



2015 CAMS Australian GT Championship

Sporting and Technical Regulations



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2015 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 2015 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 or 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) Mike Dennis
- (b) Technical Commissioner (TC) Ewan Cole
- (c) Category Administrator (CA) Margaret Collier, Ken Collier

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

S4.1 List of Eligible Automobiles

(a) Each automobile must comply with the provisions of the 2015 CAMS Australian GT Championship Technical Regulations and be detailed in the List of Eligible Automobiles, under each division, to be eligible to compete in the Championship.

Please note: The CM reserves the right to add automobiles to the list of eligible automobiles at any time subject to the approval of CAMS.

(b) 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.

(c) 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.

(d) The CM will apply to CAMS for approval of unlisted vehicles to be added to the list of eligible vehicles upon application from a competitor. Any application for a vehicle in Championship or Trophy divisions must be accompanied with vehicle details including FIA homologation and Balance of Performance documents. All applications must be submitted at least 6 weeks prior to the first event that the vehicle could compete in.

Eligible Automobiles – GT Championship (GT)

Make/Model	Base Homologation	Evolution	Erratum	Variant Option / Supply Variant	AGTC Variant Option
Aston Martin Vantage GT3 2012	FIA GT3-032				
Aston Martin Vantage GT3 2013/14	FIA GT3-032	09/02 EVO	06/03 ER	07/03 VO	
Audi R8 LMS Ultra 2012	FIA GT3-017	14/03 EVO	16/07 ER	15/03 VO	
Audi R8 LMS Ultra 2013/14	FIA GT3-017	20/04 EVO	26/14 ER	25/05 VF	
Bentley Continental GT3 2013/14	FIA GT3-035				
BMW Z4 GT3 2012	FIA GT3-023				
BMW E89 Z4 GT3 2013/14	FIA GT3-023	11/03 EVO	17/10 ER	19/04 VO	
Chevrolet Camaro 2014	FIA GT3-033	02/01 EVO	04/03 ER		
Chevrolet Corvette Z06 R GT3	FIA GT3-026	08/03 EVO	09/04 ER		
Ferrari 458 Italia GT3 2012	FIA GT3-029	11/01 EVO			
Ferrari 458 Italia GT3 2013/14	FIA GT3-029	19/02 EVO	24/09 ER	25/08 VF 26/07 VO	
Ford GT	FIA GT3-016	10/03 EVO	09/06 ER		
Ginetta G55 GT3	OSK GT3-062012 [#]			01-2013 ES	
Lamborghini Gallardo LP560-4 2012	FIA GT3-024	08/02 EVO	07/05 ER 09/06 ER		
Lamborghini Gallardo LP560-4 2013	FIA GT3-024	11/04 EVO	12/07 ER		
McLaren MP4-12C GT3 2013/14	FIA GT3-031	07/01 EVO	16/09 ER	15/05 VO	
McLaren 650S 2015	FIA GT3-037				
Mercedes-Benz SLS AMG GT3	FIA GT3-028		09/03 ER 14/05 ER	10/02 VF 11/06 VO 13/07 VO 15/03 VF	
Mercedes-Benz SLS AMG GT3 2013/14	FIA GT3-028	17/01 EVO	24/11 ER	29/10 VO	
Nissan Nismo GTR GT3 2013/14	FIA GT3-030	06/01 EVO	13/05 ER	12/06 VO	
Porsche 911 GT3 R 2012	FIA GT3-025	15/01 EVO	16/05 ER	13/02 VO 11/05 VF	
Porsche 911 GT3 R 2013/14	FIA GT3-025	19/02 EVO	24/12 ER	21/07 VF 22/03 VO	

Austrian ASN

Eligible Automobiles – GT Trophy (GTT)



Make/Model	Base Homologation	Evolution	Erratum	Variant Option / Supply Variant	AGTC Variant Option
Aston Martin DBR9S	FIA GT3-003	02/01 EVO 06/02 EVO	03/01 ER 04/02ER	01/01 VO 05/01 VF	
Audi R8 LMS 2010	FIA GT3-017	04/01 EVO	05/03 ER 08/04 ER	07/02 VF	OV 01
Audi R8 LMS 2011	FIA GT3-017	13/02 EVO	09/05 ER	11/02 VO	
Ascari KZ1 GT3	FIA GT3-018		02/01 ER	01/01 VO	
BMW Z4 GT3 2011	FIA GT3-023				
Corvette Z06 R GT3	FIA GT3-005				
Dodge Viper Competition Coupe Series II	FIA GT3-020	01/01 EVO 05/02 EVO	02/01 ER 03/02 ER 04/03 ER		OV 01 OV 02 OV 03
Dodge Viper Competition Coupe	FIA GT3-002				
Ferrari F430 GT3	FIA GT3-009	01/01 EVO 03/02 EVO	02/01 ER		
Ford GT	FIA GT3-016	02/01 EVO	05/04 ER		
Ginetta G50Z	Nat GT4-009				TBA
Lamborghini Gallardo LP520	FIA GT3-004	01/01 EVO 04/02 EVO	02/01 ER 05/01 ER	03/01 VF	OV 01 OV 02
Lamborghini Gallardo LP560-4 2011	FIA GT3-024	06/01			
Lotus Exige GT3	FIA GT3-014				OV 01
Molster MT900	Nat GT3-101*			01/01 VO	OV 01
Maserati Trofeo GSL	FIA GT3-001		01/01 ER		
Porsche 997 GT3 Cup Car MY11	CAMS Bulletin B13/012	Version 2 & 3			
Porsche 997 GT3 Cup S	FIA GT3 -015	04/01 EVO	01/01 ER 02/02 ER	03/01 VF	

* Belgian ASN

Eligible Automobiles – GT Challenge (GTC)



Make/Model	Base Homologation	Evolution	Erratum	Variant Option / Supply Variant	AGTC Variant Option
Chevrolet Corvette Z06 GT3	FIA GT3-005				
Dodge Viper ACR					
Ferrari 360 Challenge					
Ferrari 430 Challenge					
Ferrari 458 Italia Challenge					
Lotus Exige Cup R					
Lotus Exige S	CAMS 2-14-001				OV 01
Porsche 996 GT3 Cup Car					
Porsche 996 GT3 R					
Porsche 996 GT3 RS					
Porsche 997 GT3 Cup Car up to and including MY09 only					

Eligible Automobiles – GT Sports (GTS)					
Make/Model	Base Homologation	Evolution	Erratum	Variant Option / Supply Variant	AGTC Variant Option
Aston Martin Vantage GT4					
Aston Martin Vantage N24					
BMW M3 GT4					
BMW Z4					
Chevrolet Camaro GT4					
Chevrolet Corvette C6					
Ford Mustang FR500 GT4					
Ginetta G50 GT4	Nat GT4-009				
Ginetta G50 GT4 2012	Nat GT4-009				OV 01/01
Lotus Evora GT4					
Lotus Exige Cup R	CAMS 2-14-001				
Maserati Trofeo					
Nissan 370Z					
Nissan GTR R35					OV 01

Eligible Automobiles – Invitational**		
Make	Model	Base Homologation
MARC	Focus V8	CAMS 3-15-004
MARC	Mazda 3 V8	CAMS 3-15-005

**Each Invitational Automobile is eligible only for Round 2 of the Championship

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 or GT Trophy division, each Driver must hold a current CAMS National Circuit Licence (NC) or higher.
- (b) To be eligible to compete in the GT Challenge or GT Sports 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.
- (c) 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.** ~~Four (4)~~ **Six (6)** levels of driver **grading** classification shall apply **to each classification.** ~~These are PRO, EXPERT, MASTER and GOLD. 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.** ~~who competes in a top level national racing category, a regular driver in V8 Supercar or the V8 development series, a regular driver in an international premier series.~~
 - (ii) ~~EXPERT~~ **AM** – **A Driver who is not classified as PRO shall be allocated a grading level between AM 1 (highest) and AM 6.** ~~an experienced driver who is a past, current or developing professional driver, a driver who has significant race success history and competes often, a driver who is engaged in motorsport related driving or instructing for income.~~
 - (iii) ~~MASTER~~ – ~~An experienced amateur driver who competes regularly and has regular race success.~~
 - (iv) ~~GOLD~~ – ~~Amateur or other driver who is not classified as PRO, EXPERT or MASTER.~~
- (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 CPS 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.

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 CA as either a Single Driver Team or Two Driver Team.

- (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) For Round 2, any 101 lap race or any race declared as an Endurance Race, each vehicle must have two (2) eligible drivers. Each driver will be required to complete at least 30% of the scheduled race duration. Non-compliance will result in disqualification from the race.

Please Note: 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	Feb 26 - Mar 1	Adelaide	1
2	May 22 - 23	Phillip Island	2
3	July 10-12	Townsville	4 3
4	Aug 21-23	Sydney Motorsport Park	4
5	Sept 11-13	Sandown Raceway	4 3
6	Nov 13-15	Highlands Motorsport Park	5

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	CPS
1	2 x 20 mins	1 x 20 mins	2 x 30 Minute 1 x 60 Minute	Yes
2	2 x 20 mins	1 x 30 mins	101 Laps (2 Drivers)	Yes (2)
3	2 x 20 mins	1 x 20 mins	3 x 40 Minute	Yes
4	<u>12</u> x 20 mins	<u>24</u> x 20 mins	2 x 60 Minute	Yes
5	2 x 30 mins	1 x 40 mins	2 x 40 Minute	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

- (a) The grid for each race shall be determined as detailed in the RMSR – Progressive Grid.
- (b) Where two (2) Drivers are entered to drive an automobile
 - (i) 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.
 - (ii) The Driver that starts Race 1 is not permitted to start Race 2.
 - (iii) The driver that starts Race 1 shall start Race 3 except for Round Format 1 where the 2 x 30 minute races are non-driver change.

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 eligible driver must participate in qualifying at each event. At an event which has two (2) qualifying sessions, each Two Driver Team must have Driver A participate in qualifying session 1 and Driver B in qualifying session 2. Each Single Driver Team must participate in both qualifying sessions. For Round 2, any 101 lap race, or any race declared as an Endurance Race, the fastest lap time for each automobile in each qualifying session shall be added together and divided by 2, and the resulting averaged time shall be used to determine the grid.

Failure to participate 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 each automobile must maintain its position after the start signal is given, with no overtaking or overlapping permitted, until after that automobile has passed the start line.

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 GT Championship Division and the Australian Tourist Trophy 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 eligible Driver based on their qualifying position at each round of the Championship relative to the other Drivers within their division, their finishing position in each race of the Championship relative to the other Drivers within their division, and their position when they cross the Control Line after the leader completes lap 40 in a 101 lap race relative to the other Drivers within their division in accordance with the following table.
- (b) Championship points shall not be awarded to a Driver of an Invitational Automobile.

Qualifying		Race Position in Division							
Position in Division	Points	Rounds with 101 laps				Rounds with 2 races		Rounds with 3 races	
		Position at end of lap 40	Points	Race Finish	Points	Race Finish	Points	Race Finish	Points
1st	15	1st	50	1st	100	1st	75	1st	50
2nd	12	2nd	42	2nd	84	2nd	63	2nd	42
3rd	10	3rd	35	3rd	70	3rd	53	3rd	35
4th	8	4th	30	4th	60	4th	45	4th	30
5th	6	5th	25	5th	50	5th	38	5th	25
6th	5	6th	20	6th	40	6th	30	6th	20
7th	4	7th	18	7th	36	7th	27	7th	18
8th	3	8th	16	8th	32	8th	24	8th	16
9th	2	9th	14	9th	28	9th	21	9th	14
10th	1	10th	12	10th	24	10th	18	10th	12
		11th	10	11th	20	11th	15	11th	10
		12th	9	12th	18	12th	14	12th	9
		13th	8	13th	16	13th	12	13th	8
		14th	7	14th	14	14th	11	14th	7
		15th	6	15th	12	15th	9	15th	6
		16th	5	16th	10	16th	8	16th	5
		17th	4	17th	8	17th	6	17th	4
		18th	3	18th	6	18th	5	18th	3
		19th	2	19th	4	19th	3	19th	2
		20 th and above	1	All other finishers	1	All other finishers	1	All other finishers	1

- (c) For each race, points shall only be awarded to eligible Drivers classified as finishers in the final results of each race except for points awarded at the end of lap 40 in a race with 101 laps where those points shall only be awarded to each automobile that crosses the Control Line after the leader completes 40 laps.
- (d) In either a Single Driver Team or a Two Driver Team, each Driver is eligible to receive Championship points for each qualifying session and race.
- (e) Points are not transferrable between divisions if a Driver changes division during the course of the Championship.
- (f) Any race which is stopped, and not restarted, and during which less than 50% of the race distance has been completed by the leader shall be deemed a non-race in respect of Championship points and no points shall be awarded.

- (g) Any race which is stopped, and not restarted, during which 50% – 75% of the race distance has been completed by the leader shall be deemed to have been completed in respect of Championship points but only 50% Championship points shall be awarded.
- (h) Any race which is stopped during which 75% or more of the race distance has been completed by the leader shall be deemed to have finished and full Championship points shall be awarded.
- (h) 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.
- (i) 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.
- (j) The driver gaining the highest points total over all rounds of the Championship, within their division, shall be declared the winner of that division.
- (k) If the two drivers competed in the same automobile for all, or the majority of the rounds then the final division position shall be awarded to both drivers.
- (l) 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.
- (m) The Driver(s) gaining the highest points total from Rounds 2 and 4 shall be awarded the CAMS Australian Tourist Trophy

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) Drivers and Team Managers 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 Race Officials) 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) Automobiles may not be removed from impound/Parc Ferme except with the permission of the TC or the Chief Scrutineer.

S12.4 Qualifying

During qualifying, automobiles 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 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.

S12.6 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.

S12.7 Practice Starts

Practice starts are only permitted at the pit lane exit.

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 car 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. 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 PIT STOP (CPS)

- (a) During each race in Rounds 1, 3, 4, 5 and 6 of the Championship, each automobile shall complete one (1) CPS during the prescribed pit stop window. During the race in Round 2 of the Championship, each automobile shall complete two (2) CPS during the prescribed pit stop window. During the race in Round 2, the first two (2) pit stops each automobile makes during the prescribed pit stop window shall be deemed as the CPS.
- (b) During each race in Round 1, 3, 4, 5 and 6 of the Championship, the CPS pit stop window shall open at 33.3% of the scheduled race time and close at 66.6% of the scheduled race time. For the purpose of measurement, the race time shall commence when the start signal is given. During the race in Round 2 of the Championship, the CPS pit stop window shall open 30 minutes after the start signal and close 120 minutes after the start signal.
- (c) It is permitted to perform the CPS at any time during the prescribed CPS pit stop window, including during a Safety Car period.
- (d) Each automobile must enter pit lane for the purpose of completing the CPS requirements prior to the CPS 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. Any automobile failing to comply with this shall be excluded from the race.
- (e) The CM shall nominate Australian GT CPS Officials, who shall measure and record the CPS time and any non-compliance of the CPS regulations for each race automobile. These CPS officials shall be identified by wearing Australian GT CPS Official hi-vis jackets in pit lane.
- (f) For Round 1, races 1 and 3, each competitor is not permitted to conduct a driver change during the CPS. For Round 1, race 2, each competitor is permitted to conduct a driver change during the CPS. In all races each competitor is permitted to conduct a wheel change and there is no restriction (with the exception of re-fuelling) as to work that can be carried out on the automobile.

- (g) For rounds 3,4, 5 and 6 during a CPS 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.
- (h) For round 2 refueling is permitted during a CPS. Refueling can take place at any time during a CPS but not at the same time as a wheel change or any other work being carried out on the automobile.
- (i) An automobile shall be deemed to have commenced its CPS minimum stopped time (refer Article S13 (n)) when it comes to a complete stop in its designated pit bay.
- (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 pit stop. 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. In such instances the number of team members permitted to work on the automobile is free.
Please note: 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 pit stop.
- (n) During a CPS 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 2 times its CPS time.

Qualifying or Race Finishing Position	Grid Row	Minimum stopped time (seconds)			
		101 lap race with 2 x CPS	60 minute race with 1 x CPS	40 minute race with 1 x CPS	30 minute race with 1 x CPS
1	1	90	75	68	21
2	1	90	75	68	21
3	2	85	70	64	18
4	2	85	70	64	18
5	3	80 75	65	60	15
6	3	80 75	65	60	15
7	4	75 70	60	56	12
8	4	75 70	60	56	12
9	5	70 65	55	52	9
10	5	70 65	55	52	9
11	6	65 60	50	48	6
12	6	65 60	50	48	6
13	7	60 55	45	44	2
14	7	60 55	45	44	2
15	8	55 50	40	40	Drive Thru
16	8	55 50	40	40	Drive Thru
17	9	50 45	40	40	Drive Thru
18	9	50 45	40	40	Drive Thru
19	10	45 40	40	40	Drive Thru
20	10	45 40	40	40	Drive Thru
>20	>10	40	40	40	Drive Thru
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	70	55	50	9
Trophy	ROG	60	50	48	6
Challenge	ROG	45	40	40	0
Sport	ROG	40	40	40	0

Note 1: The minimum stopped time for each automobile for each CPS, 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 2: 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 3: Vehicles which fail to start or finish a race shall be allocated minimum stopped times 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 below. For 30 minute races with no driver change the time added is as shown in the table below. For an automobile with one Driver, the time added shall be double that shown in the table below. For 101 lap races, the total added time shall be split evenly over the 2 compulsory pit stops:

Time Added to Minimum Stopped Time (seconds)	Race Duration			
	101 Laps	60 Minutes	40 Minutes	30 Minutes
PRO 1	108	36	24	18
PRO 2	90	30	20	15
PRO 3	72	24	16	12
PRO 4	66	22	15	11
PRO 5	54	18	12	9
PRO 6	42	14	9	7
AM 1	30	10	7	5
AM 2	24	8	5	4
AM 3	18	6	4	3
AM 4	12	4	3	2
AM 5	6	2	1	0
AM 6	0	0	0	0

Race Duration	Time Added to Minimum stopped time (seconds)			
	Pro	Expert	Master	Gold
101 Laps	108	54	24	0
60 Minutes	36	18	8	0
40 Minutes	24	12	5	0
30 Minutes	36	18	8	0

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

S13.1 Maximum Driving Time

- (a) A PRO **1, 2 or 3** Driver is not permitted to exceed 55% of the scheduled race duration.
- (b) An ~~EXPERT~~ **PRO 4, 5 or 6** Driver is not permitted to exceed 55% of the scheduled race duration when the ~~EXPERT~~ Driver is in a Two Driver Team or a two (2) Driver race (as per S5.3) and the other Driver is not a PRO **1, 2 or 3** Driver.

- (c) If a PRO or ~~EXPERT~~ Driver exceeds 55% of the scheduled race duration as per S13.1(a) or S13.1(b), a pit lane drive through penalty may be imposed or the equivalent time of such penalty may be added post race to the race time of the automobile.
- (d) If a PRO or ~~EXPERT~~ Driver exceeds 55% of the scheduled race duration as per S13.1(a) or S13.1(b) by more than 5% (ie. a total of greater than 60% of the scheduled race duration), the automobile may be excluded from the race result.

Please Note: 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 official track timing line or the race track control timing line at the end of the race.

- (e) 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) At all times during a round of the Championship, each automobile must only be fitted with approved tyres in accordance with the Category Tyre List that shall detail each tyre size and compound permitted to be used on each make/model. See Appendix 3 for Issue 1 of the Category Tyre List
- (b) The Category Tyre List may be amended by the CM, subject to the approval of CAMS. Any resulting changes shall be advised to each Competitor by the CM and shall take effect from the date as shown on the List. Each automobile must only use tyres supplied by the following supplier:

Pirelli/Trofeo Motorsport

- (c) With the exception of wear resulting from normal usage, all tyres must remain unmodified.
- (d) 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	GT Trophy	GT Challenge	GT Sports	Invitational
All	12	8	8	8	8

- (e) 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.
- (f) 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 is of the same brand as the new tyres scanned/marked for that round, and;
 - (ii) The markings from the previous round and the specification of the tyre can be clearly identified by the TC.
- (g) 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.
- (h) 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.
- (i) 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.
- (j) 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.
- (k) 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.
- (l) The use of any tyre heating, heat retention device or chemical treatment is prohibited.
- (m) The TC reserves the right to impound any tyres 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

For the duration of any meeting, competitors 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.

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

- (a) A Balance of Performance (BoP) Sheet, subject to the approval of CAMS, shall be maintained for each automobile make/model competing in the Championship. The BoP Sheet shall detail the performance parameters for each. See Appendix 2 for Issue 1 of the BoP.
- (b) The BoP Sheet may only be amended by the CM, subject to the approval of CAMS. Any resulting changes shall be advised to each Competitor by the CM and shall take effect from the date as shown on the BoP.
- (c) At all times during a round of the Championship, each automobile shall comply with all provisions of the current BoP Sheet.

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, GT Trophy Divisions

At all times during each round of the Championship, each automobile in the GT Championship and 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 GT Challenge and GT4 Sports Divisions

At all times during each round of the Championship, each automobile in the GT Challenge and GT4 Sports Divisions must comply with the minimum Racing Weight as detailed on the BoP sheet. The Racing Weight shall include the weight of the automobile and the weight of the main driver (as nominated by the Competitor) and all normal racing apparel including helmet.

S20 DATA LOGGING

S20.1 General

- (a) At all times during each round of the Championship, each automobile must be fitted with a VBOX data logging unit as detailed in the CAMS Australian GT Championship Technical Regulations.

S20.2 Operation

- (a) The VBOX 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 TC or his nominee shall issue each competitor with an SD card which must be fitted correctly to the automobile's VBOX data logging unit.

- (c) At the completion of each track session only the TC or his nominee is permitted to remove the SD card from the VBOX data logging unit.
- (d) It is each Competitor's responsibility to ensure that the VBOX data logging unit is fully operational at all times and any failures must be reported to the TC or his nominee immediately.
- (e) 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 and may be referred to the Stewards of the Meeting.

S20.3 AGT Data Logging Unit

- (a) **In addition to the VBOX data logging unit, each automobile nominated by the CM must be fitted with an AGT data logging unit supplied by the CM and subject to conditions determined by the CM. Fitment of the AGT data logging unit must be in accordance with instructions issued by the CM. Each AGT data logging unit and data records shall remain the property of the CM.**

S21 IN-CAR CAMERAS

S21.1 General

- (a) At all times during each round of the Championship, each automobile must be fitted with a VBOX in-car camera unit as detailed in the 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.

APPENDIX 1 – AUTOMOBILE MARKINGS

AUSTRALIAN GT VEHICLE SIGNAGE IDENTIFICATION SHEET

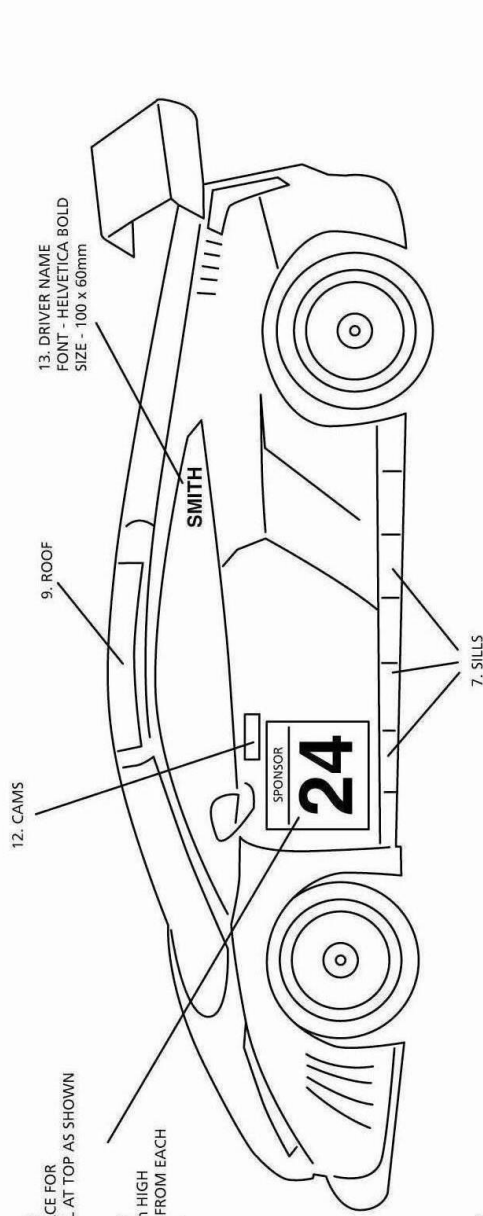
10. NUMBER PANELS & NUMBERS

PANEL

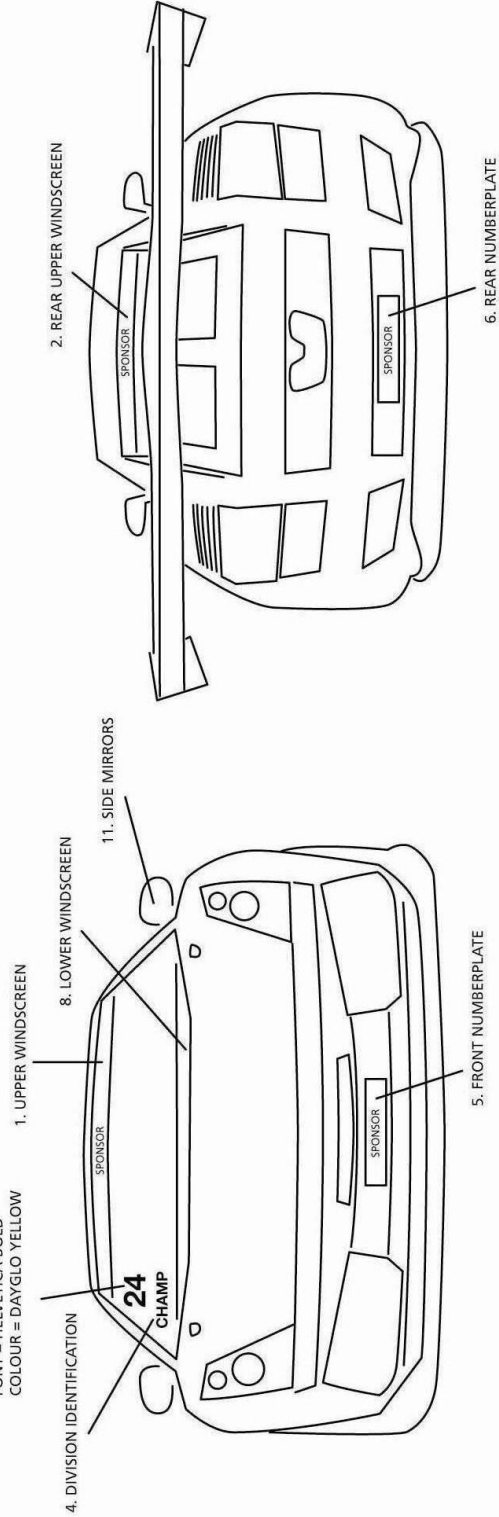
- MUST BE WHITE
- MUST HAVE SPACE FOR SPONSOR DECAL AT TOP AS SHOWN

NUMBERS

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



- 3. WINDSCREEN NUMBER HEIGHT = 150mm FONT = HELVETICA BOLD COLOUR = DAYGLO YELLOW





APPENDIX 1 – AUTOMOBILE MARKINGS (CONT.)

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

AUSTRALIAN GT TO SUPPLY (where required)

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

Each automobile must display the windscreen strips provided by AGTSG within the uppermost portion of the front and rear windscreens, in conformity with Schedule K (Markings on Automobiles) of 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 AGTSG 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 competitors' automobiles 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

APPENDIX 2 – BALANCE OF PERFORMANCE (BoP) SHEET – ISSUE 1
2015 CAMS AUSTRALIAN GT CHAMPIONSHIP

GT Championship (GT)

FIA GT3 2015 Specification

Make	Base Homologation	Model	Minimum Weight (kg)	Restrictors
Ferrari	GT3-029*	458 Italia GT3	1265	2 x 41mm
Nissan	GT3-030*	GT-R Nismo GT3	1290	2 x 40mm
McLaren	GT3-037	650S	1265	2 x 36mm

Note * Subject to vehicle approval by the CM

Forced Induction boost pressures			
Make	Model	rpm	Pboost limit (barA)
McLaren	650S	4000	1.82
		4500	1.80
		5000	1.76
		5500	1.76
		6000	1.72
		6500	1.61
		7000	1.56
		≥7500	1.50
Nissan	GT-R Nismo GT3	4000	2.05
		4500	2.03
		5000	2.01
		5500	1.99
		6000	1.97
		6500	1.95
		≥7000	1.92

APPENDIX 2 – BALANCE OF PERFORMANCE (BoP) SHEET – ISSUE 1

2015 CAMS AUSTRALIAN GT CHAMPIONSHIP

GT Championship (GT)

FIA GT3 2014/2013 Specification

Make	Base Homologation	Model	Minimum Weight (kg)	Restrictors	Minimum Ride Height (mm)
Audi	GT3-017	R8 LMS Ultra	1275	2 x 49mm	70F/78R
Aston Martin	GT3-032	Vantage GT3	1270	2 x 41.5mm	75F/180R
Bentley	GT3-035	Continental GT3	1310	2 x 38mm	70F/80R
BMW	GT3-023	E89 Z4	1245	1 x 70mm	45F/45R
Chevrolet	GT3-033	Camaro	1300	1 x 66mm	100F/112R
Corvette	GT3-026	Corvette Z06R GT3	1290	1 x 55mm	75F/100R
Ferrari	GT3-029	458 Italia GT3	1275	2 x 43mm	83F/112R
Ford	GT3-016	GT	1240	1 x 59mm	40F/50R
Ginetta	OSK GT3062012	G55 GT3	1100		58F/60R
Lamborghini	GT3-024	Gallardo PL560-4 FL2	1240	2 x 49mm	95F/85R
Maserati	GT3-034	Grantourismo MC GT3	1200	1 x 65mm	70F/70R
McLaren	GT3-031	MP4-12C	1270	2 x 36mm	72F/79R
Mercedes	GT3-028	SLS AMG GT3	1335	2 x 36mm	82F/85R
Nissan	GT3-030	GT-R Nismo GT3	1310	2 x 40mm	178F/130R
Porsche	GT3-025	GT3 R	1230	1 x 65mm	65F/85R

Forced Induction boost pressures			
Make	Model	rpm	Pboost limit (barA)
McLaren	MP4-12C	4000	1.82
		4500	1.80
		5000	1.76
		5500	1.73
		6000	1.68
		6500	1.59
		7000	1.53
		≥7500	1.50
Bentley	Continental GT3	4000	1.90
		4500	1.83
		5000	1.75
		5500	1.68
		6000	1.61
		6500	1.57
		7000	1.53
		≥7500	
Nissan	GT-R Nismo GT3		2.04

APPENDIX 2 – BALANCE OF PERFORMANCE (BoP) SHEET – ISSUE 1

2015 CAMS AUSTRALIAN GT CHAMPIONSHIP

GT Championship (GT)

FIA GT3 2012 Specification

Make	Base Homologation	Model	Minimum Weight (kg)	Restrictors	Minimum Ride Height (mm)
Audi	GT3-017	R8 LMS Ultra	1290	2 x 52.3mm	
Aston Martin	GT3-032	Vantage GT3	1250	2 x 34mm	
BMW	GT3-023	E89 Z4	1250	1 x 70mm	
Chevrolet	GT3-033	Camaro	1310	1 x 72mm	
Corvette	GT3-026	Corvette Z06R GT3	1275	1 x 72mm	
Ferrari	GT3-029	458 Italia GT3	1300 *	2 x 55.5mm	
Ford	GT3-016	GT 08/02 EVO	1200	2 x 43.5mm	
Lamborghini	GT3-024	Gallardo PL560-4	1225	2 x 53mm	
Maserati	GT3-034	Grantourismo MC GT3	1220	1 x 65mm	
McLaren	GT3-031	MP4-12C	1265	2 x 34mm	
Mercedes	GT3-028	SLS AMG GT3	1320	2 x 36mm	
Nissan	GT3-030	GT-R Nismo GT3	1300	2 x 36mm	
Porsche	GT3-025	GT3 R	1200	1 x 72mm	

* fitment of mufflers is mandatory

Forced Induction boost pressures			
Make	Model	rpm	Pboost limit (barA)
McLaren	MP4-12C	≤4500	1.82
		5000	1.81
		5500	1.78
		6000	1.76
		6500	1.68
		7000	1.64
		≥7500	1.60
Nissan	GT-R Nismo GT3		2.00

APPENDIX 2 – BALANCE OF PERFORMANCE (BoP) SHEET – ISSUE 1

2015 CAMS AUSTRALIAN GT CHAMPIONSHIP

GT Trophy (GTT)

Make/Model	Base Homologation	Minimum Weight (kg)	Maximum Revs (rpm)	Restrictors	Minimum Ride Height (mm)
Audi R8 LMS 2010	FIA GT3-017	1290	8400	2 x 52.3mm	70F/81R
Audi R8 LMS 2011	FIA GT3-017	1290	8400	2 x 52.3mm	70F/81R
Ascari KX1 GT3	FIA GT3-018	1200	7800		77F/118R
Aston Martin DBRS9	FIA GT3-003	1290			60F/90R
Corvette Z06 R GT3	FIA GT3-005	1272	7000		75F/100R
Dodge Viper CC	FIA GT3-002	1315	7000		80F/105R
Dodge Viper CC 11	FIA GT3-020	1300	7000		80F/105R
Ferrari F430 GT3	FIA GT3-009	1219	8800		82F/92R
Ford GT 02/01 Evo, 05/04ER	FIA GT3-016	1200		2 x 50mm	60F/83R
Ginetta G50Z	TBA	1000			45F/45R
Lamborghini Gallardo LP520	FIA GT3-004	1202	8250		85F/95R
Lamborghini Gallardo LP560-4 2011 06/01 Evo	FIA GT3-024	1215		2 x 53mm	80F/86R
Lotus Exige GT3	FIA GT3-014	850	9000		75F/80R
Maserati Trofeo GSL	FIA GT3-001	1180	8400		169F/178R
Mosler MT900	Nat GT3-101	1250	7000		55F/55R
Porsche 997 Cup S/Evo	FIA GT3-015	1160	8600	1 x 72.3mm	65F/110R
Porsche 997 Cup Car MY11	CAMS Bulletin B13/012	1200	8500		68F/112R

GT Challenge (GTC)

Make/Model	Minimum Racing Weight (kg)	Maximum Revs (rpm)	Restrictors	Minimum Ride Height (mm)
Chev Corvette Z06 GT3 (FIA GT3-005)	1490	7200		90F/110R
Dodge Viper ACR	1490	5500		90F/120R
Ferrari 360 Challenge	1190	9000		80F/90R
Ferrari F430 Challenge	1300	8500		
Ferrari 458 Italia Challenge	1400			80F/120R
Lotus Exige Cup R	1110			
Lotus Exige S	900			
Porsche 996 GT3 R/RS	1200	8500		
Porsche 997 Cup Car (up to MY09)	1265	8400		82F/120R
Porsche 996 Cup Car	1265			

APPENDIX 2 – BALANCE OF PERFORMANCE (BoP) SHEET – ISSUE 1
2015 CAMS AUSTRALIAN GT CHAMPIONSHIP

GT Sports (GTS)

Make/Model	Minimum Racing Weight (kg)	Maximum Revs (rpm)	Restrictors	Minimum Ride Height (mm)
Aston Martin Vantage GT4				
Aston Martin Vantage N24				
BMW M3 GT4				
BMW Z4				
Chevrolet Camaro GT4				
Chevrolet Corvette C6				
Ford Mustang FR500 GT4				
Ginetta G50 GT4	1140	7500		60F/65R
Ginetta G50 GT4 2012	1140	7500		60F/65R
Lotus Evora GT4				
Lotus Exige S Cup R	1205	7200		100F/110R
Maserati Trofeo				
Nissan 370Z				
Nissan GTR R35	1700	7000		370F/370R

APPROVED BY



Technical Manager

APPENDIX 3 – CATEGORY TYRE LIST – ISSUE 1
2015 CAMS AUSTRALIAN GT CHAMPIONSHIP

Division - GT Championship (GT)			Pirelli			
Homologation No.	Make	Model	Slick Tyres		Wet Weather Tyres	
			Front	Rear	Front	Rear
FIA GT3-032	Aston Martin	Vantage GT3	315/680-18 DH	325/705-18 DH	315/680-18 WH	325/705-18 WH
FIA GT3-017	Audi	R8 LMS ULTRA	325/660-18 DH	325/705-18 DH	325/660-18 WH	325/705-18 WH
FIA GT3-035	Bentley	Continental GT3	325/705-18 DH	325/705-18 DH	325/705-18 WH	325/705-18 WH
FIA GT3-023	BMW	Z4 GT3 MY13	315/680-18 DH	325/705-18 DH	315/680-18 WH	325/705-18 WH
FIA GT3-023	BMW	Z4 GT3 MY12	305/680-18 DH	325/705-18 DH	305/680-18 WH	325/705-18 WH
FIA GT3-033	Chevrolet	Camaro GT3	325/705-19 DH	325/705-19 DH	325/705-19 WH	325/705-19 WH
FIA GT3-026	Chevrolet	Corvette Z06 R GT3	315/680-18 DH 305/680-18 DH	325/705-18 DH	315/680-18 WH 305/680-18 WH	325/705-18 WH
FIA GT3-029	Ferrari	458 Italia GT3	325/660-18 DH	325/705-19 DH	325/660-18 WH	325/705-19 WH
FIA GT3-029	Ferrari	458 Italia GT3 2013 spec	315/680-18 DH	325/705-19 DH	315/680-18 WH	325/705-19 WH
FIA GT3-016	Ford	GT	325/660-18 DH	325/705-18 DH	325/660-18 WH	325/705-18 WH
FIA GT3-024	Lamborghini	Gallardo GT3 - LP 600	305/645-18 DH	325/705-18 DH	305/645-18 WH	325/705-18 WH
FIA GT3-024	Lamborghini	Gallardo GT3 – LP560	305/645-18 DH	325/705-18 DH	305/645-18 WH	325/705-18 WH
FIA GT3-034	Maserati	Grantourismo MC GT3				
FIA GT3-031	McLaren	MP4-12C	325/660-18 DH	325/705-18 DH	325/660-18 WH	325/705-18 WH
FIA GT3-037	McLaren	650S	325/660-18 DH	325/705-18 DH	325/660-18 WH	325/705-18 WH
FIA GT3-028	Mercedes-Benz	SLS AMG GT3	315/680-18 DH	325/705-18 DH	315/680-18 WH	325/705-18 WH
FIA GT3-030	Nissan	GT-R GT3	325/705-18 DH	325/705-18 DH	325/705-18 WH	325/705-18 WH
FIA GT3-025	Porsche	911 GT3 R	325/660-18 DH 325/650-18 DH 305/645-18 DH	325/705-18 DH	325/660-18 WH	325/705-18 WH

APPENDIX 3 – CATEGORY TYRE LIST – ISSUE 1

2015 AUSTRALIAN GT CHAMPIONSHIP

Division - GT Trophy (GTT)			Pirelli			
Homologation No.	Make	Model	Slick Tyres		Wet Weather Tyres	
			Front	Rear	Front	Rear
FIA GT3-003	Aston Martin	DBRS9	315/680-18 DH	325/705-18 DH	315/680-18 WH	325/705-18 WH
FIA GT3-018	Ascarì	KZ1 GT3	305/645-18DH	325/705-18 DH	305/645-18 WH/WS	325/705-18 WH/WS
FIA GT3-017	Audi	R8 LMS 2010	305/645-18 DH	325/705-18 DH	305/645-18 WH	325/705-18 WH
FIA GT3-017	Audi	R8 LMS 2011	305/645-18 DH	325/705-18 DH	305/645-18 WH	325/705-18 WH
FIA GT3-005	Chevrolet	Corvette Z06R GT3	285/645-18 DH	325/705-19 DH	285/645-18 WH	325/705-19 WH
FIA GT3-002	Dodge Viper	Competition Coupe Series I	325/660-18 DH	325/705-18 DH	325/660-18 WH/WS	325/705-18 WH/WS
FIA GT3-020	Dodge Viper	Competition Coupe Series II	325/660-18 DH	325/705-18 DH	325/660-18 WH	325/705-18 WH
FIA GT3-016	Ford	GT 2011	305/645-18 DH	325/705-18 DH	325/660-18 WH	325/705-18 WH
FIA GT3-009	Ferrari	F430 GT3	265/645-18 DM	305/680-18 DH	265/645-18 WH	305/680-18 WH/WS
Nat GT4-009	Ginetta	G50Z	285/645-18 DM	285/645-18 DM	265/645-18 WS	285/645-18 WS
FIA GT3-004	Lamborghini	Gallardo GT3 - LP 520	305/645-18 DH	305/680-18 DH	305/645-18 WH/WS	305/680-18 WH/WS
FIA GT3-024	Lamborghini	Gallardo GT3 LP560 2011	305/645-18 DH	325/705-18 DH	305/645-18 WH	325/705-18 WH
FIA GT3-014	Lotus	Exige GT3	200/600-16 DH	285/645-17 DH	200/600-16 WH/WS	245/62017 WH/WS
FIA GT3-001	Maserati	Trofeo GSL	305/645-18 DH	305/645-18 DH	305/645-18 WH/WS	305/645-18 WH/WS
Nat GT3-101	Mosler	MT900 GT3	325/660-18 DH	325/705-18 DH	325/660-18 WH	325/705-18 WH
CAMS B13/012	Porsche	997 GT3 Cup MY11	265/645-18 DH	315/680-18 DH	265/645-18 WH	315/680-18 WH
FIA GT3-015	Porsche	997 GT3 Cup S	285/645-18 DH/DM	325/705-18 DH	285/645-18 WH	325/705-18 WH



APPENDIX 3 – CATEGORY TYRE LIST – ISSUE 1
2015 CAMS AUSTRALIAN GT CHAMPIONSHIP

Division - GT Challenge (GTC)			Pirelli			
Homologation No.	Make	Model	Slick Tyres		Wet Weather Tyres	
			Front	Rear	Front	Rear
	Chevrolet	Corvette Z06 GT3	285/645-18 DH	325/705-19 DH	285/645-18 WH/WS	325/705-19 WH/WS
	Dodge Viper	ACR	305/645-18 DH	325/705-18 DH	305/645-18 WH/WS	325/705-18 WH/WS
	Ferrari	360 Challenge	245/645-18 DH	305/680-18 DH	245/645-18 WH/WS	305/680-18 WH/WS
	Ferrari	360 GT	245/645-18 DH	305/680-18 DH	245/645-18 WH/WS	305/680-18 WH/WS
	Ferrari	430 Challenge	235/645-19 DH	295/680-19 DH	235/645-19 WH	295/680-19 WH
	Ferrari	458 Italia Challenge	255/650-19 DH	305/690-19 DH	255/650-19WH	305/690-19 WH
2-14-001	Lotus	Exige S Cup R	225/625-17 DM	285/645-18 DM	225/625-17 WS	285/645-18 WS
	Lotus	Exige S	200/600-16 DH	245/620-17 DH	200/600-16 WH/WS	245/620-17 WH/WS
	Porsche	996 GT3 Cup Car	245/645-18 DH	305/680-18 DH	245/645-18 WH/WS	305/680-18 WH/WS
	Porsche	996 GT3 R	265/645-18 DH	305/645-18 DH	265/645-18 WH/WS	305/645-18 WH/WS
	Porsche	996 GT3 RS	265/645-18 DH	305/645-18 DH	265/645-18 WH/WS	305/645-18 WH/WS
	Porsche	997 GT3 Cup Car	245/645-18 DH	305/680-18 DH	245/645-18 WH/WS	305/680-18 WH/WS



APPENDIX 3 – CATEGORY TYRE LIST – ISSUE 1
2015 CAMS AUSTRALIAN GT CHAMPIONSHIP

Division - GT Sports (GTS)			Pirelli			
Homologation No.	Make	Model	Slick Tyres		Wet Weather Tyres	
			Front	Rear	Front	Rear
	Aston Martin	Vantage GT4	285/645-18 DH	305/645-18 DH	265/645-18 WH/WS	305/645-18 WH/WS
	Aston Martin	Vantage N24	TBA	TBA	TBA	TBA
	BMW	M3 GT4	TBA	TBA	TBA	TBA
	BMW	Z4	TBA	TBA	TBA	TBA
	Chevrolet	Camaro GT4	305/645-18DH	325/705-18 DH	305/645-18 WH/WS	325/705-18 WH/WS
	Chevrolet	Corvette C6	TBA	TBA	TBA	TBA
	Ford	Mustang FR500 GT4	TBA	TBA	TBA	TBA
Nat GT4-009	Ginetta	G50	285/645-18 DM	285/645-18 DM 305/645-18 DM	265/645-18 WS	285/645-18 WS 305/645-18 WS
	Lotus	Evora GT4	TBA	TBA	TBA	TBA
2-14-001	Lotus	Exige S Cup R	225/625-17 DM	285/645-18 DM	225/625-17 WS	285/645-18 WS
	Maserati	Trofeo	265-645-18 DH	305/645-18 DH	245/645-18 WH/WS	305/645-18 WH/WS
	Nissan	370Z	TBA	TBA	TBA	TBA
	Nissan	GTR R35	315/680-18 DH 305/690-19 DH 295/680-19 DH	315/680-18 DH 305/690-19 DH 295/680 19 DH	315/680-18 WH 305/690-19 WH 295/680-19 WH	315/680-18 WH 305/690-19 WH 295/680-19 WH

2015 CAMS Australian GT Championship

Technical Regulations

T1 PREAMBLE

- (a) Each automobile must remain in compliance with all provisions of the relevant FIA/CAMS/AGTSG approved homologation documents at all times during each round of the Championship.
- (b) 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 be detailed in the list of Eligible Automobiles contained in Australian GT Championship Sporting Regulations to be eligible to compete in the Championship.

T2.2 Homologation

Each competitor must submit to the CM, a copy of an FIA approved homologation document (and associated supplementary documents) for the automobile make/model they intend to enter in the Championship, six (6) weeks prior to the first Championship round they intend to enter.

T2.3 Evolution Upgrades

Any FIA approved Evolution upgrades published shall be considered for approval by CAMS/AGTSG for the Championship. Only those Evolution upgrades listed in the Eligible Automobiles table in the Australian GT Championship Sporting Regulations are permitted.

Please note: All upgrades as detailed in the Eligible Automobiles table in the 2015 CAMS Australian GT Championship Sporting Regulations 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 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 2015 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) Brake discs 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.

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 or GTT 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 or GTT 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 a fully operational VBOX data logging unit.
- (b) The VBOX data logging unit must be installed and maintained in accordance with the manufacturer's guidelines and as instructed by the CM.
- (c) The VBOX data logging unit must be configured to log at least the following parameters:
 - (i) Engine RPM
 - (ii) Throttle position
 - (iii) Front & rear wheel speed
 - (iv) GPS speed
 - (v) GPS track map

T14 IN-CAR CAMERAS

- (a) At all times during each round of the Championship, each automobile must be fitted with a fully operational VBOX in-car camera unit.
- (b) The VBOX 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
- (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.