

SPORTING BULLETIN

2011 AUSTRALIAN GT CHAMPIONSHIP SPORTING AND TECHNICAL REGULATIONS – VERSION 2

REFERENCE:

CAMS Online Manual of Motor Sport:
<http://www.camsmanual.com.au/SportingRegulations.asp>

RATIONALE:

To revise performance parity provisions of the first three rounds of the 2011 Australian GT Championship.

ACTION:

For rounds 1, 2 and 3, amend Article S16 as follows:

~~S16.3 Success Ballast~~

~~Success ballast will be applied to the automobile according to the formula detailed in the Parity Sheet.~~

~~Success ballast will only apply for each individual round of the Championship and will not accrue from round to round.~~

~~Success ballast will be added to each automobile based on race results as detailed in the Parity Sheet.~~

~~Success ballast may be removed if the automobile/driver finishes outside the top 3 in their division in the next race.~~

S16.3 Benchmark Lap Time

For each round of the Championship a benchmark lap time will be published in the parity sheet for each division.

If in any official practice session, qualifying session or race, a driver records a lap time which is 0.5% or more faster than the benchmark lap time for their division, for GT Championship cars they will receive a 50kg weight penalty prior to the commencement of the next on track session and for GT Challenge the PCL for that make/model will be updated to the next lowest parity level, prior to the commencement of the next practice session, qualifying session or race.

S16.4 Success Ballast – only applies to GT CHALLENGE DIVISION

Success ballast will be applied to the automobile according to the formula detailed in the Parity Sheet.

Success ballast will only apply for each individual round of the Championship and will not accrue from round to round.

Success ballast will be added to each automobile based on race results as detailed in the Parity Sheet.

Success ballast may be removed if the automobile/driver finishes outside the top 3 in their division in the next race.

End