



2024 APS Australian Prototype Series Sporting Regulations



Version 1

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2024 APS Australian Prototype Series

Sporting Regulations

A capitalised and italicised word in this document is defined in the FIA International Sporting Code (*Code*), the National Competition Rules (*NCR*), including their Appendices and Attachment A of this document.

Any **HEADING** is for reference only and has no regulatory effect.

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2024 APS Australian Prototype Series

Sporting Regulations

S1 TITLE AND JURISDICTION

S1.1 Title

This *Series* will only be known as and referred to as the “2024 Australian Prototype Series” (*The Series*).

S1.2 Authority / Jurisdiction

1.2.1 Each *Round* in the *Series* will be held under the FIA International Sporting Code including Appendices; the National Competition Rules (*NCR*) and Circuit Race Standing Regulations (*CRSR*) of *Motorsport Australia*; the Sporting Regulations issued for this *Series* by *Motorsport Australia*; the Technical Regulations as published by *Motorsport Australia*; *Supplementary Regulations* issued by the *Organiser* for each *Event*; any Bulletin issued by the Stewards; and any Driver Briefing Notes and instructions issued by the Clerk of the Course at an *Event*.

1.2.2 This *Series* has been sanctioned by *Motorsport Australia* as an Authorised Series.

1.2.3 Prototype Racing Pty Ltd trading as Australian Prototype Series (APS) has been appointed as the Category Manager (*CM*) by *Motorsport Australia* for this *Series*.

Contact Details:

Prototype Racing Pty Ltd

Matt Baragwanath (Series Manager/CEO)

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S2 ADMINISTRATION

S2.1 Personnel

2.1.1 The following personnel have been appointed to the *Series* by the Series Manager and together they have the authority to administer the various aspects of these regulations as detailed in the *CRSR*.

2.1.1.1 Category Administrator (*CA*) Michael Neilsen

2.1.1.2 Technical Advisor (*TA*) Michael Neilson

S3 COMPETITOR ELIGIBILITY

To be eligible to compete in all or part of the *Series*, each Competitor must hold a current Motorsport Australia Competitor’s Licence, be registered with the *CM* and have paid all fees required by the *CM*.

S4 AUTOMOBILE ELIGIBILITY

S4.1 General

Each *Automobile* must comply with the requirements of Article S4.1.1, 4.1.2, 4.1.3, 4.1.4, or 4.1.5 below and the current *BoP* Sheet to be eligible to compete in the *Series*.

- 4.1.1 An *Automobile* complying with the requirements of the Specifications of Automobiles for Group 2C - Supersports as detailed in the *Motorsport Australia Manual* with the following restrictions:
 - 4.1.1.1 The *Automobile* must be fitted with full width *Bodywork* with integral front mudguards as approved by the *CM*.
 - 4.1.1.2 If fitted with an engine derived from a production motorcycle, the engine must be normally aspirated with a maximum capacity of 1520 cc; and
 - 4.1.1.3 If fitted with an engine derived from a production automobile, the engine must be normally aspirated with a maximum capacity of 1630 cc.
- 4.1.2 An *Automobile* complying with the requirements of the Specifications of Automobiles for Group 6SR - Sports Racer as detailed in the *Motorsport Australia Manual*.
- 4.1.3 An *Automobile* complying with the requirements of the FIA Technical Regulations, Appendix J, Article 259 for Group CN and the following:
 - 4.1.3.1 Each *Automobile* must be issued with a Motorsport Australia log book for Group 2PCN;
 - 4.1.3.2 Each *Automobile* must comply with the specification of the issued homologation documentation; and
 - 4.1.3.3 The *Competitor* must supply a copy of the original homologation documentation for each of their *Automobiles* to the *CM* or the Chief Scrutineer at any time on request.
- 4.1.4 An *Automobile* complying with the requirements of the Specifications of Automobiles for Group 2A - Sports Cars Open and Closed as detailed in the *Motorsport Australia Manual* with the following restrictions:
 - 4.1.4.1 The *Automobile* must be a prototype sports car and not based on a production road vehicle, fitted with full width *Bodywork* with integral front mudguards, and as approved by the *CM*; and
 - 4.1.4.2 Unless otherwise permitted by the *CM*, the engine must be normally aspirated with a maximum capacity of 2000 cc.
- 4.1.5 An *Automobile* complying with the requirements of the Specifications of Automobiles for any Group of *Automobiles* complying with *FIA* regulations and/or *Motorsport Australia* regulations, and found acceptable by the *CM*.

S4.2 Minimum Racing Weight

Each *Automobile* must comply with the minimum *Racing Weight*.

S4.3 Automobile Classes

- 4.3.1 There will be 3 classes for eligible *Automobiles* within the *Series* as follows:
 - 4.3.1.1 **AP1 (Prototype):** Each *Automobile* complying with the requirements of Article 4.1.1, 4.1.2, 4.1.3, 4.1.4 or 4.1.5.
 - 4.3.1.2 **AP2 (Supersport):** Each *Automobile* complying with the requirements of Article 4.1.1 or 4.1.2.
 - 4.3.1.3 **SR3 PRO (Radical):** Each Radical SR3 *Automobile*.

Competitors with automobiles eligible to compete in Class AP2 and in Class SR3 PRO may opt to join and compete within Class AP1 should they wish to.

1.1.1.1 Replacement *Automobile*

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*, unless specifically authorised in writing by the *CM*.

S5 DRIVER ELIGIBILITY

To be eligible to compete and score points in the *Series*, each *Driver* must have paid all fees required by the *CM*.

S5.1 Driver Licence Requirements

The *Driver Licence* requirement is determined by the weight to power ratio of the *Automobile* as calculated in accordance with the General Appendix – Competition Licence regulations of the *Motorsport Australia Manual* as follows:

5.1.1 For an *Automobile* with a weight/power ratio of less than 3.5 kg/kW, the *Driver* must be a minimum of 17 years of age and hold a current Motorsport Australia Circuit Licence without Provisional endorsement or higher.

5.1.2 For an *Automobile* with a weight power ratio of more than 3.5 kg/kW, the *Driver* must be a minimum of 16 years of age and hold a current Motorsport Australia Circuit Licence with Provisional endorsement or higher.

S5.2 Substitute Driver

Prior to the commencement of the first qualifying session at each *Round*, each *Competitor* may nominate a substitute *Driver* who may be permitted to compete in the remainder of that *Round* subject to the approval of the Stewards.

S6 SERIES ROUNDS

6.1 The *Series* will be conducted over a number of *Rounds* as detailed in the *Series Calendar* below.

6.2 Each race conducted as a part of the *Series* will count in determining the final results.

S7 SERIES CALENDAR

Round	Date	Circuit

Note: The Series calendar of events shall be published and available on the series officials Web Site. The *CM* will advise each *Competitor* of any change.

S8 ROUND FORMAT

8.1 The number, length and format of *Track* sessions will ultimately be negotiated between the *CM* and the *Organiser* prior to a *Round* and will be advised in the *Supplementary Regulations* issued for an *Event*.

8.2 Generally, the format for each *Round* will be as follows:

8.2.1 Practice: 3 x 20-minute sessions.

8.2.2 Qualifying: 1 x 20-minute session.

8.2.3 Races: 3 races. Race 1 and Race 2 will be of approximately 20 minutes duration expressed

as a number of laps and Race 3 will be of approximately 25 minutes duration expressed as a number of laps.

S9 GRID DETERMINATION

The grid for each race will be determined as detailed in the *CRSR*.

S10 START PROCEDURE

The *Start* procedure for all races will be as detailed in the event supplementary regulations and in accordance with *CRSR*.

S11 AWARDS AND POINTSCORE

S11.1 Prizes and Trophies

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

S11.1.2 Trophies will be awarded for top 3 finishers in each class if there are 5 or more competitors in that class. If there are only 4 participants, then only top 2 receive trophies and if only 3 participants or less then only the winner receives a trophy.

S11.2 Driver Classification:

11.2.1 *Drivers* may be classified as P1 or P2 according to skill and experience, with the classification determined by the *CM*.

11.2.2 Based on race results and Driver Classification, separate awards may be provided to P2 *Drivers*.

11.2.3 End of season trophies are only awarded to a competitor that has competed in a majority of the races as held for the season.

S11.3 Series Point Score

11.3.1 Points will be awarded to each *Driver* based on their outright finishing position for each race according to the points table published below.

11.3.2 Race results, points awarded, and the running total of points awarded to each *Driver* for the *Series* to date will be published on the Series official web site.

11.3.3 Series Points Table

Finishing Position	Race 1	Race 2	Race 3	Finishing Position	Race 1	Race 2	Race 3
1	45	45	60	13	10	10	13
2	40	40	54	14	9	9	11
3	36	36	49	15	8	8	10
4	33	33	45	16	7	7	9
5	30	30	41	17	6	6	8
6	27	27	37	18	5	5	7
7	24	24	33	19	4	4	6
8	21	21	29	20	3	3	5
9	18	18	25	21	2	2	4
10	15	15	21	22	1	1	3
11	13	13	18	23	1	1	2
12	11	11	15	24	1	1	1

- 11.3.4 If there is a tie at the end of any *Round*, the final positions for that *Round* will be determined by comparing the results of each of the tied *Drivers* in the final race of that *Round*. The higher place in the *round* results will be awarded to the *Driver* with the higher finishing position in the final race.
- 11.3.5 The winner of the series will be determined by the driver whom has accumulated the highest “total points” at the end of the *Series* after having deleted their two (2) lowest scoring races for the year.
- 11.3.6 The winner of each Class of the *Series* will be the *Driver* gaining the highest “total points” in that Class.

S11.4 Penalty Points

Any loss of *Series* points imposed as a penalty must be deducted from the that *Driver*’s “total points” at the end of the *Series* prior to determining final positions for the *Series*. These points must also be deducted prior to determining final positions for any other award in connection with the *Series* (i.e., AP1, AP2, SR3 PRO).

S12 EVENT OPERATIONS

S12.1 Registration and Entry

Registration and Entry Forms will be available online (www.australianprototypeseries.com.au) or from the *CM* with document checking being conducted by the *CM* and the Secretary of the Event prior to the first official *Track* session at each *Round*.

PLEASE NOTE: The category manager reserves the right to accept or reject any event entry nomination at their sole discretion and without explanation in accordance with the event regulations, in which case all fees paid shall be refunded in full.

S12.2 Driver/Team Manager Briefings

- 12.2.1 Each *Driver* and *Team Manager* must attend the compulsory *Driver/Team Manager* briefing.
- 12.2.2 The time and location of this briefing will be detailed in the *Supplementary Regulations* for the *Event*.
- 12.2.3 The attendance sheet must be signed by each *Driver* and *Team Manager* to confirm attendance.
- 12.2.4 Other compulsory briefings may be convened as required and will be advised to each *Competitor* accordingly.

S12.3 Parc Fermé

- 12.3.1 Each *Automobile*, including those remaining in *Pit Lane*, must proceed directly to the designated *Parc Fermé* area via the most direct route (or as directed by Officials) at the conclusion of qualifying, without returning to pit or paddock areas and without interference from any third party (other than an Official).
- 12.3.2 Each *Automobile* completing each race must proceed directly to the designated *Parc Fermé* area via the most direct route (or as directed by Officials) at the conclusion of the race, without returning to pit or paddock areas and without interference from any third party (other than an Official).
- 12.3.3 An *Automobile* may not be removed from *Parc Fermé* except with the express permission of the Chief Scrutineer or their nominee.
- 12.3.4 The following penalties will be imposed for an *Automobile* not entering *Parc Fermé* or for the removal of an *Automobile* from *Parc Fermé* without permission:
- 12.3.4.1 Qualifying: *Disqualification* from qualifying
- 12.3.4.2 Race: *Disqualification* from the relevant race
- 12.3.5 During *Parc Fermé*, 1 data technician for each *Automobile* will be responsible for the download of the engine data from their *Automobile* and submitting the data to the *TA* or other representative nominated by the *CM* at each *Round*.

S12.4 Qualifying

During qualifying an *Automobile* may not return to its garage or paddock area without the express permission of the Chief Scrutineer or their nominee. If an *Automobile* exits *Pit Lane* to its garage or paddock during qualifying it will be prohibited to re-join that session.

S12.5 Pit Lane

12.5.1 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 *Organiser*.

12.5.2 Each *Competitor* must appoint a Car Controller who will be solely responsible for the stopping of, and the safe release of their *Automobile* at all times whilst the *Automobile* is in *Pit Lane*.

12.5.3 The number of pit crew members permitted to work on each *Automobile* during a discretionary pit stop (DPS) is free except for a tyre change operation which is limited to 2 pit crew members not including the Car Controller.

12.5.4 If a compulsory pit stop (CPS) is mandated for a race, requirements will be published in the *Event* regulations.

S12.6 Removal of *Automobile* from the *Circuit*

Following the commencement of the first qualifying session, it is prohibited to remove any *Automobile* from the *Circuit* prior to the release of all *Automobiles* from *Parc Fermé* established following the final race of that *Round* without the prior express written approval of the Chief Scrutineer or their nominee.

S12.7 Abandoned *Automobile*

12.7.1 If a *Driver* has to abandon an *Automobile* on the *Track* or its adjacent area, the *Driver* must ensure that the steering wheel is correctly re-fitted and that the *Automobile* is in neutral, or if not possible, that the diff unit is in neutral so that the *Automobile* may be pushed.

12.7.2 Failure to comply with the above requirement may result in a 5-grid place penalty being imposed for the next race in which that *Driver* takes part. The Stewards may impose an alternative penalty at their discretion.

S12.8 Radio Communication to/from *Automobile*

Two-way radio communications between the *Driver* and a member of the pit crew are mandatory at all times whilst the *Automobile* is on the *Track*.

S12.9 Race Management Channel (RMC)

12.9.1 The category management team will relay relevant information to teams during each *Track* session using *RMC*.

12.9.2 It is the *Competitor's* responsibility to assign 1 team member to monitor *RMC* during each *Track* session.

12.9.3 The radio channel for *RMC* must be set as "listen only" and broadcast by team members is prohibited.

12.9.4 *RMC* frequency will be available from the *CM*.

S13 TYRES

13.1 Tyre brand type and compound is free.

13.2 Unless stated otherwise in the *Supplementary Regulations*, or unless permission is granted by the *CM*, a maximum of 4 dry tyres (2 front & 2 rear) must be marked for each *Automobile* for each *Round*.

13.3 With the exception of treaded tyres used on a damp or wet *Track*, marked tyres are the only tyres permitted to be used on an *Automobile* during any qualifying session or race at that *Round*. The penalty for using unmarked tyres will be *Disqualification* from the results of the qualifying or race in which the unmarked tyre/s

were last used. The only exception to this rule is if a tyre is replaced during a race for safety reasons (i.e. puncture/damaged wheel) To which the Chief Scrutineer (or his delegate) will be the sole arbitrator as to the need for its replacement post race. Any replacement tyre used must have been on the vehicle previously (i.e. not a green tyre).

Each *Competitor* must present each tyre as intended to be used to the Chief Scrutineer or their nominee for marking at the front of their respective garage/paddock bay a minimum of 1 hour prior to the commencement of the qualifying session.

- 13.4 Each *Competitor* is responsible for ensuring that each tyre as intended to be used is marked or re- marked as appropriate or the *Automobile* may be prohibited to compete. If any tyre is not marked for any reason or the markings become illegible, the *Competitor* must notify the *CM* or the Chief Scrutineer or their nominee immediately so that the tyre/s may be marked.
- 13.5 A replacement tyre/s will only be permitted if the Chief Scrutineer or their nominee is satisfied that due to exceptional circumstances, the tyre/s in question are damaged or can no longer be used due to safety reasons. The Chief Scrutineer or their nominee shall ensure that any replacement tyre is of the same or similar specification to the tyre being replaced.
- 13.6 Each replacement tyre must be marked by the Chief Scrutineer or their nominee before use.
- 13.7 If a *competitor* is permitted to replace a marked tyre/s with a used tyre/s of similar condition the following penalties will apply to the *Automobile* concerned:
 - 13.8.1 1 tyre only replaced – no penalty.
 - 13.8.2 More than 1 tyre replaced – loss of 2 grid positions for each additional tyre (more than one) at its next race at that *Round*. If a grid position penalty will not alter the *Automobile*'s normal starting position, a penalty of 5 seconds added to the race time in lieu of each grid spot may be imposed.
- 13.8 If a suitable used tyre is not available and a *Competitor* is permitted to replace a marked tyre/s with a new tyre/s, the following penalties will apply to the *Automobile* concerned:
 - 13.9.1 1 tyre only replaced – start that race from the rear of the grid.
 - 13.9.2 More than 1 tyre replaced – start that race from the rear of the grid and 5 seconds added to the race time for each additional tyre (more than one). For example, using 4 new replacement tyres would result in a penalty of rear of grid and 15 seconds added to the race time.
 - 13.9.3 If a rear of grid penalty will not alter the *Automobile*'s normal starting position, a penalty of 0.5 seconds per lap completed for each tyre replaced added to the race time may be imposed.
 - 13.9.4 Alternatively, any time penalty may be added to the duration of a compulsory pit stop or a delayed start time at the discretion of the Stewards.
- 13.9 The use of any chemical treatment on a tyre is prohibited.
- 13.10 The quantity of wet tyres permitted is free.
- 13.11 With the exception of wear resulting from normal usage, each tyre must remain unmodified.
- 13.12 A tyre may only be cleaned by ONLY using manually operated tools.ie; No chemical means of cleaning are allowed.

Please note: The APS technical officer, APS CM or event Chief Scrutineer will be sole arbiter with regard to the interpretation and application of these tyre regulations. Any decision made by the forementioned officials or their nominee in this regard will not be subject of any protest or appeal.

S14 FUEL

- 14.1 Each *Automobile* must only use “pump fuel” as defined in Technical Appendix - Schedule G of the *Motorsport Australia Manual*.
- 14.2 Where a fuel supplier is nominated by the *CM* for a *Round*, only fuel from that supplier may be used at that *Round*.
- 14.3 A fuel log may be kept by the nominated fuel supplier at each *Round*.
- 14.4 No other substance may be added to the specified fuel.
- 14.5 With the exception of ambient atmospheric air and the specified control fuel, no other substance may be added to the intake charge of the engine.
- 14.6 Prior to the commencement of qualifying at each *Round*, each *Competitor* must ensure that any trace evidence of non-approved fuel is removed from their *Automobile*.
- 14.7 A fuel sample may be taken from an *Automobile* at any time for testing.
- 14.8 Each *Competitor* is responsible for a fuel sample being able to be obtained safely and promptly upon request by the *CM* or the Chief Scrutineer or their nominee.
- 14.9 Any fuel sampled will be compared with the specified fuel and that provided by the nominated fuel supplier.
- 14.10 A specification analysis and distribution details will be available on request from the *CM*.
- 14.11 The amount of fuel that can be stored in any garage/carport/paddock bay will be advised in the *Supplementary Regulations* issued for an *Event*.
- 14.12 The penalty for using non-specified fuel or fuel from other than a nominated supplier will be *Disqualification* from the results of all qualifying and races in the *Round* where the fuel was used.

S15 REFUELLING AND DEFUELLING

- 15.1 All refuelling and defueling must be carried out in the pit garage or the paddock area and must conform to the following requirements:
 - 15.1.2 The *Automobile*'s engine must be switched off; and
 - 15.1.3 All refuelling and defueling must be performed in accordance with relevant OH&S laws, regulations and compliance codes; and
 - 15.1.4 At least 1 crew member must act as a fire attendant and be in possession of at least 1 x 4.5 kg dry chemical fire extinguisher, complying with current Australian Standards and showing a current inspection certificate; and
 - 15.1.5 A drip/catch mat or tray must be below the refuelling point of the *Automobile* which must be capable of containing any spillage.
 - 15.1.6 Any device and substance which changes the temperature of the fuel from the ambient air temperature is prohibited. All fuel being placed in the *Automobile* must be done so at ambient temperature; and
 - 15.1.7 For the duration of any refuelling or defueling operation, with the exception of the refueller and designated fire attendant/s, no other person is permitted to be within 3 metres of the refuelling point, and if conducted within a garage or carport, all non-essential personnel such as sponsors, families or any other guest must vacate the garage/carport area until the operation is complete.

S16 TYRE HEATING DEVICES

- 16.1 The approval for use of tyre heating devices at each round will be advised by the CM but will not be permitted in the instance that mains power is unavailable to the category garages, and the capacity of generators as provided by the event for the category are inadequate to power tyre heating devices.
- 16.2 The use of a device to heat a tyre is permitted prior to a practice session and qualifying sessions **ONLY**.
- 16.3 The use of a device to heat tyres prior to a race is prohibited..
- 16.4 It is prohibited to heat a tyre to a temperature that is higher than the maximum operating temperature that is recommended by the tyre manufacturer.
- 16.5 The use of any tyre heating device in *Pit Lane* is prohibited.

S17 SEALS

- 17.1 Each *Competitor* must drill holes to enable fitment of a *Seal/s* in any component as instructed by the *CM*.
- 17.2 Only the *CM* may approve the removal of any *Seal*.

S18 PERFORMANCE PARITY

S18.1 General

- 18.1.1 A Balance of Performance (*BoP*) Sheet, will be maintained for each *Automobile* and *Driver* combination that participates in the *Series*.
- 18.1.2 BoP is to be calculated separately for application to automobiles.
- 18.1.3 The *BoP* Sheet will detail the performance parameters for each *Automobile* including increments of variation that may be applied during a *Round*.
- 18.1.4 The *BoP* Sheet may be amended by the *CM*,. Any resulting amendments will be published by the *CM* and advised to each *Competitor* by the *CM* prior to each *Round* and will take effect from the date as shown on the *BoP* Sheet.
- 18.1.5 At all times during a *Round*, each *Automobile* must comply with all provisions of the current *BoP* Sheet and any *BoP* Variation made during a *Round*.
- 18.1.6 The penalty for non-compliance with the current *BoP* Sheet may include:
 - 18.1.6.1 During a qualifying session – *Disqualification* from the qualifying session and start the next race from the rear of the grid.
 - 18.1.6.2 During a race – *Disqualification* from the results of that race and start the next race from the rear of the grid.
 - 18.1.6.3 Should a vehicle DNF any competitive session, they will still incur BoP (if relevant) utilising the quickest lap time the driver had completed.

18.2.1 MANAGING PERFORMANCE PARITY:

The relative performance of all automobiles will be assessed at the conclusion of each qualifying session and race. Such assessment may lead to a consequent change in the relative performance parity of individual automobiles by a variation to BoP.

Should any BoP adjustment be required, the CM (or delegate) will direct the variation of individual automobile Power, or Weight, or both.

Should an automobile be required to have BoP varied, it is imperative that the application of such variation be able to be verified.

Example: If it is directed for performance parity purposes that the throttle opening of an individual automobile must be further reduced by another 10% to become 80% of full throttle for the next competitive session, it is up to the competitor to prove that the throttle restriction requirement has been applied by demonstrating to the satisfaction of the Officials that the automobile operated at no more than 80% of full throttle during the relevant session.

After any session, the CM may direct that an automobile be scrutinised so as to verify that required BoP was practically effected at the required level during that session. Any non-compliance will attract a Penalty.

18.2.2 MANAGING PERFORMANCE PARITY: COMPETITIVE CAUTION

The CM may declare a ‘competition caution’ during a race if the group of automobiles leading the field are too widely spaced.

With a Competition Caution; the officials of the meeting will deploy the Safety Car for 1 lap.

The Safety Car and competing automobiles must obey normal SC rules as per CRSR regulations.

S19 VIDEO CAMERA & RECORDING DEVICE

- 19.1 Each *Automobile* must be fitted with a camera system for judicial purposes.
- 19.2 This camera system must consist of a fully operational digital video camera and recording device and any associated camera equipment to ensure the full functionality and recording capability of the camera in each practice, qualifying and racing session at each *Round*.
- 19.3 The camera system must be supplied by the *Competitor* and authorised by the *CM*.
- 19.4 The camera and its associated equipment must be installed in the *Automobile* with the camera pointed in a forward direction with a field of vision sufficiently wide to record clearly, and without obstruction at all times, the *Driver's* view of the *Track* ahead.
- 19.5 The *Competitor* will be required to ensure that the camera is switched on and functioning in the correct manner prior to the *Automobile* entering the *Track* for each practice, qualifying and racing session and remain operational for the entirety of each session.
- 19.6 Access to the camera must be provided to technicians appointed by the *CM* at any time upon request.
- 19.7 No person other than authorised personnel may interfere with the camera, other than to remove and replace the Secure Digital Memory (SD) card.
- 19.8 When requested, a *Competitor* must immediately provide the SD card from their *Automobile* to the Clerk of the Course or Stewards upon request.
- 19.9 Each video file recorded on the camera must be viewable on a standard video player or computer using Windows Media Player or VLC software.

- 19.10 Each camera SD card must be clearly marked with the competition number of the *Automobile* to which it is installed.
- 19.11 The SD card must remain available in the camera for 30 minutes after each *Track* session.
- 19.12 The images stored on an SD card are prohibited to be deleted/cleared until after the completion of each *Round* and only with the written approval of the *CM*.
- 19.13 Each *Competitor* must have a spare SD card available for each of their *Automobiles* to ensure no images are lost and for instances where the original SD card may be required for examination by the Clerk of Course and/or Stewards.
- 19.14 Any error, action, omission or failure which causes a loss of, or failure to produce, any video image will be investigated and may be referred to the Stewards.
- 19.15 Cameras other than the judicial camera may be fitted to an *Automobile*.
- 19.16 The installation of each camera system must be approved by the Chief Scrutineer or their nominee.
- 19.17 Footage from any camera may be used by the *Competitor* for non-commercial purposes only and must not be transferred, sold or given to any party not having executed the media rights and usage agreement with the *CM* or their designated production company.
- 19.18 Real time or live posting of any recorded material is prohibited.
- 19.19 Failure to comply with any of the above regulations regarding cameras or any error, action, omission or failure which causes a loss of, or failure to produce, any video image will be investigated and may be referred to the Stewards.

S20 RAIN LIGHT

- 20.1 The fitment of a rain light, as per Technical Appendix - Schedule C of the *Motorsport Australia Manual*, on each *Automobile* is mandatory.
- 20.2 The rain light must be illuminated at all times whilst the *Automobile* is fitted with wet weather tyres and is being driven on the *Track* or as otherwise directed by Race Control.
- 20.3 A minimum penalty of the loss of 5 *Series* points up to a maximum penalty of *Disqualification* from the relevant session may be imposed by the Stewards for a breach of these rain light regulations.

S21 DATA LOGGER

- 21.1 Each *Automobile* must be fitted with a data logger at all times during each *Round*.
- 21.2 All 'Boosted' automobiles must utilise the '**MSE BM2012 Boost Monitor**' in addition to the vehicles own ECU.
- 21.3 Each data logger must remain fully operational to record the engine RPM, *Automobile* speed, boost pressure for a forced induction engine and any other parameter that forms a performance measure of the homologation documentation of the *Automobile* for the duration of each practice session, qualifying session and race.
- 21.4 Access to the logged data recorded by the data logger must be provided to the *CM* or the Chief Scrutineer or their nominee at any time upon request. If the data cannot be viewed, the *Driver* will be subject to a minimum penalty of loss of 5 *Series* points and up to a maximum penalty of *Disqualification* from the relevant session being imposed by the Stewards.
- 21.5 The Chief Scrutineer is the sole arbiter with regard to the interpretation of any data and will report any non-compliance to the Stewards for the determination of eligibility of an *Automobile*.

- 21.6 The *Competitor* must provide unrestricted access to the ECU or nominated data logger and provide data from their *Automobile* to the *CM* or the Chief Scrutineer or their nominee at any time upon request.
- 21.7 Failure to comply with any of the above regulations regarding data loggers will result in referral to the Stewards.
- 21.8 A register of data collection including the time and date collected and any irregularity found will be kept by the *CM* and countersigned by the *Competitor*.

S22 AUTOMATIC TIMING TRANSMITTER

At all times during each *Track* session an *Automobile* must have the correct fully charged timing transmitter fitted and operating.

S23 AUTOMOBILE MARKINGS

- 23.1 In addition to the requirements detailed below, each *Automobile* must comply with Technical Appendix - Schedule K of the *Motorsport Australia Manual*.
- 23.2 Each *Automobile* must provide space and/or display the following *Series* markings, appropriately attached, and positioned as detailed below, at all times during each *Round*:
- 23.3 A space 220 mm wide x 400 mm high between the rear edge of the front wheel arch and the leading edge of the rear wheel on each side.
- 23.4 An APS Australian Prototype Series decal on the end plates of the rear spoiler, or side of the *Automobile* toward the rear of the *Automobile*.
- 23.5 A space 400 mm wide x 450 mm high between the front wheel and the front of the *Automobile* or on the nose section of the *Automobile* for the Series Sponsor.

S24 CONDUCT OF COMPETITORS, DRIVERS, CREWS AND GUESTS

Drivers – Are reminded of the APS Policy document “Driver Misconduct – Penalties” which is available either through the *CM* or on the APS public website. Any car-to-car contact that occurs will be investigated by the *CM* and or his delegate through viewing of in car footage, circuit CCTV footage and (trackside) witness incident reports. If the incident is deemed driver error, (i.e.; not a racing incident) it will be referred to the Clerk of Course for application of the published APS penalty system.

Each *Participant* (includes any crew member and guest) must be aware that comments made on the internet (including websites, Twitter, Facebook or others) will be considered public comment. Any comments which are deemed improper, bring the category and/or *Event* into disrepute, or are threatening, abusive, indecent or insulting may lead to disciplinary action. Comments which are personal in nature or could be construed as offensive, use foul language or contain direct or indirect threats aimed at the *Organiser* and/or another *Participant* are likely to be considered improper.

ATTACHMENT A

DEFINITIONS

BoP: Balance of Performance

CA: Category Administrator for the *Series* appointed by the *CM*

CM: Category Manager for the *Series* appointed by *APS Shareholders*

CRSR: Circuit Race Standing Regulations published by *Motorsport Australia*

MLT: Median Lap Time calculated by the *CM* for the purpose of determining the application of a variation to an *Automobile's BoP* during a *Round*.

RMC: Race Management Channel

Round: A round of the *Series*

Series: 2024 APS Australian Prototype Series

TA: Technical Advisor for the *Series* appointed by the *CM*

Team Manager: An authorised representative of the *Competitor* other than the *Driver*

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