



2020 Australian GT Trophy Series Sporting and Technical Regulations



Version 1

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2020 Australian GT Trophy Series Sporting Regulations

S1		TITLE and JURISDICTION	4
	S1.1	Title	4
	S1.2	Authority / Jurisdiction	4
S2		ADMINISTRATION	5
	S2.1	Personnel	5
S3		COMPETITOR ELIGIBILITY	5
S4		AUTOMOBILE ELIGIBILITY	5
	S4.1	List of Eligible Automobiles	5
	S4.2	Classes	6
	S4.3	Replacement Automobiles	6
S5		DRIVER ELIGIBILITY	6
	S5.1	Driver Classification	6
	S5.2	Substitute Drivers	6
S6		SERIES ROUNDS	7
S7		SERIES CALENDAR	7
S8		ROUND FORMAT	7
	S8.1	Variations to Timetable	7
S9		GRID DETERMINATION	7
	S9.1	Grid Determination	7
	S9.2	Driver Qualification	8
S10		START PROCEDURE	8
S11		AWARDS and POINTSCORE	8
	S11.1	Prizes and Trophies	8
	S11.2	Series Pointscore	8
S12		EVENT OPERATIONS	10
	S12.1	Series Registration and Entry	10
	S12.2	Scrutiny	10
	S12.3	Drivers/Team Managers Briefings	10
	S12.4	Impound / Parc Fermé	11
	S12.5	Qualifying	11
	S12.6	Races	11
	S12.7	Pit Lane	11
	S12.8	Removal of Automobiles from the Circuit	12
	S12.9	Communication to/from automobile	12
	S12.10	Race Management Channel (RMC)	12
	S12.11	Passenger Ride Sessions	12
	S12.12	Competition Automobile Transporters	12
S13		COMPULSORY TIMED PIT STOP (CTPS)	13
S14		PIT STOP PROCEDURES	14
S15		MAXIMUM DRIVING TIME	15
S16		TYRES	15
S17		FUEL	16
	S17.1	General	16
	S17.2	Storage	17
	S17.3	Fuelling and Defuelling	17
S18		AUTOMOBILE MARKINGS/SIGNAGE	17
	S18.1	Automobile Markings & Series Identification	17
	S18.2	Competition Numbers	17



S19		PERFORMANCE PARITY	17
	S19.1	Balance of Performance	17
	S19.2	Forced Induction Boost Pressures	18
S20		TESTING RESTRICTIONS	18
S21		MINIMUM WEIGHT	18
S22		DATA LOGGING	19
	S22.1	General	19
	S22.2	Operation	19
S23		IN-CAR CAMERAS	19
	S23.1	General	19
	S23.2	Operation	19
S24		RAIN LIGHT	20
S25		TELEMETRY	20
S26		COMPETITOR PRESENTATION, MEDIA and SPECTATOR INTERACTION	20
		APPENDIX 1 – AUTOMOBILE MARKINGS	22
		APPENDIX 2 – APPAREL MARKINGS	24
		APPENDIX 3 – TRANSPORTER MARKINGS	25
		APPENDIX 2 – JUDICIAL IN-CAR CAMERA RECORDED VIEW	26

2020 Australian GT Trophy Series Technical Regulations

T1		PREAMBLE	27
T2		ELIGIBILITY	27
	T2.1	Introduction	27
	T2.2	Homologation	27
	T2.3	Evolution Upgrades	27
	T2.4	Option Variants	27
T3		NON GENUINE PARTS	27
T4		ENGINE	27
	T4.1	Supercharged Engines	27
	T4.2	Electronic Engine Control Unit (ECU)	28
	T4.3	Engine Air Intake Restrictors	28
	T4.4	Exhaust System	29
T5		TRANSMISSION	29
T6		SUSPENSION & STEERING	29
	T6.1	Ride Heights	29
T7		WHEELS & TYRES	29
T8		BRAKES	29
T9		FUEL SYSTEM	30
T10		SEALING	30
T11		SAFETY EQUIPMENT	31
T12		RAIN LIGHT	31
T13		DATA LOGGING	31
T14		IN-CAR CAMERAS	32
T15		COACHWORK	33
	T15.1	Cockpit	33
T16		BLANKING	33
		APPENDIX 1 – BoP LOGGER DIMENSIONS	34
		APPENDIX 2 – BoP LOGGER LAYOUT	35



2020 Australian GT Trophy Series

Sporting Regulations

S1 TITLE and JURISDICTION

S1.1 Title

This Series shall only be known as and referred to as the “Australian GT Trophy Series”

S1.2 Authority / Jurisdiction

- (a) Each event in the 2020 Australian GT Trophy Series (Series) shall be conducted under the provisions of the FIA International Sporting Code including Appendices; the National Competition Rules (NCR) and Circuit Race Standing Regulations (CRSR) of Motorsport Australia; the Sporting and Technical Regulations issued for this Series by Motorsport Australia; Supplementary and Further Regulations issued by the Organiser for each round; Bulletins issued by the Stewards and any Driver Briefing Notes and instructions issued by the Clerk of the Course or Race Director at an event.
- (b) Where a round of the Series is conducted as part of a round of the Motorsport Australia GT Championship (indicated by Event Type “AGT” in the table in Article S7), the 2020 Motorsport Australia GT Championship Sporting Regulations shall take precedence where there is conflict with the 2020 Australian GT Trophy Series Sporting Regulations. Regardless of the applicable sporting regulations, each automobile must comply with the 2020 Australian GT Trophy Series Technical Regulations.
- (c) Where a round of the Series is conducted as part of a State level competition (indicated by Event Type “State” in the table in Article S7), the Event regulations shall take precedence where there is a conflict with the 2020 Australian GT Trophy Series Sporting Regulations. Regardless of the applicable sporting regulations, each automobile must comply with the 2020 Australian GT Trophy Series Technical Regulations.
- (d) This Series has been sanctioned by Motorsport Australia as an Authorised Series.
- (e) Trofeo Motorsport Pty Ltd has been appointed as the Category Manager (CM) by Motorsport Australia for this Series.

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S2 ADMINISTRATION

S2.1 Personnel

(a) The following personnel have been appointed to the Series by Motorsport Australia and/or the CM and have the authority to administer the various aspects of these regulations as detailed in the CRSR:

- | | |
|--------------------------------------|-----------------|
| (i) Category Administrator (CA) | Kate Harrington |
| (ii) Driving Standards Advisor (DSA) | Marcus Mahy |
| (iii) Technical Manager (TM) | David McMillan |

and at events which include Motorsport Australia GT and Endurance Championships:

- | | |
|--------------------------------|----------------|
| (iv) Race Director (RD) | Lawrie Schmitt |
| (v) Deputy Race Director (DRD) | Simon McMahon |
| (vi) Technical Delegate (TD) | Ken Seymour |

S3 COMPETITOR ELIGIBILITY

To be eligible to compete in the Series, each Competitor must hold a current Motorsport Australia Competitor Licence and must have completed and signed a 2020 Australian GT Trophy Series Registration and Series Entry Form and have paid the applicable entry fee/s for the round to the CM.

S4 AUTOMOBILE ELIGIBILITY

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

- (i) comply with the provisions of the 2020 Australian GT Trophy Series Technical Regulations; and
- (ii) be detailed in the current List of Eligible Automobiles published by Motorsport Australia; and
- (iii) have automobile details, including current FIA Homologation (or other Homologation approved by Motorsport Australia) and Balance of Performance documents submitted to the CM and Motorsport Australia no later than 5:00pm (AEST) on the day before the first event that the automobile enters. It is the responsibility of the Competitor to ensure that any document required is submitted to the CM and Motorsport Australia.

S4.1 List of Eligible Automobiles

- (a) A List of Eligible Automobiles shall be published by Motorsport Australia.
- (b) Automobiles listed in Class I only are eligible for the Series.
- (c) The CM reserves the right to add/delete an automobile to/from the List of Eligible Automobiles at any time subject to the approval of Motorsport Australia.
- (d) Each make/model of automobile may be subject to a limit on the number of automobiles of that make/model which are eligible to compete in the Series. This limit shall be determined by the CM and is subject to change from time to time.



- (e) The CM shall apply to Motorsport Australia for approval of an unlisted automobile to be added to the List of Eligible Automobiles upon application from a Competitor. An application must be submitted by a Competitor to the CM at least two (2) weeks prior to the first event that the automobile enters.

S4.2 Classes

Each Class I automobile shall be subdivided into classes as per the table below.

Class	Rear bumper decal	Sub-class	Automobile type
I	TROPHY	GT Trophy	FIA homologated GT3 automobiles of model year earlier than 2016
		Trofeo Challenge	One-make GT Production Sports Cars and other Invited cars

S4.3 Replacement Automobiles

Following the commencement of the first qualifying 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

- (a) To be eligible to compete in the Series, each Driver must be a minimum of 16 years of age and hold a current Motorsport Australia 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 Motorsport Australia National Circuit Licence (NC) or higher.
- (b) Each Driver must also be registered with the CA prior to entering a round of the Series.

S5.1 Driver Categorisation

- (a) Each Driver in the Championship must be categorised in accordance with the FIA Driver Categorisation Regulations.
- (b) Each Driver must have a FIA Driver Categorisation of Bronze or Silver only to be eligible to compete in the Series.
- (c) Each Driver is responsible for acquiring a Driver categorisation from the FIA. The applicable website is <https://www.fia.com/fia-driver-categorisation> which contains the regulations, fees and application form pertaining to the process.
- (d) The panel of Stewards at an event may provide a provisional categorisation for any Driver who has not acquired an FIA Driver Categorisation. This shall not constitute an FIA categorisation and shall only be applicable to that event. A fee of \$600.00 will be payable upon application.

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 event subject to the approval and conditions of the Stewards and the CM.



S6 SERIES ROUNDS

- (a) The Series shall be conducted over ten (10) Rounds as detailed in the Series Calendar below.
- (b) Refer to Article S11.2 for details of awarding of Series points and determination of results for each Round and the Series

S7 SERIES CALENDAR

Round	Dates	Venue	Event Type
1	14 – 16 February	Sandown	State
2	6 – 8 March	Sydney Motorsport Park	State
3	20 – 22 March	Phillip Island	
4	10 – 12 April	Mount Panorama	AGT
5	15 – 17 May	Barbagallo	AGT
6	14 – 16 August	Phillip Island	
7	18 – 20 September	The Bend Motorsport Park	AGT
8	9 – 11 October	Mount Panorama	AGT
9	30 October – 1 November	Surfers Paradise	AGT
10	20 – 22 November	Sandown	AGT

S8 ROUND FORMAT

- (a) 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 Series and shall be advised in the relevant Supplementary/Further Supplementary Regulations issued for an event.
- (b) Generally, the format for each round of the Series shall be as follows:
 - (i) Practice 2 x 20-minute sessions
 - (ii) Qualifying 2 x 10-minute sessions
 - (iii) Races 2 x 60-minute races

S8.1 Variations to Timetable

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

S9 GRID DETERMINATION

S9.1 Grid Determination

The grid for each race shall be determined as detailed in the CRSR – Progressive Grid with the fastest lap time from either qualifying session for each automobile used to determine the Race 1 grid.



S9.2 Driver Qualification

- (a) Each Driver whose fastest lap time achieved in either a practice or qualifying session exceeds 130% of the fastest lap time achieved in the qualifying session shall not be permitted to further compete at that round of the Series unless approved otherwise by the Stewards due to exceptional circumstances.
- (b) Each Driver must participate in qualifying at each event.
- (c) The Driver with the higher Driver Categorisation in each automobile with two Drivers must participate in the first qualifying session unless approved otherwise by the CM due to exceptional circumstances. Where both Drivers in an automobile with two Drivers have the same Driver Categorisation, the CM shall nominate the Driver to participate in the first qualifying session.
- (d) Each automobile with one Driver must participate in both qualifying sessions.
- (e) Failure of an automobile to participate in qualifying and/or record a lap time in qualifying shall require approval of the Stewards to commence Race 1 from the rear of grid.

S10 START PROCEDURE

- (a) The start procedure for each race shall be as detailed in the CRSR – Championship Start – Rolling Start plus the following:
 - (i) At the end of the formation lap, the first two automobiles must travel over their line of grid boxes until the start signal is given.
- (b) A time penalty imposed for a false start may be directed to be served during a CTPS. That is, the time penalty would be added to the CTPS minimum time (refer Article S13(i)) for that automobile.

S11 AWARDS and POINTSCORE

S11.1 Prizes and Trophies

Prizes, trophies and awards shall be as determined by the CM and shall be advised to each Competitor.

S11.2 Series Pointscore

- (a) Points shall be awarded as per Article S11.2(b) to each Driver of an automobile in the following classes:
 - (i) Class I GT Trophy
 - (ii) Class I Trofeo Challenge
- (b) Points shall be awarded to each Driver based on their automobile's fastest qualifying lap time in each qualifying session at each round of the Series relative to the other automobiles within their class and their automobile's finishing position in each race of the Series relative to the other automobiles within their class in accordance with the following table:

Position in Class	Points per qualifying session/race			
	Rounds 1 & 2		Rounds 3 to 10	
	Qualifying	Race	Qualifying	Race
1 ^s	10	50	10	100
2 nd	8	44	8	88
3 rd	7	39	7	77
4 th	6	33	6	65
5 th	5	31	5	63
6 th	4	30	4	60
7 th	3	27	3	55
8 th	2	25	2	50
9 th	1	24	1	48
10 th	0	23	0	45
11 th		22		43
12 th		20		40
13 th		19		38
14 th		18		35
15 th		17		33
16 th		15		30
17 th		14		28
18 th		13		25
19 th		12		23
20 th		10		20
21 st		8		15
22 nd		5		10
23 rd		2		5
Each other finisher		2		5

- (c) For each race, points shall only be awarded to each Driver whose automobile was classified as a finisher in the final results of that race. To be classified as a finisher the Driver's automobile must have crossed the Finish Line on the track at the end of the race and completed 75% of the number of laps completed by the first automobile to finish the race in that class.
- (d) Points are not transferrable between classes if a Driver changes class during the course of the Series.
- (e) Where a race is suspended, points shall be awarded as follows relative to "the effective race duration" which shall be determined by subtracting the duration of the suspension from the actual race duration:
- (i) Where the effective race duration is less than 50% of the scheduled race duration, no points shall be awarded.
 - (ii) Where the effective race duration is between 50% - 75% of the scheduled race duration, 50% of the points shall be awarded.



- (iii) Where the effective race duration is 75% or greater of the scheduled race duration, full points shall be awarded.
- (f) Where a race is stopped and not restarted, points shall be awarded in accordance with the CRSR.
- (g) The results for each round of the Series shall be determined by the number of points scored by each Driver within their class at that round.
- (h) 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 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.
- (i) An eligible Driver gaining the highest points total in their top six (6) point scoring rounds of the Series, within their class, shall be declared the winner of that class.
- (j) In the event of a tie at the end of the Series, final positions shall be determined by comparing the race results within each class achieved by each tied Driver, with the Driver with the highest number of first places within their class 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

- (a) The Series shall operate under the Motorsport Australia Series Registration and Entry Process.
- (b) 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 Scrutiny

- (a) Each automobile shall be subject to the Motorsport Australia Targeted Scrutiny Process.
- (b) Each Competitor must have the following equipment inspected by the Chief Scrutineer or their nominee for each of their automobiles:
 - (i) each Driver's apparel
 - (ii) each pit garage fire extinguisher

S12.3 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 Series.
- (b) The time and location of this briefing shall be detailed in the Supplementary or Further Regulations for the event.
- (c) Other compulsory briefings may be convened as required and shall be advised to each Competitor accordingly.



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

S12.4 Impound/Parc Fermé

- (a) Each automobile, including those remaining in pit lane, must proceed directly to the designated impound/Parc Fermé area via the most direct route (or as directed by 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).
- (b) Up to two (2) team members per automobile may be permitted to enter the designated impound/Parc Fermé area for the purpose of checking tyre pressures and servicing the cool suit system only. This shall be permitted at the direction of the TD or the Chief Scrutineer only and the team member/s must leave the impound/Parc Fermé area immediately once the tyre pressure check and/or cool suit system servicing is complete.
- (c) An automobile may not be removed from impound/Parc Fermé except with the permission of the TD or the Chief Scrutineer or their nominee.
- (d) Any automobile that enters the Pit Lane or is still in the fast lane after the chequered flag is displayed must remain in the fast lane and proceed to the Parc Fermé or as otherwise directed by an official. No work, including taking tyre pressures and servicing the cool suit system, is permitted until the automobile is in Parc Fermé.

S12.5 Qualifying

- (a) During qualifying, an automobile may not return to the garage/paddock area without the express permission of the TD.
- (b) If an automobile exits pit lane to the garage/paddock area without permission of the TD during a qualifying session it shall not be permitted to re-join that session, be disqualified from that qualifying session and commence its first race from the rear of the grid.

S12.6 Races

- (a) Where two (2) Drivers are entered to drive an automobile:
- (i) The Driver with the lower Driver Categorisation in each automobile must start Race 1 unless approved otherwise by the CM due to exceptional circumstances.
 - (ii) Where both Drivers in an automobile have the same Driver Categorisation, the CM shall nominate the Driver to start Race 1.
 - (iii) The Driver that starts Race 1 is not permitted to start Race 2.
- (b) An automobile that stops on the circuit during a race and is returned to the pit/paddock area by officials may be repaired to the satisfaction of the TD and return to the race.

S12.7 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 event Organiser.
- (b) Each automobile must only use the pit lane garage and associated pit bay allocated by the CM.



- (c) Each Competitor must appoint a Car Controller for each of their automobiles who is responsible for the safe conduct of a pit stop for the automobile 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 any pit stop including a CTPS.
- (d) The maximum number of team members permitted to work on an automobile in the pit lane is specified in Article S14.
- (e) During each practice and qualifying session each automobile must park nose in at an angle of approximately 45 degrees in their allocated pit bay when in Pit Lane.

S12.8 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 Fermé established following the final race of that round of the Series without the prior express written approval of the TD.

S12.9 Communication to/from Automobile

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

S12.10 Race Management Channel (RMC)

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

S12.11 Passenger Ride Sessions

- (a) Each automobile participating in a Passenger Ride session must be fitted with all requisite safety equipment including but not limited to a passenger seat and passenger window net.
- (b) Each Passenger Ride session must be conducted in accordance with the Motorsport Australia Motor Sport Passenger Ride Activity Policy.

S12.12 Competition Automobile Transporters

- (a) Each Competitor must advise the CM of their competition automobile transporter type (e.g. 18m truck/trailer, 26m B-Double, 12m rigid) prior to their first round of the Series and at any time that the transporter changes.
- (b) The CM shall provide a list of transporters to each event Organiser who shall allocate parking locations.
- (c) Transporter parking may be located remotely from the automobile garages.
- (d) The CM shall publish an AGT activity schedule prior to each round which may include a "Tail Gate Down" date and time. Only after this time are teams permitted to unload their automobile and equipment from the transporter.



Please Note: The event Organiser may place parking restrictions on the CM which may result in a B-Double transporter only being allowed if it transports two (2) or more competition automobiles that are entered in that round of the Series.

S13 COMPULSORY TIMED PIT STOP (CTPS)

- (a) Each automobile must complete one (1) CTPS in each race which must commence at any time during the prescribed CTPS window, including during a Safety Car period.
- (b) During each race of the Series, the CTPS window shall open 25 minutes after the start of the race and close 35 minutes after the start of the race.
- (c) Each automobile must enter pit lane for the purpose of completing the CTPS requirements after the CTPS window opening and prior to the CTPS window closing. That is, not before 25min 00.0000sec and not after 34min 59.9999sec as indicated as the race time on the official timing screen. 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.
- (d) An automobile failing to commence the CTPS within the CTPS window shall be subject to a Pit Lane timed stop penalty equal to two (2) times its total CTPS minimum time. If this is not determined until after the race, two (2) laps shall be deleted from that automobile's total number of laps at the end of the race.
- (e) Unless approved by the CM, each automobile must be fitted with an Australian GT data logger with integrated windscreen display.
- (f) During a CTPS each Competitor is permitted to conduct a Driver change, a wheel change, or a combination of these and there is no restriction (with the exception of re-fuelling) as to work that can be carried out on the automobile.
- (g) Each CTPS must be conducted in accordance with the procedures detailed in Article S14.
- (h) An automobile shall be deemed to have commenced its CTPS when it crosses the official track timing line at pit entry or any prescribed line if no track timing line exists and completed its CTPS when it crosses the official track timing line at pit exit or any prescribed line if no track timing line exists.
- (i) The CTPS minimum time for each automobile shall be ninety (90) seconds unless advised otherwise by Bulletin at an Event and shall be the time from crossing the official track timing line at pit entry, or any prescribed line if no track timing line exists, to crossing the official track timing line at pit exit, or any prescribed line if no track timing line exists.
- (j) Any automobile failing to comply with its total CTPS minimum time shall be subject to a Pit Lane timed stop penalty equal to its total CTPS minimum time. If this is not determined until after the race, one (1) lap shall be deleted from that automobile's total number of laps at the end of the race.
- (k) It is the Competitor's responsibility to ensure that the CTPS minimum time is completed correctly, with the car controller being responsible for stopping and releasing the automobile.



S14 PIT STOP PROCEDURES

- (a) Each automobile must only use the pit lane garage and pit bay allocated by the CM.
- (b) A Driver change may take place during any pit stop.
- (c) Each automobile must come to a complete stop in its allocated pit bay prior to the Driver safety harness being unfastened.
- (d) No work can be carried out on an automobile and no change of Driver can take place until the automobile has come to a complete stop in its allocated pit bay and its engine is switched off.
- (e) An automobile's engine must remain switched off while it is in the pit lane and subject to servicing.
- (f) The Driver's safety harness must be fastened before the automobile leaves its allocated pit bay.
- (g) 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.
- (h) 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.
- (i) During any track session that is not a race, a maximum of four (4) team members (not including the Car Controller, in-coming and out-going Driver and any tyre or TV technician approved by the CM) are permitted to cross the prescribed Pit Lane line to work on an automobile during a pit stop.
- (j) During any race, a maximum of two (2) team members (not including the Car Controller, in-coming and out-going Driver and any tyre or TV technician approved by the CM) are permitted to cross the prescribed Pit Lane line to an automobile during servicing. For any automobile fitted with wheels fixed with studs and nuts, this may be increased to a maximum of four (4) team members for the duration of an operation requiring the changing of more than one (1) wheel only.
- (k) A maximum of two (2) powered tools may be used for any wheel changing operation.
- (l) Any person who crosses the Prescribed Line and/or assists during the pit stop by passing or moving any tool and/or component from the pit lane garage over the Prescribed Line into the pit lane shall be deemed as working on the automobile.
- (m) Any person receiving any component or tool rolled or passed from the pit lane over the Prescribed Line into the pit lane garage shall not be deemed as working on the automobile.
- (n) During any pit stop all equipment must be under the complete control of the persons permitted to work on the automobile.
- (o) An automobile which is driven over any equipment in pit lane or makes contact with any other automobile or personnel in pit lane may receive a penalty as determined by the Stewards.
- (p) If extensive work is required to be performed on an automobile during a pit stop, the automobile, with prior approval from the TD, may be permitted to be moved to the garage to complete the work once the CTPS is completed (if applicable). In such instances the number of team members permitted to work on the automobile is free.



- (q) Other than assisting each other to enter and/or exit the automobile and changing the drink bottle, neither the in-coming or out-going Driver is permitted to perform work of any kind on the automobile during a pit stop.
- (r) The Car Controller is not permitted to perform work of any kind on the automobile during any pit stop including a CTPS. This includes but is not limited to moving any equipment or pushing the automobile, unless in the interests of safety.
- (s) Refuelling of an automobile is not permitted during any practice or qualifying session or race.

S15 MAXIMUM DRIVING TIME

- (a) In any race where a Driver change is permitted and an automobile has two Drivers, the maximum driving time for each Driver is 55% of the scheduled race duration.
- (b) For a race with a scheduled duration of 60 minutes, 55% is 33 minutes.
- (c) If a Driver exceeds the maximum driving time, they must pit to change Driver after which a pit lane drive through penalty shall be imposed. If this is not determined until after the race, one (1) lap shall be deleted from that automobile's total number of laps at the end of the race.
- (d) If a Driver exceeds the maximum driving time by more than an additional 5% (ie. a total of greater than 60% of the scheduled race duration), the automobile shall be disqualified from the race result.
- (e) The driving time for a Driver shall be measured from the time when the start signal is given to when their automobile crosses the timing line at pit entry before a Driver change. Subsequently, the driving time for a Driver shall be measured from the time when their automobile crosses the timing line at pit exit after a Driver change until their automobile crosses the timing line at pit entry before a Driver change or the scheduled time for the end of the race as referenced in the Event Schedule.
- (f) If timing lines are not installed or functioning at pit entry and/or exit, the time when the automobile crosses any prescribed lines across the pit lane that delineate the pit lane speed restriction and pit lane speed derestriction shall be used to determine the driving time.

S16 TYRES

- (a) A Category Tyre List shall be published by Motorsport Australia.
- (b) At all times during a round of the Series, each automobile must only be fitted with a tyre approved in accordance with the Category Tyre List that shall detail each tyre size and compound permitted to be used on each make/model.
- (c) The Category Tyre List may be amended by the CM, subject to the approval of Motorsport Australia. Any resulting amendments shall be published by Motorsport Australia and advised to each Competitor by the CM and shall take effect from the date as shown on the Category Tyre List.
- (d) Each automobile must only use tyres supplied by Pirelli/Trofeo Motorsport.
- (e) With the exception of wear resulting from normal usage, each tyre must remain unmodified.



- (f) Unless stated otherwise in the event Supplementary or Further Supplementary Regulations, the maximum number of dry tyres permitted to be scanned/marked and used during qualifying sessions and races at each round of the Series shall be twelve (12).
- (g) Only those tyres scanned/marked for each automobile by the TD at each round of the Series are permitted to be used on that automobile from the commencement of qualifying at that round.
- (h) Each Competitor is permitted to use a previously scanned/marked tyre as part of their maximum tyre allocation at any round of the Series provided:
 - (i) The tyre has been scanned/marked from a previous round of the Australian GT Trophy Series and complies with Article S14(b), and;
 - (ii) The markings from the previous Australian GT Trophy Series round and the specification of the tyre can be clearly identified by the TD.
- (i) The quantity of wet weather tyres permitted to be used is free. Wet weather tyres may only be fitted in the event of a wet or damp track.
- (j) Each Competitor is responsible for ensuring that each tyre is scanned/marked or re-scanned/re-marked prior to the commencement of qualifying. If a tyre is not marked for any reason or the markings become illegible, the Competitor must notify the TD or their nominee immediately.
- (k) Each Competitor is permitted to replace any scanned/marked tyre, if the TD is satisfied that due to exceptional circumstances, the tyre in question can no longer be used. The TD 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.
- (l) Should a Competitor be permitted to replace a scanned/marked tyre, the automobile concerned must start the next race at that round of the Series from the rear of the grid.
- (m) The use of any tyre heating, heat retention device or chemical treatment is prohibited.
- (n) The TD reserves the right to impound any tyre at their sole discretion.

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

S17 FUEL

S17.1 General

- (a) For the duration of any event, each Competitor must use commercially available 98 octane or Elf 102 Race fuel only.
- (b) Unless otherwise advised by the CM, all fuel must be purchased from Race Fuels Pty Ltd at each Round.
- (c) No fuel may be brought into any round by a Competitor apart from fuel already in the automobile's fuel tank.



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

S17.2 Storage

- (a) Any area in which fuel is being stored must be:
 - (i) adequately ventilated and have unimpeded access; and
 - (ii) clean and free of potentially flammable materials e.g. paper, rags, oily fabrics etc.
- (b) All fuel must only be stored or transferred at ambient temperature.
- (c) The maximum amount of fuel to be stored in each pit lane garage shall be as specified in the event regulations.
- (d) Any fuel in excess of the pit lane garage allowance must be stored in the bunded fuel area.
- (e) At least 2 x 4.5kg dry chemical fire extinguishers, in working order, must be located in the garage by the Competitor for each of their competing automobiles.

S17.3 Fuelling and Defueling

- (a) Any fuelling or defueling in the pit garage or Parc Fermé area shall be undertaken according to the following:
- (b) Crew – shall comprise of 3 members being 2 for fuel handling and 1 fire attendant with minimum 4.5kg dry chemical fire extinguisher at the ready.
- (c) Attire – each crew member must be attired in non-flammable, neck to wrist and ankle clothing including socks and leather/non-flammable shoes. Balaclava and goggles are highly recommended.

S18 AUTOMOBILE MARKINGS/SIGNAGE

S18.1 Automobile Markings and Series Identification

In addition to the requirements detailed in Appendix 1 – Automobile Markings of these regulations, each automobile must comply with Schedule K of the Motorsport Australia Manual.

S18.2 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.

S19 PERFORMANCE PARITY

S19.1 Balance of Performance

- (a) A Balance of Performance (BoP) Sheet, subject to the approval of Motorsport Australia, shall be maintained for each automobile make/model eligible for the Series and be published by Motorsport Australia.
- (b) The BoP Sheet shall detail each performance parameter for each automobile make/model.
- (c) The BoP Sheet may be amended by the CM, subject to the approval of Motorsport Australia. Any resulting amendment shall be published by Motorsport Australia and advised to each Competitor by the CM and shall take effect from the date as shown on the BoP Sheet.



- (d) At all times during a round of the Series, each automobile shall comply with each provision of the current BoP Sheet.

S19.2 Forced Induction Boost Pressures

- (a) Pboost limit values specified for each make/model of automobile on the BoP sheet are absolute pressure for ambient pressure of 1010mbar.
- (b) Each Competitor must adjust boost pressure relative to ambient pressure at each event.
- (c) Ambient pressure for each event shall be advised to each Competitor prior to the first practice session at that event
- (d) If the following is recorded by the data logger and pressure sensors on an automobile a report shall be made to the Stewards:
 - (i) Throttle is greater than 30% open; and
 - (ii) Rev limit is greater than 3000rpm; and
 - (iii) Longitudinal acceleration is increasing or constant or greater than or equal to zero; and
 - (iv) Overboost is greater than "Limit+15mbar" for more than 50ms.

S20 TESTING RESTRICTIONS

- (a) The testing of any automobile and/or Driver deemed by the CM to be associated with the Series 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.
- (b) The CM must be advised at least seven (7) days prior to any testing of an automobile that is deemed by the CM to be associated with the Series.
- (c) The CM must be granted permission to attend any testing of an automobile that is deemed by the CM to be associated with the Series.
- (d) The CM may approve an automobile and/or Driver deemed by the CM to be associated with the Series to participate in promotional on-track activities prior to or during an event.

S21 MINIMUM WEIGHT

- (a) At all times during each round of the Series, each automobile must comply with the Minimum Weight or minimum Racing Weight specified on the BoP sheet.
- (b) The Minimum Weight shall be as defined in the Motorsport Australia Manual and:
 - (i) Includes the weight of compulsory category additional equipment:
 - (ii) Category data logger and automobile numbering system
 - (iii) Category required in car radio system
 - (iv) Category and/or TV broadcaster required camera systems
 - (v) Driver drink systems must be empty; and
 - (vi) Driver cool suit systems must be removed for the purpose of determining the Minimum Weight.



S22 DATA LOGGING

S22.1 General

- (a) At all times during each round of the Series, each automobile must be fitted with an Australian GT data logger and video system as detailed in the 2020 Australian GT Trophy Series Technical Regulations unless approved otherwise by the CM.
- (b) Each automobile with two Drivers must be fitted with a Dorian DATA-1 fitted with Dorian Data Link Facility (TX16K-Multi-DDL) and Dorian DATA-1 Multi-Driver RFID Head (TX16000 RFID Head – Rev B) at all times.

S22.2 Operation

- (a) The data logging unit must be switched on and remain fully operational for the duration of each track session.
- (b) Prior to each track session, each Competitor must ensure that an AGT SD card and/or a USB device is fitted correctly to the automobile's data logging unit.
- (c) At the completion of each track session only the CM or their nominee is permitted to remove the SD card and/or USB device from the data logging unit.
- (d) It is each Competitor's responsibility to ensure that the data logging unit is fully operational at all times and any failure must be reported to the CM or their 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 and may be referred to the Stewards.

S23 IN-CAR CAMERAS

S23.1 General

- (a) At all times during each round of the Series, each automobile must be fitted with an in-car judicial camera system as detailed in the 2020 Australian GT Trophy Series Technical Regulations.
- (b) The CM reserves the right to fit a television broadcast in-car camera to any automobile at any time throughout the Series.
- (c) The fitment and use of any other in-car camera is prohibited without the prior authorisation of the CM.

S23.2 Operation

- (a) At all times the judicial in-car camera and associated equipment must be installed with the camera pointed in a forward direction with a field of vision sufficiently wide to record clearly, without obstruction at any time, the Driver's view of the race track ahead. Acceptable options for the recorded view are shown in Appendix 4.
- (b) Each Competitor shall be responsible to ensure that the judicial in-car camera in each of their automobiles is switched on and functioning as specified in these regulations prior to each track session and that this camera system remains switched on and fully operational for the duration of each track session.



- (c) Access to the judicial in-car camera system must be provided to AGT personnel authorised by the CM at any time.
- (d) No person, other than AGT personnel authorised by the CM, shall interfere with the judicial in-car camera system except to remove or replace the SD card.
- (e) A Competitor is permitted to access the video images recorded by the judicial in-car camera in their automobile, however, any image is strictly for private internal use by the Competitor; that is, it cannot be sold, licensed, broadcast, published, commercially exploited or otherwise publicly displayed or distributed, including via the internet, without the express written approval of the CM.
- (f) When requested, a Competitor must immediately provide the judicial in-car camera SD card to any AGT personnel authorised by the CM.
- (g) Each judicial in-car camera card must be clearly marked with the competition number of the automobile in which it is installed.
- (h) Each judicial in-car camera SD card must remain in the camera for thirty (30) minutes after each track session unless requested by the personnel listed in S23.2(f).
- (i) Unless approved in writing by the CM, the data stored on a judicial in-car camera SD card is not permitted to be deleted/cleared until after the completion of each Round.
- (j) Any error, action, omission or failure which causes a loss of any video image shall be investigated and may be referred to the Stewards.

S24 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.

S25 TELEMETRY

The use of telemetry is not permitted.

S26 COMPETITOR PRESENTATION, MEDIA and SPECTATOR INTERACTION

- (a) Each Competitor is responsible for the presentation of their competition automobile/s, transporter/s, equipment and team members in a way which reflects the status of a Motorsport Australia Series at all times.
- (b) The CM may request a Competitor to change presentation elements at any time.
- (c) Each Driver racing suit must be embroidered or printed with the logos as specified in Appendix 2. The colour of the logo may be either black or white but must contrast with the background colour unless approved by the CM.
- (d) Each competition automobile transporter must display the Australian GT logo (as supplied by the CM) as shown in Appendix 3. Each transporter must also be clean and well presented.



- (e) Each Competitor and their team members must display an exemplary level of commitment and support towards the Series. This includes, but is not limited to, dialogue used in the public domain in particular in media interviews or on media outlets (e.g. Facebook, Twitter and on-line forums). Any social or media comment that could in any way be interpreted by the CM to be negative towards the GT category, its employees and Competitors and/or the Series is forbidden and may result in further action by the CM including reporting under the Motorsport Australia Social Media Policy.
- (f) Each Competitor and Driver must participate in any scheduled and impromptu media and spectator interaction requested by the CM.
- (g) The CM shall promote the GT category, the Series and the Competitors and shall encourage spectator interaction with the Competitors. A Competitor must not create barriers to discourage spectator interaction. The CM and each Competitor shall endeavour to engage with spectators whilst taking all reasonable measures to ensure their safety.

APPENDIX 1 – AUTOMOBILE MARKINGS

NUMBER PANELS

Must be white on black or black on white
Space above for AGT category decal

NUMBERS

Font: Russo One
230mm High
40mm from edge of panel

CATEGORY DECAL

Directly above the Number Panel
Size: TBA

COUNTRY FLAG / DRIVER NAME

Font: Russo One
Height: 40mm
Must go above the door on both sides.

K. HARRINGTON

MOTORSPORT AUSTRALIA

Above Category Decal or Side Sill before Sponsors

SIDE SILL RESERVED FOR CATEGORY SPONSORS

All decals listed above will be provided by AGT for distribution to the teams and **MUST NOT** be replicated by the teams

APPENDIX 1 – AUTOMOBILE MARKINGS (CONT.)

COMPETITION NUMBER

150mm
Font: Helvetica Bold
Dayglow Yellow

Opposite side of Driver on front windscreen beneath the Motec panel.

0

WINDSCREEN BANNER

Distributed by Australian GT at events. Custom banners for the shape of each vehicle can be arranged.

PIRELLI STICKERS

300mm x 100mm
One placed on each corner of the Car. Must be visible from the front and rear and be placed below headlights.

PIRELLI STICKERS

300mm x 100mm
One placed on each corner of the Car. Must be visible from the front and rear and be placed below headlights.

All decals listed above will be provided by AGT for distribution to the teams and MUST NOT be replicated by the teams

PIRELLI STICKERS

300mm x 100mm
One placed on each corner of the Car. Must be visible from the front and rear and be placed below tail lights.

DIVISION DECAL

300mm x 145mm
Must be placed on the drivers side rear bumper.

PIRELLI STICKERS

300mm x 100mm
One placed on each corner of the Car. Must be visible from the front and rear and be placed below tail lights.

DIVISION DECAL

300mm x 145mm
Must be placed on the drivers side rear bumper.

All decals listed above will be provided by AGT for distribution to the teams and MUST NOT be replicated by the teams

APPENDIX 2 – APPAREL MARKINGS

AUSTRALIAN GT

80mm
Space for the Australian GT Series logo MUST BE reserved on the right side of the chest and left shoulder above Pirelli as indicated on the given illustration.



PIRELLI

100mm
The PIRELLI logo MUST BE located on the right side of the chest and on both arms as indicated in the given illustration



Pirelli patches will be provided by Pirelli to AGT for distribution to the teams and MUST not be replicated or produced by the teams.

DRIVER AND TEAM SUITS

PIRELLI LOGO

100mm
Space for the Pirelli logo MUST BE reserved on the sleeves of the shirt.



AUSTRALIAN GT LOGO

80mm
Space for the Australian GT Series logo MUST BE reserved on the right side of the chest.



Pirelli patches will be provided by Pirelli to AGT for distribution to the teams and MUST not be replicated or produced by the teams.

TEAM APPAREL

APPENDIX 3 – TRANSPORTER MARKINGS

AUSTRALIAN GT LOGO

All team transporters **MUST** display the Australian GT logo on each side of the front quarter of the trailer (A-trailer if a B-double), Also, on the rear of the trailer (B-trailer if a B-Double). Australian GT can supply these upon request.

The diagrams illustrate the required logo placement on a transporter trailer. On the left, a side view shows the front quarter of the trailer with the logo positioned on the left side. On the right, a rear view shows the logo positioned on the left side of the rear panel. The logo is the Australian GT trophy emblem.

Please note that the positions of the two logos and dimensions mentioned are **ONLY** a recommendation

APPENDIX 4 – JUDICIAL IN-CAR CAMERA RECORDED VIEW



OPTION 1



OPTION 2



2020 Australian GT Trophy Series

Technical Regulations

T1 PREAMBLE

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

T2 ELIGIBILITY

T2.1 Introduction

Each automobile must comply with the requirements detailed in the 2020 Australian GT Trophy Series Sporting Regulations to be eligible for the Series.

T2.2 Homologation

Each automobile must comply with the provisions of the relevant FIA homologation documents as detailed in the List of Eligible Automobiles or as otherwise approved by Motorsport Australia at all times during each round of the Series.

T2.3 Evolution Upgrades

- (a) Any Evolution upgrade published by the FIA shall be considered by the CM and Motorsport Australia for inclusion in the List of Eligible Automobiles for the Series.
- (b) Only an Evolution upgrade detailed in the List of Eligible Automobiles is permitted.
- (c) Any Evolution upgrade as detailed in the List of Eligible Automobiles is optional.
- (d) If an Evolution upgrade as detailed in the List of Eligible Automobiles is fitted to an automobile it must be fitted in its entirety.

T2.4 Option Variants

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

T3 NON GENUINE PARTS

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

T4 ENGINE

T4.1 Supercharged Engines

- (a) Unless otherwise specified in the FIA homologation document or otherwise approved by Motorsport Australia, 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 homologation document or otherwise approved by Motorsport Australia, 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 TM 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 restrictor/s must be fitted and used as specified.
- (c) The following procedure shall be used to determine the compliance of the inlet restrictor(s):
- (d) At an engine speed of 2500 rpm, the inlet restrictor(s) shall be sealed resulting in the immediate stopping of the engine.
- (e) During the procedure each pressure sensor inside the intake system must be disconnected and the absolute pressure measured in the intake system when the engine stops must be at least equal to the ambient atmospheric pressure minus 150 millibar and must be maintained during at least 0.5 seconds.
- (f) The intake system is defined by the assembly including the restrictor/s and the manifold up to the intake ports on the cylinder head/s and must be as specified in the FIA homologation documents or comply with the following:
- (g) The transverse distance between the axes of the control diameters of the restrictor/s must not be greater than 1000mm.
- (h) 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.
- (i) The longitudinal distance from the control diameter of the restrictor/s to the centerline of the first cylinder must not be greater than 600mm.



- (j) Each restrictor must be located no further than 50 mm from the forward face of the compressor wheel blades.

T4.4 Exhaust System

- (a) Each exhaust system and any associated component must remain as detailed in the FIA homologation document or as otherwise approved by Motorsport Australia.
- (b) Where an Evolution/Erratum/Variant Option/Supply Variant limit is applied to the approved homologation for an Eligible Automobile it is permitted to use an exhaust system from a later homologation for that Eligible Automobile.

T5 TRANSMISSION

Each transmission and any associated component must remain as detailed in the FIA homologation document or as otherwise approved by Motorsport Australia.

T6 SUSPENSION AND STEERING

Each suspension and steering component must remain as detailed in the FIA homologation document or as otherwise approved by Motorsport Australia.

T6.1 Ride Heights

- (a) The minimum ride height for each make/model of automobile shall be published on the BoP Sheet.
- (b) Ride height shall be measured on a flat surface designated by the TD and at the position identified in the FIA homologation document or as otherwise approved by Motorsport Australia.
- (c) Each ride height check shall be carried out with all tyres fitted to the automobile and pressured at 28 psi (as indicated by the air pressure gauge supplied by the CM).

Please note: The TD shall be the sole arbiter with regard to compliance of an automobile with this regulation and any decision of the TD 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 homologation document or as otherwise approved by Motorsport Australia.
- (b) Each tyre must comply with Schedule E of the Motorsport Australia Manual and the 2020 Australian GT Trophy Series Sporting Regulations.

T8 BRAKES

Brake pads are free in respect to supplier, provided that they comply with each requirement detailed in the relevant automobile's FIA homologation document or as otherwise approved by Motorsport Australia.



T9 FUEL SYSTEM

- (a) Only Commercial Fuel or Unleaded Racing fuel as defined in Schedule G of the Motorsport Australia Manual is permitted to be used.
- (b) Unless otherwise authorised by the TD, 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 TD 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 a fuel sample easily.

T10 SEALING

- (a) The engine and associated componentry (as determined by the TM) of each automobile entered in the Series must be sealed by the TM or their nominee prior to qualifying at the first round of the Series at the automobile enters.
- (b) It is the Competitor's responsibility to make suitable arrangements with the TM in order to comply with the above regulation.
- (c) Any automobile entered in the Series 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 TM) are sealed by the TM or their 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 TM or their nominee reserves the right to be present at the specified time and location for the purposes of scrutiny of the sealed component. Any expenses associated with this process shall be at the Competitor's cost.
- (g) Any component seal must only be removed by the TM or their nominee.
- (h) Any seal fitted to an automobile may only be broken or removed by the Competitor with the prior written approval of the TM.
- (i) The TM reserves the right to seal or nominate an authorised person to seal, any component on any automobile at any time throughout the Series.



T11 SAFETY EQUIPMENT

- (a) Each Safety Harness must comply with the FIA 8853/98 standard or the FIA 8853-2016 standard in which case the fitment must be accordance with the relevant FIA 8853-2016 Safety Harness Presentation form for each relevant harness.
- (b) Where a specific safety cage, safety harness, Driver's seat, window/racing 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) Each automobile must be fitted with a fire extinguisher system in accordance with FIA 2020 Appendix J, Article 253 – Safety Equipment, Article 7.2 (FIA Standard for plumbed-in Fire Extinguisher Systems in Competition Cars (1999) and FIA Technical List No. 16 or with FIA Standard 8865-2015 and FIA Technical List No. 52). It is highly recommended to use a system in accordance with FIA 8865-2015 and FIA Technical List No. 52.
- (d) All additional safety equipment must comply with the requirements of General Requirements for Cars and Drivers of the Motorsport Australia Manual.

T12 RAIN LIGHT

- (a) Each automobile must be fitted with a rear facing red warning lamp that complies with one of the following:
 - (i) For FIA GT3 automobiles only, the rain light as fitted to comply with FIA GT3 regulations
 - (ii) A rain light as specified in Article (I) of Schedule C of the Motorsport Australia Manual.
- (b) The TD 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 Series, each automobile must be fitted with an Australian GT data logger unless approved otherwise by the CM for a particular automobile.
- (b) The data logger and associated equipment must be fitted in accordance with the instructions of the supplier and the TM and as detailed in Appendix 1 and 2.
- (c) The data logger must be installed such that it is:
 - (i) mounted level when the automobile is at the correct ride height on a level surface; and
 - (ii) mounted in the passenger side of the cockpit allowing easy access to the USB and Ethernet ports for data download; and
 - (iii) mounted away from any heat source, or protected by adequate heat shielding; and
 - (iv) powered at all times the master switch is on.



- (d) Each Competitor is responsible for providing all CAN messaging information required to the TM. The CAN Information Request Template which details the information required for each automobile make/model is available from the TM.
- (e) The BoP logger unit must be removed/replaced at any time at the direction of the TM
- (f) The hose from the manifold to the logger may be destructively tested at any time. Each Competitor should carry sufficient hose to enable replacement if required.
- (g) The data logging unit and data shall remain the property of the CM and each Competitor must pay all hiring/lease costs upon invoice.
- (h) The associated equipment for the data logging unit such as video camera/s and display unit must be purchased and installed by the Competitor.

T14 IN-CAR CAMERAS

- (a) At all times during each round of the Series, each automobile must be fitted with a fully operational in-car camera system.
- (b) The in-car camera system must be connected to the BoP logging unit unless approved otherwise by the CM.
- (c) Each Competitor shall be responsible for supplying the in-car camera system for each of their automobiles that records high definition on an SD or Micro SD card.
- (d) The in-car camera system must be installed and maintained in accordance with the manufacturer's guidelines and as instructed by the CM.
- (e) The in-car camera system must record all data and video image live to the SD card and not require any post processing before being viewed.
- (f) Each video file must be viewable on a standard video player using Windows Media Player or VLC software.
- (g) The data recorded from the BoP logger to the video must include:
 - (i) Speed
 - (ii) Gear
 - (iii) Engine rpm
 - (iv) Throttle position
 - (v) Brake status
 - (vi) G Force lateral
 - (vii) G Force longitudinal
- (h) The data displayed within the video image (gauges) must be positioned so as not to obstruct the vision of the track as seen by the Driver.



T15 COACHWORK

- (a) It is permitted to fit an on-board air jacking system provided it fits within the outer dimensions of the automobile.
- (b) 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.
- (c) In the interest of safety, incompressible components capable of supporting the automobile must be placed under the automobile at all times prior to and during any time whilst a person is working under the automobile.

T15.1 Cockpit

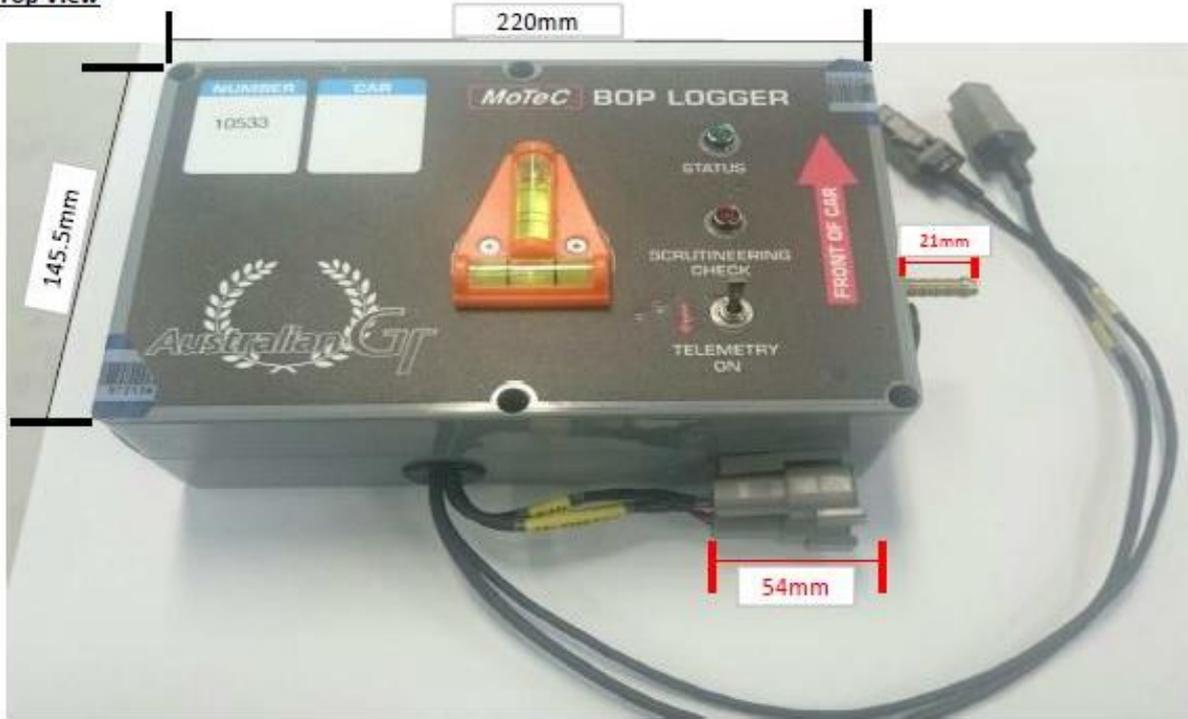
- (a) The only components which can be added in the cockpit are:
 - (i) Safety equipment and structures
 - (ii) Tool kit
 - (iii) Additional instruments and alarms - only to monitor oil pressure and temperature, water temperature and level, and fuel pressure
 - (iv) A shift light for monitoring engine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

T16 BLANKING

Only the blanking detailed in the FIA homologation document or any Motorsport Australia approved document is permitted to be used.

APPENDIX 1 – BoP LOGGER DIMENSIONS

Top View



End View



APPENDIX 2 – BoP Logger Layout

AGT BoP Logger Layout

