x 200	CAMS logo	Left and right rear side panel above sill
15	2	100 x 300	HINO logo	Left and right back side panel
16	2	100 x 300	Reserved TMCA	Left and right back side panel

S15.2 Competition Numbers

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

S16 TESTING RESTRICTIONS

Unless approved by the CA in writing, testing of any race car and/or driver deemed to be associated with the Series is not permitted on any circuit during the seven (7) days preceding a race meeting for the Series at that circuit, other than private sessions sanctioned by the CA.

S17 JUDICIAL IN-CAR CAMERAS

S17.1 In-Car Camera System

- (a) Each automobile must be fitted with a judicial in-car camera unit as detailed in these regulations.
- (b) The judicial in-car camera unit must be switched on and remain fully operational and record video images for the duration of all on-track sessions.
- (c) The judicial in-car camera unit must be installed in accordance with the Technical Regulations and adjusted in such a way to at all times provide clear unobstructed video images of the Driver's view of the race track ahead or as directed by the DSA. See Appendix 3
- (d) Unless otherwise approved by the DSA, only the DSA is permitted to remove the SD card from the in-car camera unit and must remain in the DSA's possession until the completion of the Round.
- (e) Unless otherwise approved in writing by the IPO, the data stored on each SD card is not permitted to be deleted/cleared until after the completion of each Round.
- (f) Access to the judicial in-car camera unit must be provided to the CA, IPO TC or TM at any time upon request.
- (g) The video images recorded by the judicial in-car camera unit must not be used for any purpose, other than that determined by the IPO, without the prior written approval of the CA.
- (h) In addition to the judicial in-car camera unit detailed in these regulations, the CA reserves the right for V8 Supercars TV to fit a camera unit or similar to any automobile.
- (i) Unless otherwise approved in writing by the CA, the fitment and/or use of any other camera unit or recording device in or on an automobile is prohibited.

S17.2 TV Production Cameras

- (a) The CA reserves the right to install TV production in-car and on-board cameras on an automobile and position signage within view of the camera.
- (b) No Competitor signage shall be permitted inside an automobile.

S18 GROUND CLEARANCE

It is forbidden to adjust the ride height of an automobile during a qualifying session of a Meeting. Any competitor or team member found adjusting the ride height of the automobile during a qualifying session of a Meeting shall be excluded from the session.

S19 TELEMETRY, DATA RECORDING SYSTEMS

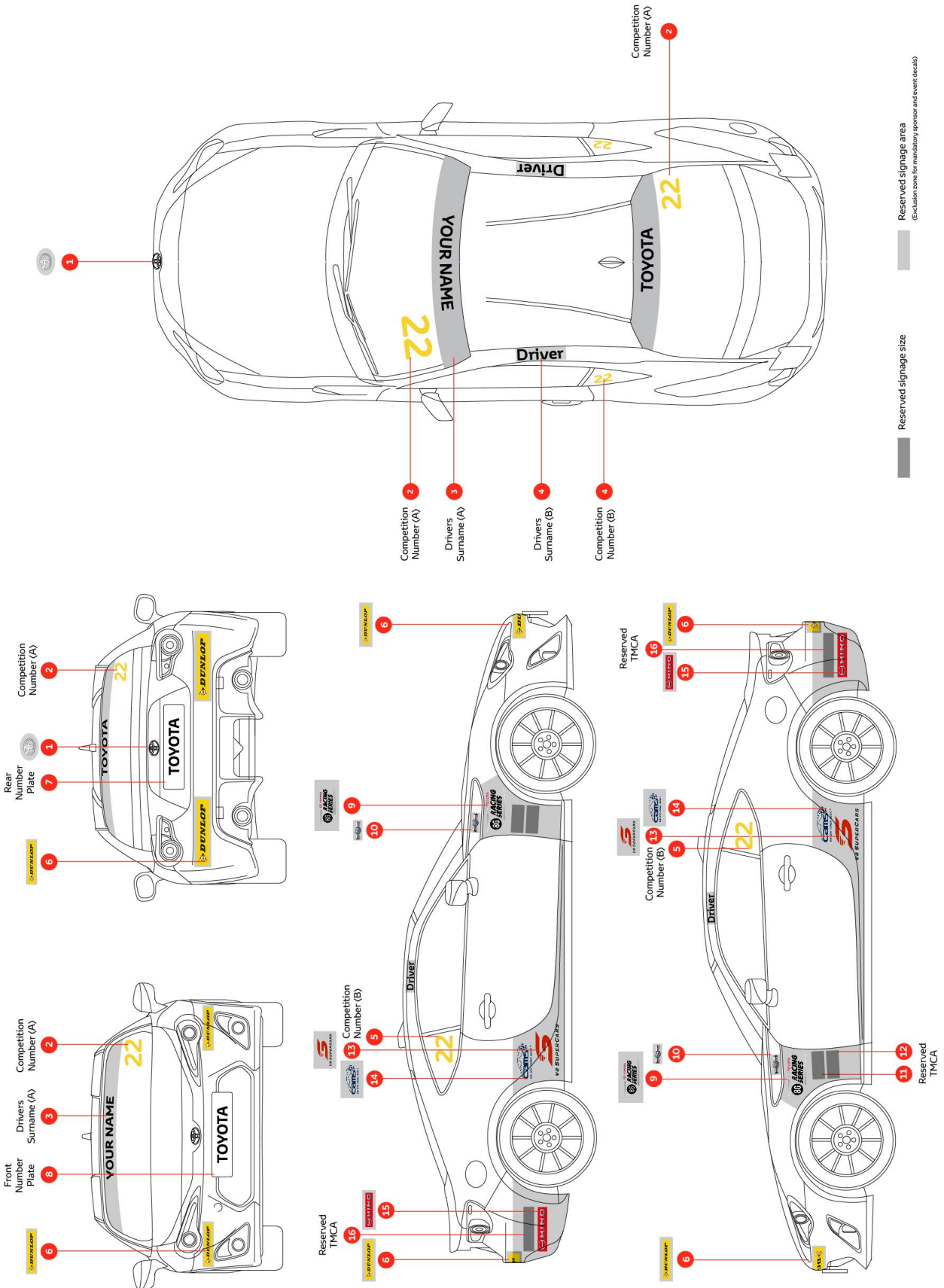
- (a) At any time during a Meeting, the TC and/or the TA and/or Stewards of the Meeting have the right to request and receive from a Competitor or automobile, recorded automobile data. This data may be analysed and provided to the Stewards of the Meeting for use as evidence in inquiries and hearings.
- (b) The use of laptops/computers on the automobile is forbidden for teams during Qualifying and the Races from the time the automobile enters the marshalling area until the automobiles are released from Parc Fermé.

S20 BRAKE ROTORS

- (a) A maximum of four (4) new brake rotors may be used on an automobile from the commencement of qualifying at each round of the series. These are the only brake rotors permitted to be used on that automobile during any qualifying session or race at that Meeting.
- (b) The TC may at his sole discretion approve a Competitor to change a brake rotor after the commencement of qualifying at a Meeting.

APPENDIX 1

Automobile Markings



APPENDIX 2

Fuel Container



APPENDIX 3

Judicial In-Car Camera Framing



2016 Toyota 86 Racing Series

Technical Regulations

T1 GENERAL

- (a) In addition to these Regulations, each automobile must comply with the General Requirements of Automobiles as detailed in the CAMS Manual of Motor Sport. If at any time the two (2) documents conflict, these Regulations shall take precedence.
- (b) The CM reserves the right to make changes to these Regulations at any time, subject to the prior approval of CAMS.
- (c) In the event of any dispute, parts or specifications of the automobile in question shall be compared against parts and/or specifications supplied by TMCA. TMCA and the CA reserves the right to update part numbers from time to time as required.

T2 ELIGIBILITY

T2.1 Homologation Requirements

- (a) Each automobile must remain identical in all respects to the specific production model on which it is based and as supplied by TMCA, unless otherwise detailed in these Regulations or specified in the relevant CAMS Recognition Document.
- (b) Any aspect relating to the construction, modification and/or preparation of an automobile that is not specifically authorised in these Regulations or the relevant CAMS Recognition Document, is prohibited.
- (c) At any time during a Meeting, at the request of the TC, the Stewards of the Meeting may issue an automobile with a minor ineligibility in accordance with NCR 158 (iv).
- (d) Should a minor ineligibility be issued (in accordance with clause T2.1(c)) as a result of post qualifying/race Scrutineering, the IPO reserves the right to recommend to the Stewards of the Meeting that an additional penalty is applied.

T2.2 Eligible Automobiles

- (a) Only the Toyota 86GT and Toyota 86GTS model automobiles, imported into Australia by TMCA bearing Australian compliance and built in accordance with the relevant CAMS Recognition Document and to the satisfaction of the TC, are eligible to compete in the Series.
- (b) Subject to the approval of CAMS, the CM reserves the right to make additional model automobiles eligible to compete at selected Meetings.
- (c) Each automobile must, without exception, comply with these Technical Regulations, including the CAMS Recognition Document throughout all official on-track activities at a Round of the Series.

T2.3 Examination for Eligibility

The presentation of an automobile for participation in any round of the Series shall be deemed to be an implicit statement by the Competitor of conformity with all the Rules in these Technical Regulations.

- (a) Should the TC suspect at any time that an automobile does not comply with these Regulations, the Competitor, or nominated representative, must be so advised and given the opportunity to comment on the suspected or alleged ineligibility.
- (b) Any comment so made may be recorded by the TC, and subsequently may be presented at any Stewards' Inquiry or Hearing.
- (c) Should the TC fail to receive an adequate comment on the suspected or alleged ineligibility, which the TC alone has sole discretion to consider as adequate or satisfactory, the TC may require the automobile to be impounded and examined, including such dismantling as may be necessary, to determine the points of eligibility in question.
- (d) At the discretion of the Stewards of the Meeting and/or the TC, any components, parts or automobiles may be sealed by the TC for later examination.

T3 SCRUTINY

T3.1 Onus on Competitor

The onus is on the Competitor, or their nominated representative, to present their automobile for scrutiny at the appropriate times, in a complete and finished state, in 'ready to race' condition including all markings and seals on automobiles in accordance with the all regulations and an operating timing transmitter in position on the automobile.

T3.2 Scrutiny

Scrutiny at each round of the Series shall be conducted according to the requirements of CAMS.

T3.3 Seals

- (a) The TC and TM shall supply and fit engine and gearbox seals to each automobile which is eligible to compete.
- (b) The ultimate responsibility to ensure all correct seals are fitted prior to any track activity rests solely with the Competitor.
- (c) The Competitor of an automobile found not to have the correct seals fitted or if it is determined the seal has been tampered with, may be referred to the Stewards of the Meeting.
- (d) The Competitor of an automobile found not to have seals fitted (save that written advice has been forwarded to the CA and the CA has given written permission for the seals to be removed) may be referred to the Stewards of the Meeting.
- (e) At all times, the TC shall be a judge of fact in respect of any seals fitted to an automobile.

T3.4 Control Component Seals

- (a) It is the Competitor's responsibility to ensure that all control components that are required to be sealed are done so in accordance with the relevant CAMS Recognition Document.
- (b) All sealed control components must remain sealed for the duration of the Series, unless otherwise approved in writing by the TC or TM.
- (c) All control component seals are only permitted to be removed by the TC or TM, as detailed in the CAMS Recognition Document, unless otherwise approved in writing by the TC or TM.
- (d) Where a sealed component is deemed to be ineligible by the Stewards of the Meeting, the Stewards of the Meeting may, at their discretion, exclude the automobile from the results of all previous rounds of the Series in which the sealed component was identified as having been fitted on that automobile.

T4 CONTROL COMPONENTS

T4.1 General

- (a) Unless stated otherwise in these regulations, all control components are only permitted to be purchased from and supplied by the CM approved control component suppliers as detailed in the relevant CAMS Recognition Document.
- (b) All control components that require either adjustment, servicing or rebuilding must be sent back to the original supplier, other than the brake calipers.
- (c) It is permitted for brake calipers to be rebuilt by any authorised brake specialist.
- (d) See Appendix 1 for a list of control components.

T5 COCKPIT

T5.1 Safety Cage

- (a) No changes or additions are permitted to be made to the safety cage design detailed in the relevant CAMS Recognition Document.
- (b) Prior to any work commencing, it is the competitor's responsibility to advise the TM if a safety cage is damaged, or if an automobile requires re-shelling.
- (c) A Safety cage may only be installed in an automobile by an installer authorised by the CM. A list of authorised installers is available from the TM.

T5.2 Interior Trim

- (a) The following items may be removed from the interior of the automobile:
 - Roof lining and front & rear interior trim.
 - Floor carpet and associated underfelt
 - Seats: Front and rear
 - Car Radio

Images of the automobiles interior are included in the CAMS Recognition Document.

- (b) Original dashboard and door trims must be retained. Only the minimum amount of material is permitted to be removed for dashboard and door trim fitment around the safety cage.
- (c) The car radio may be removed and replaced with a flat panel blanking plate in accordance with the CAMS Recognition Document.
- (d) Centre console must be retained and in its original location.
- (e) Rear parcel shelf trim which includes high level brake light must be retained and in its original location and functioning correctly.
- (f) An alternative steering wheel and steering wheel boss is permitted to be fitted to an automobile, however the location of the steering angle sensors and their operation must be retained.

T5.3 Seat

- (a) A Drivers seat must be fitted and must be of a type homologated by the FIA and as a minimum meet the FIA 8855/1999 standard and be of a head restraint style.
- (b) Should a Competitor choose to install a seat in accordance with the FIA 8862/2009 standard, the seat mounting brackets must be homologated for use with that seat.
- (c) The floor of the automobile must not be modified in any way and the original mounting holes must be used to fit any seat.

T5.4 Safety Harness

A minimum '5 point' safety harness meeting the FIA 8853/98 standard which is suitable for use with a head and neck restraint system is compulsory.

T5.5 Drink Bottle

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

T5.6 In-Car Camera (Judicial)

- (a) Each automobile must be fitted with a GoPro in-car camera system, including all system accessories, as specified by the CM.
- (b) The in-car camera must be mounted in the location specified in the relevant CAMS Recognition Document.
- (c) The in-car camera system is made up of the following components:
 - 1 x GoPro Camera; (Either a GoPro White, GoPro Hero 4 Silver or GoPro Hero 4 Black)
 - 1x GoPro roll bar mount; and
 - 1 x 32GB 300 speed micro SD card.
- (d) The in-car camera system must be installed in accordance with all instructions provided by the TM, remain as supplied by the manufacturer and must not be modified in any way.
- (e) The installation of the camera and associated components must be to the satisfaction of the TC and Chief Scrutineer.

T5.7 Timing Transmitters

Each automobile must be fitted with a Dorian Micro 16000 DATA-1 series timing transmitter. The timing transmitter must be fitted in the location specified in the CAMS Recognition Document.

T5.8 Fire Extinguisher

Each automobile must be fitted with a 2.0Kg hand held fire extinguisher, compliant with the General Requirements Schedule H of the CAMS Manual of Motor Sport, and fitted in the location specified in the CAMS Recognition Document.

T5.9 Coachwork

- (a) The coachwork must remain as supplied by TMCA.
- (b) The windscreen must be of laminated glass construction.
- (c) Additional fixings maybe added to non-metallic bodywork for the sole purposes of securing the component to the automobile, subject the satisfaction of the TC.
- (d) All loose components which sole purpose is to support and/or facilitate the removal of the spare wheel are permitted to be removed.
- (e) Ventilation ducts must remain as originally supplied. It is not permitted to cover a ventilation duct.
- (f) All OEM under body under trays must be retained and must not be modified.
- (g) The fog lamps installed in the front bumper cover may be removed and replaced with the blanking covers specified in the CAMS Recognition Document.

T6 ENGINE

T6.1 General

- (a) Each engine and its components must remain identical in all respects to the original production engine, as supplied by the automobile manufacturer and modified as detailed in the relevant CAMS Recognition Document.
- (b) All plastic shrouding located in the engine compartment for aesthetic purposes must be retained.
- (c) The under bonnet sound deadening may be removed.
- (d) The removal of the air conditioning condenser and its associated hoses in the engine compartment is permitted. All components of the air conditioning unit inside the cockpit of the automobile must be retained. The air conditioning pump must remain in its original location with the driving belt utilising its pulley.
- (e) All OEM mounting brackets and bushings must be retained.
- (f) The OEM throttle pedal stop must be replaced with the throttle pedal stop detailed in the CAMS Recognition Document.
- (g) The air filter detailed in the CAMS Recognition Document is the only air filter permitted to be fitted to an automobile. The location and fitment of the air filter must be in accordance with the manufacturers' specifications.

T6.2 Electronic Engine Control Unit (ECU)

- (a) With the exception of any software or firmware owned and installed exclusively by the CM, the ECU and all associated wiring must remain unmodified unless otherwise approved in writing by the TC or TM.
- (b) All sensor inputs and outputs to the ECU must be connected and operational at all times.
- (c) At any time during a Meeting the TM may remove the ECU from an automobile and replace it with an ECU owned by the CM. This is not subject to protest or appeal.

T6.3 Oil Cooler

- (a) The oil cooler detailed in the automobile's CAMS Recognition Document is the only oil cooler permitted to be fitted to an automobile.

T6.4 Cooling System

- (a) Subject to the prior written approval of the TM, the fitment of a protective screen mounted in front of the radiator is permitted. The design and fitment of such protective screen must be to the satisfaction of the TC and TM.

T7 DRIVELINE

T7.1 General

- (a) Each transmission/final drive and its components must remain identical in all respects to the production transmission/final drive, as supplied by TMCA.
- (b) All OEM mounting brackets and bushings must be retained and unmodified.

T8 SUSPENSION

T8.1 Suspension

- (a) The suspension may be adjusted within the existing tolerances. All OEM components, including replacement components, must be retained and in their original location.
- (b) All OEM suspension bushings must be retained and remain unmodified.

T8.2 Dampers and Springs

- (a) The suspension dampers detailed in the automobiles CAMS Recognition Document are the only suspension dampers permitted to be used.

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

The bump stop rubber must be as supplied in the suspension kit. The maximum height of a front or rear bump stop rubber is 16mm.

- (b) The springs detailed in the automobiles CAMS Recognition Document are the only springs permitted to be used.

- (c) The TC may, at any time during a Meeting, request the removal of the dampers and springs from any automobile for the purposes of testing and/or eligibility checking. The TC may require the dampers and springs to be taken to another location for further testing.

T8.3 Ground Clearance

- (a) The minimum ride height of the ready-to-drive automobile (with the driver in the automobile and tyres at 1.8bar +/- 0.1 bar air pressure) must not be less than the specified dimension, as measured at the specified measuring points, at any time during the Meeting.
- (b) At all times during a Meeting, the ride height must comply with the following:
- The front chassis must be a minimum of 140mm
 - The rear chassis must be a minimum of 280mm.

This is to be measured from the outside edge lip of the bolt as depicted in the CAMS Recognition Document. The ride height may be changed within the existing adjustment range.

- (c) The minimum ride height of the ready-to-drive automobile is checked with the driver sitting in the driver's seat. The measuring gauges must be able to be moved under the measuring points displayed in the CAMS Recognition Document.
- (d) Compliance shall be as determined by the TC.
- (e) Each automobile that records a ride height less than the stipulated minimum shall incur a penalty in accordance with the NCR's and the RMSR's.

T8.4 Camber

- (a) The maximum negative camber permitted for each front wheel is 4° degrees.
- (b) The maximum negative camber permitted for each rear wheel is 2.2° degrees.

T8.5 Toe adjustment

- (a) The front and rear Toe may be adjusted utilising only the OEM adjustment measures.

T9 TELEMETRY, ECU AND DATA RECORDING SYSTEMS

T9.1 Telemetry

The use of telemetry is prohibited.

T9.2 ECU and Wiring Loom

- (a) The electronic control unit coded, sealed and supplied by TM is the only unit permitted to be used. The adaptor wiring loom must be used and must not be modified in any way
- (b) The TC and/or the TM reserve the right to check or exchange the electronic control unit. The CM reserves the right to reprogram the electronic control units at any time during a Meeting to ensure that the status of the program and data is identical for all participating automobiles.
- (c) The original OEM ECU belonging to the automobile must be present at each Meeting, to facilitate the calibration of steering angle re-alignment if required. The TM will be responsible for any calibration which may be required.

T9.3 Data recording

- (a) Unless with the prior written approval of the CM, only the following data storage devices are permitted to be used on an automobile:
- The Electronic Engine Control Unit (ECU) in accordance with regulation T9.2.
 - The In-Car camera in accordance with regulation T5.6.
 - One (1) C125 Motec dash utilising the OEM OBDII connection.
- (b) All data storage devices must be installed in accordance with the instructions provided by the TM, and remain as supplied by the manufacturer and must not be modified in any way.
- (c) Only the minimum wiring required to install the sensors utilised for the inputs listed are permitted.
- (d) Access to any data storage device must be provided to the TC and/or TM or his nominee at any time upon request.
- (e) An engine oil pressure sensor for data logging is permitted.
- (f) At any time during a Meeting, only the TM or TC are permitted to install a 4.9 LSU lambda sensor for data logging.

T10 BRAKES

T10.1 Brakes

- (a) The brake kit detailed in the automobile's CAMS Recognition Document is the only brake kit permitted to be fitted to an automobile.
- (b) The brake pads detailed in the automobile's CAMS Recognition Document are the only brake pads permitted to be used on an automobile at any time during a Meeting.
- (c) The front backing plate may be removed in its entirety.
- (d) The rear internal handbrake shoes and mounting plate must be retained and remain functional. The outer portion of the backing plate maybe removed for fitment of the rear brake rotor in accordance with the CAMS Recognition Document.
- (e) The park brake assembly, in its entirety, must be retained and remain fully functional.

T11 WHEELS

- (a) Only the wheels detailed in the automobile's CAMS Recognition Document are permitted to be used on an automobile at a meeting.

T12 FUEL SYSTEM

- (a) The TC is entitled to take fuel samples from an automobile competing at any time during the meeting. The competitor must ensure that a minimum fuel quantity of 10 litres may be taken from the fuel tank system at any time during the Meeting until after the end of the Parc Fermé period. These samples must be identical with the reference fuel of the designated fuel supplier.

T13 REAR SPOILER

- (a) The rear boot spoiler must be fitted in accordance with the CAMS Recognition Document.
- (b) The rear boot spoiler has one (1) fixed position which must be used and is detailed in the CAMS Recognition Document.

T14 EXHAUST SYSTEM

Only the exhaust system detailed in the automobile's CAMS Recognition Document is permitted to be fitted to an automobile.

T15 WEIGHT

- (a) Each automobile must achieve a minimum weight of 1200kg. This weight shall consist of the automobile only, inclusive of all liquids in any OEM tanks which are part of the automobile. Weight may be checked after each session and after each race on the scales provided by the CM at each venue. The weight recorded on these scales shall be considered to be fact and shall not be the subject of any Appeal or Protest.
- (b) The addition of ballast to an automobile is prohibited. For the avoidance of doubt fuel is not considered a form of ballast.
- (c) Each automobile that records a weight less than the stipulated minimum shall incur a penalty in accordance with the NCR's and the RMSR's.

APPENDIX 1 Control Components List

TOYOTA 86 RACING SERIES CONTROLLED PART NUMBERS AND SUPPLIERS				
Brakes				
Quantity	Part number	Description	Manufacturer	Supplier
1	<u>KS F4 330</u>	<u>Toyota 86RS 4P 330mm F kit</u>	<u>Vsport</u>	<u>Vsport/NBM</u>
1	CP5200-808S4	Caliper 4P RH Leading	AP Racing	Vsport/NBM
1	CP5200-809S4	Caliper 4P LH Leading	AP Racing	Vsport/NBM
2	VSB-SUB330-CP5200	Bkt Toyota 86RS Front	Vsport	Vsport/NBM
1	CP3580-2898G	Disc 330 x 28 8 groove	AP Racing	Vsport/NBM
1	CP3580-2899G	Disc 330 x 28 8 groove	AP Racing	Vsport/NBM
2	VSH-SUB330-CP3580	Hat Toyota 86RS front	Vsport	Vsport/NBM
2	CP3845-101K12	Disc mounting kit 1" 12 Torx	AP Racing	Vsport/NBM
1	T86RS-BPF	Brake pads, front	Ferodo	NBM
1	<u>KS R2 316</u>	<u>Toyota 86RS 2P 316mm R kit</u>	<u>NBM</u>	<u>Vsport/NBM</u>
1	CP5316-2SORD	Caliper 2P 38.1mm RH	AP Racing	Vsport/NBM
1	CP5316-3SORD	Caliper 2P 38.1mm LH	AP Racing	Vsport/NBM
2	DBA 42656S	Disc 316 x 20	DBA	Vsport/NBM
2	VSB-SUB316-AP R	Bkt Toyota 86RS Rear	Vsport	Vsport/NBM
1	G-KTT28003	Toyota 86RS brake line kit	Vsport	Vsport/NBM
1	T86RS-BPR	Brake pads, rear	Ferodo	NBM
Engine				
Quantity	Part Number	Description	Manufacturer	Supplier
1	<u>T86RS-E0</u>	<u>Complete Exhaust system</u>	<u>SME</u>	<u>NBM</u>
1	T86RS-E01	Headers/extractors	SME	NBM
1	T86RS-E02	Over pipe	SME	NBM
1	T86RS-E03	Intermediate pipe, front	SME	NBM
1	T86RS-E04	Intermediate pipe, rear	SME	NBM
1	T86RS-E05	Muffler LH	SME	NBM
1	T86RS-E06	Muffler RH	SME	NBM
1	<u>T86RS-C0</u>	<u>Oil cooler assembly</u>	<u>TRD</u>	<u>NBM</u>
1	<u>T86RS-T0</u>	<u>Throttle pedal stop</u>	<u>NBM</u>	<u>NBM</u>
1	<u>T86RS-M150</u>	<u>Motec M1 with controlled engine mapping</u>	<u>Motec</u>	<u>NBM</u>
1	<u>61264</u>	<u>Toyota 86 M150 Adaptor Loom</u>	<u>Motec</u>	<u>NBM</u>
1	18032	C125 Race Logging Kit, optional	Motec	Motec
1	SU003-00319	Air Filter	Toyota	Toyota/NBM
Suspension				
Quantity	Part Number	Description	Manufacturer	Supplier
1	<u>T86RS-MCA</u>	<u>Set, suspension complete kit</u>	<u>MCA</u>	<u>MCA/NBM</u>
1	T86RS-MCA01	Shock absorber complete RHF	MCA	MCA/NBM
1	T86RS-MCA02	Shock absorber complete LHF	MCA	MCA/NBM
1	T86RS-MCA03	Shock absorber complete RHR	MCA	MCA/NBM
1	T86RS-MCA04	Shock absorber complete LHR	MCA	MCA/NBM
2	T86RS-MCA05	Link front anti-roll bar,	MCA	MCA/NBM
1	T86RS-MCA5KG	Springs, Rear	KING	MCA/NBM
1	T86RS-MCA6KG	Springs, Front	KING	MCA/NBM
Roll Cage, Wheels, and Rear Spoiler				
Quantity	Part number	Description	Manufacturer	Supplier
1	T86RS-R0	Roll cage kit	NBM	NBM
4	<u>T86RS-ASFALTO</u>	<u>OZ Wheels 18" x 8"</u>	<u>OZ</u>	<u>NBM</u>
1	<u>MS342-18002-00</u>	<u>Rear boot spoiler</u>	<u>TRD</u>	<u>NBM</u>