



## 2021 MRF Tyres Australian Production Car Series Sporting Regulations



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Version**

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## Contents

<b>S1</b>	<b>TITLE AND JURISDICTION.....</b>	<b>4</b>
	S1.1 Title .....	4
	S1.2 Authority / Jurisdiction .....	4
<b>S2</b>	<b>ADMINISTRATION .....</b>	<b>4</b>
	S2.1 Personnel.....	4
<b>S3</b>	<b>COMPETITOR ELIGIBILITY .....</b>	<b>5</b>
<b>S4</b>	<b>AUTOMOBILE ELIGIBILITY .....</b>	<b>5</b>
	S4.1 Eligible Automobiles .....	5
	S4.2 Replacement Automobiles .....	5
<b>S5</b>	<b>DRIVER ELIGIBILITY.....</b>	<b>5</b>
	S5.1 Substitute Drivers.....	6
	S5.2 Cross entering of Drivers .....	6
<b>S6</b>	<b>SERIES ROUNDS / REGISTRATION .....</b>	<b>6</b>
<b>S7</b>	<b>SERIES CALENDAR .....</b>	<b>6</b>
<b>S8</b>	<b>ROUND FORMAT .....</b>	<b>6</b>
	S8.2 Variations to Timetable .....	7
<b>S9</b>	<b>GRID DETERMINATION .....</b>	<b>7</b>
	S9.1 Grid Determination .....	7
<b>S10</b>	<b>START PROCEDURE.....</b>	<b>8</b>
<b>S11</b>	<b>AWARDS AND POINTSCORE .....</b>	<b>8</b>
	S11.1 Prizes and Trophies.....	8
	S11.2 Series Conditions and Points .....	8
	S11.3 Point score.....	8
<b>S12</b>	<b>EVENT OPERATIONS .....</b>	<b>10</b>
	S12.1 Series Registration and Entry .....	10
	S12.2 Scrutiny.....	10
	S12.3 Driver/Team Manager Briefings.....	10
	S12.4 Impound/Parc Fermé.....	10
	S12.5 Automatic Timing / Driver Identification .....	10
	S12.6 Practice and Qualifying .....	10
	S12.7 Races.....	11
	S12.8 Pit Lane & Pit Crew Members.....	11
	S12.9 Major Repairs during Races.....	12
	S12.10 Removal of Automobiles from the Circuit Precinct.....	13
	S12.11 Radio Communication to/from Automobile .....	13

S12.12 Race Management Channel (RMC) .....	13
<b>S13 PITSTOPS.....</b>	<b>13</b>
S13.3 Servicing the automobile.....	13
<b>S14 FUEL.....</b>	<b>13</b>
S14.2 Fuel Storage.....	14
<b>S15 TYRES .....</b>	<b>14</b>
<b>S16 BALANCE OF PERFORMANCE (BOP) .....</b>	<b>16</b>
<b>S17 AUTOMOBILE MARKINGS.....</b>	<b>16</b>
S18.1 Automobile Markings and Series identification .....	16
S18.2 Competition Numbers .....	17
S18.3 Night Racing Requirements .....	17
<b>S18 TESTING RESTRICTIONS .....</b>	<b>17</b>
<b>S19 SEALING OF AUTOMOBILES/COMPONENTS.....</b>	<b>18</b>
<b>S20 VIDEO CAMERA &amp; RECORDING DEVICE.....</b>	<b>18</b>
<b>APPENDIX 1 .....</b>	<b>19</b>
Automobile Marking.....	19
<b>APPENDIX 2 .....</b>	<b>20</b>
List of Eligible Automobiles .....	20

# 2021 MRF Tyres Australian Production Car Series

## Sporting Regulations

### S1 TITLE AND JURISDICTION

#### S1.1 Title

This Series shall only be known as and referred to as the “2021 MRF Tyres Australian Production Car Series”.

#### S1.2 Authority / Jurisdiction

- (a) Each event in the 2021 MRF Tyres Australian Production Car 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 Regulations issued for the Series by Motorsport Australia; the technical regulations published by Motorsport Australia; Supplementary and Further Regulations issued by the Organiser for each round; Bulletins issued by the Stewards and any Driver Briefing Notes issued by the Race Director or the Clerk of the Course at an event.
- (b) The Series has been sanctioned by Motorsport Australia as an Authorised Series.
- (c) Ontic Sports Pty Ltd has been appointed as the Category Manager (CM) by Motorsport Australia for the 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) Race Director (RD) Paul Overell
  - (ii) Technical Delegate (TD) David Howard
  - (iii) Category Administrator (CA) Troy Williams
  - (iv) Event Operations Manager (EOM) TBA
  - (v) Driving Standards Advisor (DSA) TBA

### **S3 COMPETITOR ELIGIBILITY**

To be eligible to compete in the Series, each Competitor must hold a current Motorsport Australia Competitor's Licence and be a party to an Entry agreement with the CM.

### **S4 AUTOMOBILE ELIGIBILITY**

#### **S4.1 Eligible Automobiles**

- (a) To be eligible to compete in the Series each automobile must:
- (i) comply with the provisions of the Group 3E – Series Production Car Regulations published by Motorsport Australia unless indicated otherwise in the List of Eligible Automobiles; and
  - (ii) be a make/model that appears in the List of Eligible Automobiles as published in Appendix 2 of these regulations; and
  - (iii) be a closed or hardtop automobile.
- (b) An automobile not on the List of Eligible Automobiles shall be considered upon application to Motorsport Australia.
- (c) At all times Motorsport Australia reserves the right to accept or reject any application for the inclusion of any make/model into the List of Eligible Automobiles.
- Note:** Before investing in the purchase and/or modification or preparation of any make/model which is not detailed in the List of Eligible Automobiles, the Competitor should contact the CM regarding its eligibility.
- (d) Individual classification of any make/model is subject to change at the joint discretion of the CM and TD prior to any Round of the Series.
- (e) Any variation sought to a specific model of automobile must be approved, in writing, by Motorsport Australia prior to being permitted to compete at any Round.
- (f) Subject to Motorsport Australia approval, the CM reserves the right to accept entries in Class I – Invitational on a 'Round by Round' basis for an automobile make/model that is not included on the current List of Eligible Automobiles. An automobile in Class I may be subject to additional Balance of Performance (BoP) measures imposed at each round with the intent that the performance / lap times of a Class I automobile shall not be greater than a Class B1 automobile.

#### **S4.2 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**

To be eligible to compete in the Series each Driver must be a minimum of 15 years of age, hold a current Motorsport Australia Circuit Licence and be registered for the Series with the CM.

### S5.1 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 of the Stewards and the EOM.

### S5.2 Cross entering of Drivers

Cross entering of Drivers is not permitted.

## S6 SERIES ROUNDS / REGISTRATION

- (a) The Series shall be conducted over four (4) or more Rounds as detailed in the Series Calendar below.
- (b) Each race conducted as a part of the Series shall count in determining the final results of the 2021 Australian Production Car Series.
- (c) To be eligible to score points in the Series, each Competitor must register each Driver with the CM at each Round of the Series in which they compete

## S7 SERIES CALENDAR

The Series shall be conducted over the following Rounds:

Round	Date	Circuit	Race Format
1	1-2 May	Sydney Motorsport Park	4 x 30 minute
2	25 – 27 June	Morgan Park	4 x 30 minute
3	10 – 12 Sept	Sandown	4 x 30 minute
4	15 – 17 October	Tailem Bend	4 x 30 minute
5	TBC	TBC	TBC

## S8 ROUND FORMAT

- (a) The number, length and format of track sessions shall 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 Regulations issued for an event.
- (b) Generally, the format for each Round of the Series shall be as follows:
  - (i) Practice            One x 20-minute practice session
  - (ii) Qualifying        One x 20-minute qualifying session.
  - (iii) Races              4 x 30 minute

## **S8.2 Variations to Timetable**

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

## **S9 GRID DETERMINATION**

### **S9.1 Grid Determination**

- (a) Race 1: The grid for Race 1 shall be determined as detailed in the CRSR – Progressive Grid based on the fastest lap time recorded in qualifying for each automobile.
- (b) Race 2: The grid for Race 2 shall be determined as detailed in the CRSR – Progressive Grid based on the results of Race 1.
- (c) Race 3: The grid for Race 3 shall be determined as detailed in the CRSR – Progressive Grid based on the results of Race 2.
- (d) Race 4: The grid for Race 4 shall be determined as detailed in the CRSR – Progressive Grid based on the results of Race 3.

## **S10 START PROCEDURE**

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

## **S11 AWARDS AND POINTSCORE**

### **S11.1 Prizes and Trophies**

(a) One (1) trophy per automobile shall be presented by the CM for each Round of the Series as follows:

(i) Outright: 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup>

(ii) Each Class: 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup>

(b) One (1) trophy per Driver shall be presented by the CM for the Series as follows:

(i) Outright: 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup>

(ii) Each Class: 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup>

(c) Any additional prize, trophy and/or award shall be as determined by the CM and shall be advised to each Competitor.

### **S11.2 Series Conditions and Points**

(a) Outright – Each Driver who competes in the Series (excluding Class I) shall be awarded points based on their outright finishing position (excluding Class I) in each race of the Series. The Winner of the Australian Production Car Series shall be awarded to the Driver/s who scores the highest total number of outright points over all Rounds of the Series.

(b) Classes – Each Driver who competes in the Series shall be awarded points based on their finishing position relative to the other Drivers in their Class for each race of the Series. A Class award shall be presented to each Driver who scores the highest total number of points for each Class over all Rounds of the Series.

(c) A Driver must have competed at a minimum of three (3) of the Rounds of the Series, one of which must be the final round, to be eligible to be awarded 1<sup>st</sup>, 2<sup>nd</sup>, or 3<sup>rd</sup> outright or in class for the Series.

### **S11.3 Point score**

(a) Points shall be awarded to Drivers for each race in each Round of the Series as follows:



Finishing position	Points per race	
	Rounds	Final Round
1 <sup>st</sup>	36	72
2 <sup>nd</sup>	31	62
3 <sup>rd</sup>	27	54
4 <sup>th</sup>	23	46
5 <sup>th</sup>	21	42
6 <sup>th</sup>	19	38
7 <sup>th</sup>	17	34
8 <sup>th</sup>	15	30
9 <sup>th</sup>	13	26
10 <sup>th</sup>	11	22
11 <sup>th</sup>	9	18
12 <sup>th</sup>	7	14
13 <sup>th</sup>	5	10
All other finishers	2	4

- (b) Points shall only be awarded to the Drivers classified as finishers in the final results of each race.
- (c) To be classified as a finisher an automobile must have crossed the finish line on the track (ie, not the pit lane or pit entry road) under its own power and been credited with having completed at least 75% of the distance completed by the automobile's class winner of the race.
- (d) The results for each Round of the Series shall be determined by the number of outright and class points scored by each Driver at that round respectively.
- (e) 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.
- (f) In the event of any tie which may exist at the conclusion of the Series as detailed in these regulations, the final positions shall be determined by comparing the race results achieved by each tied Driver, with the Driver with the highest number of outright first places being awarded the higher Series position. If at this stage a tie still exists, it shall be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied Driver until all positions have been determined.
- (g) Any Driver that competes in the last round of the Series that has not competed in any Round prior to the last Round or does not meet the requirements of S11.2(c) shall not be eligible to score Series points (Outright or Class). However, any such Driver shall be eligible to win or place at the Round based on their finishing position (Outright or Class).

## **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 Entry Forms shall be available from the CM.
- (c) Document checking shall be conducted by the EOM prior to the first official track session at each Round of the Series.

### **S12.2 Scrutiny**

- (a) In addition to their automobile, each Competitor must have the following equipment inspected by the Chief Scrutineer or their nominee:
  - (i) each Driver's apparel

### **S12.3 Driver/Team Manager Briefings**

- (a) Each Driver and Team Manager (i.e. an appropriately authorised representative of the Competitor, other than the Driver) must attend the compulsory Drivers/Team Manager Briefing/s.
- (b) The time and location of the briefing/s shall be detailed in the Supplementary or Further Regulations for the event.
- (c) The attendance sheet must be signed by the Driver and the Team Manager to confirm attendance.
- (d) Other compulsory briefings may be convened as required and shall be advised to each Competitor accordingly.

### **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 each qualifying session without returning to the pit garage or paddock areas and without interference from any third party (other than an Official).
- (b) Each automobile completing each race must proceed directly to the designated impound/Parc Fermé area (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).
- (c) An automobile may not be removed from impound/Parc Fermé except with the express permission of the TD or the Chief Scrutineer who must notify the EOM.

### **S12.5 Timing**

- (a) , the automobile must be fitted with a Dorian transponder. This can be supplied by the Competitor or hired from the relevant supplier at each track. It is the competitor's responsibility to have the Dorian transponder supplied and fitted before the first official session. Competitor to the CM.

### **S12.6 Practice and Qualifying**

- (a) Each lap of official practice and qualifying shall be timed. The times achieved during qualifying sessions shall be used to determine Driver qualification.
- (b) During qualifying, an automobile may not return to the pit garage/paddock area without the express permission of the TD or the Chief Scrutineer. If an automobile exits pit lane to the pit garage/paddock area during qualifying it shall not be permitted to re-join that session and shall be

disqualified from the qualifying session.

### **S12.7 Races.**

- (a) the race shall commence at lights out at the start of the race.
- (b) If an automobile takes more than twice the time of the winning automobile's fastest lap time in the race to complete the last lap of the race, this lap shall not be taken into account when determining the total race distance covered.
- (c) Any penalty requiring lap/s to be deleted shall be applied at the conclusion of each race.
- (d) The pushing of an automobile by the Driver or by another competing automobile along the track or pushing it across the finishing line is not permitted and shall entail immediate disqualification of the automobile/s concerned.

### **S12.8 Pit Lane & Pit Crew Members**

- (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 at all times while in the Pit Lane.
- (b) It is the responsibility of the Competitor to ensure that each Pit Crew member associated with their automobile complies with S12.8 (a).
- (c) The Organiser reserves the right to refuse entry to the pit area to any persons considered to be unsuitably dressed or not correctly identified.
- (d) Non-essential personnel, such as any sponsor, family member, or other guest, are not permitted to access the front 50% of any garage that opens onto Pit Lane at any time during on-track activity that involves an automobile from that garage.
- (e) The 'prescribed line' referred to in these regulations shall be defined by the Race Director at the compulsory Briefings.
- (f) A speed limit of 40km/h shall apply in pit lane at all times. If the limit is exceeded at any time during the event the Stewards may impose a penalty in accordance with the CRSR. The designated pit lane speed limit area shall be defined by the speed restriction and derestriction lines, marked by appropriate signs, at either end of the Pit Lane.
- (g) A Competitor must not paint lines on any part of the pit lane surface.
- (h) No equipment is to be placed on the pit signalling wall at any time during the event.
- (i) Only three (3) persons per competing automobile are allowed at the pit signalling wall at any time during an event and are subject to the direction of officials. Any person at the pit signalling wall must stand back when not signalling in case of impact with the wall by an automobile.
- (j) Smoking is not permitted in Pit Lane, a pit lane garage and/or the paddock area at any time during the event.
- (k) No person under 16 years of age is permitted in Pit Lane unless entered as a Driver in an automobile competing in that session.

- (l) Each Competitor must appoint a Car Controller, who is nominated to the EOM, for each automobile.
- (m) At all times an automobile is stationary in its pit bay it must remain under the control of the nominated Car Controller who must remain at the front of the automobile in clear view of the driver and is responsible for the safe conduct of the pit stop and departure of the automobile at the completion of any pit stop. The Car Controller is not permitted to assist in any way with a pit stop and shall not count in any following regulation regarding the number of persons permitted to assist with a pit stop.

### **S12.9 Major Repairs during Races**

- (a) Any automobile requiring extended servicing or repairs must be moved into the pit lane garage for this servicing/repairs to be completed. Once the automobile is moved into the pit lane garage the number of persons permitted to service the automobile is free.
- (b) In the event that an automobile requires repairs which cannot be carried out in the pit lane garage, subject to receiving the prior express approval of the TD or Chief Scrutineer, it is permitted for that automobile to be removed from the pit lane garage to the scrutiny bay or other suitable location approved by the TD or Chief Scrutineer. Once the repairs have been completed, the automobile must be returned to its allocated pit bay or pit lane garage before it rejoins the circuit. The removal and return of any automobile in these circumstances must be carried out under the supervision of and subject to the instructions of the TD or Chief Scrutineer or their nominee. A speed limit of 10km/h shall apply in the paddock area at all times.
- (c) Any repairs carried out on an automobile outside of the Pit Lane or other location approved by the TD or Chief Scrutineer, including an automobile stopped on the circuit, must only be carried out by the Driver alone using only tools or parts transported in the automobile. Advice given to the Driver whether by electronic means or by voice, is not considered to contravene this regulation.
- (d) Replenishment of oil or water outside of the Pit Lane or other location approved by the TD or Chief Scrutineer is not permitted.
- (e) In the event that an automobile which has stopped on the circuit has been removed from the circuit by officials it shall, when appropriate, be taken to the scrutiny bay where the Competitor shall have the option to either:
  - (i) Carry out repairs in the scrutiny bay;
  - (ii) Move the automobile to the pit lane garage or another location approved by the TD or Chief Scrutineer for repairs; or
  - (iii) Withdraw the automobile from the event by supplying written notice to the Secretary of the Event.
  - (iv) If the affected automobile wishes to restart the race as a result of repairs carried out then it may only do so, with the permission of the Clerk of the Course, after having been rescrutinised by the TD or Chief Scrutineer.

### **S12.10 Removal of Automobiles from the Circuit Precinct**

Following the commencement of the first practice session, it is not permitted to remove any automobile from the circuit precinct 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.

### **S12.11 Radio Communication to/from Automobile**

Two-way radio communications between the Driver and a member of the Pit Crew is compulsory at all times whilst the automobile is on the race track.

### **S12.12 Race Management Channel (RMC)**

- (a) A minimum of one (1) senior team member for each competing automobile must monitor RMC, on a strictly listening basis only, at all times during any practice, qualifying or race.
- (b) This team member must monitor the RMC from at least 15 minutes prior to the scheduled start time of each session or race during the event.
- (c) All relevant track messages received on the RMC must be relayed to the Driver as well as the Team Manager.
- (d) The RMC frequency is 471.700.71.9.

## **S13 PITSTOPS**

### **S13.3 Servicing the automobile**

- (a) A maximum of two (2) wheels may be jacked above the ground at any time during a Pit Stop.

## **S14 FUEL**

- (a) Each automobile must only use the fuel as supplied by the official fuel supplier at the event, as nominated by the CM.
- (b) Other than fuel already in the fuel tank of an automobile, no fuel is to be brought into the event site.
- (c) The official fuel supplier shall on arrival at the event and prior to the start of the event deliver each automobile or team (maximum two (2) automobiles per team) one (1) 100?? litre drum of fuel. This fuel must be in use from and including qualifying onwards for the entirety of the event.
- (d) Returning unused fuel to the official fuel supplier for refund must be completed by one (1) hour after the finish of the final race for the Round. No fuel shall be accepted after this time and it shall be the Competitor's responsibility and cost.
- (e) A fuel sample may be taken from a competition automobile at any time.

- (f) Each Competitor is responsible for a fuel sample being able to be obtained safely and promptly upon request by the TD or Chief Scrutineer.
- (g) All fuel sampled shall be compared with that provided by the official fuel supplier. Any discrepancy shall be reported to the Stewards by the TD or Chief Scrutineer.
- (h) A specification analysis of the event fuel, and distribution details shall be available on request from the CM.
- (i) Refuelling and defuelling is not permitted during any qualifying session, or before the completion of post qualifying or post-race scrutiny unless authorised by the TD or Chief Scrutineer.

#### **S14.2 Fuel Storage**

- (a) Any area in which fuel is being stored must be:
  - (i) Adequately ventilated and have unimpeded access; and
  - (ii) Be clean and free of potentially flammable materials e.g., paper, rags, oily fabrics etc.
- (b) Fuel must only be stored or transferred at a temperature within 10 degrees Celsius (plus or minus) of ambient temperature.
- (c) The maximum amount of fuel to be stored in each pit lane garage shall be 100 litres or as advised in the event Supplementary or Further Regulations. A pit lane garage is defined as the area provided by the Organiser as a single pit lane garage hire for one (1) automobile.
- (d) Any fuel in excess of the pit lane garage allowance must be stored in the bunded fuel storage area.
- (e) At least 2 x 4.5kg dry chemical fire extinguishers, in working order, must be provided by the Competitor for each of their competing automobiles.

### **S15 TYRES**

- (a) From the commencement of official practice, the maximum number of tyres that are permitted to be used on each automobile at each round of the Series shall be as below. The maximum number of tyres may include new and previously scanned/marked 2021 Series tyres only. For clarity 2021 series tyres must be purchased new in the 2021 calendar year. MRF APC series compatible tyres purchased new for the 2021 Bathurst 6 Hour will be also accepted.

Round	Maximum number of tyres
1	8
2	8
3	8
4	8
5	TBC

- (b) Each automobile must only be fitted with MRF ZTR APC category control tyres of size and compound listed below.

Size	Compound
195/50R15	Medium
215/45R17	Medium
225/45R17	Medium
235/45R17	Medium
235/40R18	Medium
245/40R18	Medium
265/35R18	Medium
285/30R18	Medium
295/30R18	Medium

- (c) Each tyre must be purchased from the control tyre supplier listed below:

Mentor Tyres

106/52 Dow Street

Port Melbourne VIC 3207

Contact: Vivek Ponnusamy

Ph: 0424 264 611

vivek@mentor tyres.com

Link to online order form – <http://mentortyres.com/apc/>

- (d) With the exception of wear resulting from normal usage, each tyre must remain unmodified.
- (e) A maximum number of tyres (as detailed above) shall be scanned/marked for each automobile by the TD or their nominee at each Round of the Series and these scanned/marked tyres are the only tyres permitted to be used on that automobile during any qualifying session or race at that Round.
- (f) Prior to official practice at each Round of the Series, each Competitor must present to the TD each tyre for scanning/marking.
- (g) Each Competitor is responsible for ensuring that each tyre is scanned/marked or re-scanned/marked as appropriate. If a tyre is not scanned/marked for any reason or the barcode or markings become illegible, the Competitor must notify the TD or their nominee immediately.
- (h) A Competitor is permitted to replace one (1) scanned/marked tyre per automobile, 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.
- (i) 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. If the replacement occurs during the last race or only race for a round, thirty (30) seconds shall be added to the race time for that automobile. For clarification, any tyre that is not scanned/marked for that round prior



to qualifying shall be considered a replacement tyre even if it is within the permitted maximum number of tyres for the round.

- (j) Any heating or chemical treatment of tyres prior to an event is prohibited.
- (k) The use of any tyre heating, heat retention device or chemical treatment during an event is prohibited.
- (l) It is prohibited to use any device that automatically controls the tyre pressure of a fitted tyre.
- (m) If qualifying and/or racing are scheduled on more than one (1) day at any Round of the Series, the TD may impound any tyre overnight at their sole discretion.
- (n) At no time may any tread wear indicator be exposed, or in the case of a tyre that has a dimpled tyre wear indicator, the tyre must not be worn below the indicator. With the exception of the shoulder of a tyre, in each area of a tyre where there is no tread wear indicator, the standard tread pattern must be clearly visible.

**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.

## **S16 BALANCE OF PERFORMANCE (BOP)**

- (a) An automobile may be subject to a Balance of Performance (BoP) adjustment which may take the form of a change to any of the following:
  - (i) Automobile weight – weight may be added to the actual weight of the automobile as measured by the TD at the event.
  - (ii) Minimum ride height.
- (b) Any application of BoP will be advised by the TD and will be covered by a Technical Bulletin.
- (c) The TD reserves the right to apply a BoP adjustment/s up to two (2) hours prior to the commencement of each Race.

## **S17 AUTOMOBILE MARKINGS**

### **S18.1 Automobile Markings and Series identification**

- (a) In addition to the requirements detailed below and in Appendix 1 of these regulations, each automobile must comply with Schedule K of the Motorsport Australia Manual.
- (b) The front windscreen strip of each automobile is to be left vacant for the Series sponsor. 250 mm from bottom of strip to top of windscreen – decals to be supplied by the CM. Note: The windscreen banner must be placed on the windscreen glass (not the metal roof space above the windscreen).
- (c) Each side number panel must be a white panel 260 mm high x 380 mm wide and placed 10mm to 20mm back from the front door line – to be supplied by the Competitor.
- (d) Each competition number must be black, 220 mm high x 260 mm wide and in Helvetica Bold Italic – to be supplied by the Competitor.



- (e) The class of the automobile entered must be placed on the bottom right hand side of the number panel 80mm high and in black Helvetica Bold Italic. For example, “**A1**” – to be supplied by the Competitor.
- (f) A panel above the side number panel must be left vacant for the Series commercial partners. 100 mm high x 380 mm wide – to be supplied by the CM.
- (g) A panel 100mm high x 380 mm wide below the side number panel must be left vacant for the Series commercial partners – to be supplied by the CM.
- (h) A panel 100 mm high x 380 mm wide on each corner of the front and rear bumper (four locations) must be left vacant for the Series sponsor – to be supplied by the CM.
- (i) The front and rear number plates must be left vacant for class commercial partners. 130mm high x 400 mm wide – to be supplied by CM.
- (j) A panel 100 mm high x 380 mm wide on each side skirt behind the front wheels must be left vacant for the Series commercial partners – to be supplied by the CM.
- (k) A panel on each rear side window or panel must be left vacant for the Motorsport Australia decal – to be supplied by the CM.
- (l) Front windscreen number and class letter – day glo Helvetica Bold. 150mm high for number, 80mm high for class letter – to be placed 25mm from the left side of the windscreen and 25mm below the bottom of the windscreen strip.
- (m) Rear windscreen number and class letter – day glo Helvetica Bold. 150mm high for number, 80mm high for class letter – to be placed 25mm from the bottom of the rear windscreen strip and 25mm from the right-hand side.

### **S18.2 Competition Numbers**

- (a) 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.
- (b) The Number “1” shall be reserved for the outright Series winner from the previous year with their number from the previous year being retired for the current year.

### **S18.3 Night Racing Requirements**

- (a) Each door number must be illuminated by door panel lighting.
- (b) Each door handle, battery isolation and kill switch as well as window net release mechanism must be highlighted with reflective tape.
- (c) A Pit Boom can be utilised for lighting of the pit bay area only.

## **S18 TESTING RESTRICTIONS**

Any driver associated with the Series is not permitted to drive on any circuit that is hosting a Round of the Series in any automobile entered in the Series after midnight on the Friday of the week preceding

the commencement of the relevant Round of the Series unless authorised in writing by the CM. The CM shall be the sole arbiter as to whether an automobile or Driver is associated with the Series.

## **S19 SEALING OF AUTOMOBILES/COMPONENTS**

- (a) The engine fitted to each automobile must have been sealed by the TD or a nominated sealer approved by the CM, prior to the commencement of qualifying at each round of the Series.
- (b) The TD may seal any drive train and engine part during an event for inspection between events.
- (c) No seal may be removed without the prior express permission of the TD.
- (d) Where a sealed component has been determined to be ineligible by the Stewards, the Stewards may, at their discretion, disqualify the automobile from the results of all previous rounds of the Series in which the sealed component was identified as having been used on that automobile.
- (e) It is the responsibility of the Competitor to have appropriate holes in relevant components to enable the fixing of seals.

## **S20 VIDEO CAMERA & RECORDING DEVICE**

- (a) Each automobile entered in the Series must be fitted with 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 session and race.
- (b) The camera system must be supplied by the Competitor and authorised by the CM.
- (c) The camera and its associated equipment shall 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 race track ahead.
- (d) Each Competitor shall be required to ensure that the camera is switched on and functioning in the correct manner prior to the automobile entering the Circuit for each practice/qualifying session and race.
- (e) Access to the camera must be provided to personnel authorised by the EOM at any time upon request.
- (f) No person other than personnel authorised by the EOM shall have access to the camera, for thirty (30) minutes after the conclusion of any track activity
- (g) Each Competitor is permitted access to any video image recorded by a camera in their automobile, however the footage is "strictly for private purposes"; that is, it cannot be sold, licensed, broadcast, published, commercially exploited or otherwise publicly distributed.
- (h) Each Competitor must have a minimum of two (2) flash cards per automobile with the competition number marked or tagged on each card for identification.
- (i) When requested, each Competitor must immediately provide the flash card to the RD, TD or Stewards.
- (j) The fitment of any other camera and/or recording device to an automobile is subject to the prior express approval of the EOM and the installation is subject to the approval of the TD.

**APPENDIX 1**

**Automobile Marking**



## APPENDIX 2

### List of Eligible Automobiles

#### CLASS X

Alfa Romeo	Giulia	Quadrifoglio	X
BMW	M2 Pure Coupe	F87	X
	M2 Competition Coupe		
BMW	2019		X
BMW	M2 Competition Pure Coupe 2019		X
BMW	M2 Coupe	F87	X
BMW	M3 Competition LCI Auto	F80	X
BMW	M3 Competition LCI Manual	F80	X
BMW	M4 Coupe Auto	F82	X
BMW	M4 Pure Coupe Auto	F82	X
Ford	Mustang	R Spec	X
HSV Chevrolet	HSV Camaro	ZL1	X
Porsche	718 Cayman S	718	X
Toyota	Supra	GTS	X

#### CLASS A

Alfa Romeo	4C	Launch Edition	A
Audi	RS3	8V	A
Audi	TT RS	8J	A
BMW	1M Coupe	E82	A
BMW	M135i Hatch	F20	A
BMW	M140i LCI-2 Auto	F20	A
BMW	M3	E90 / E92 E93	A
Ford	Falcon BF Mk I/II - FPV	GT / GT-P	A
Ford	Falcon FG - FPV	F6	A
Ford	Falcon FG - Mk II	GT R-Spec	A
Ford	Falcon FG FPV	GT-P, F6	A
Ford	Falcon FG II	GT-F	A
Ford	Falcon FG MkII - FPV	GT	A
Ford	Falcon FGX	XR8 (SC) Sprint	A
Ford	Falcon FGX	XR6 Turbo Sprint	A
Ford	Falcon FGX	XR8 (SC)	A
Ford	Falcon FGX	XR8	A
Ford	Focus RS	LZ	A
Ford	Mustang	GT	A
Holden	VY HSV	R8 Clubsport	A
Holden	Commodore VE / VE2 / VF	R8 Clubsport	A
Holden	Commodore VF HSV	GTS	A
Holden	Commodore VF II	SS V Redline (6.2)	A
		GTO Coupe, GTS	
Holden	Commodore VZ HSV	Coupe	A
Holden	Commodore VZ HSV	R8 Clubsport	A
Holden	Commodore VZ HSV Clubsport	LS2	A
Holden	Monaro GTO		A

Holden	Monaro GTS		A
Holden	Monaro VY CSV	Mondo GT	A
Holden	SV6000		A
Holden	VE1 HSV	R8 Clubsport	A
Holden	VX HSV	GTS	A
Holden	VX HSV	R8 Clubsport	A
Holden	VY / VY2 HSV	GTS	A
Holden	Commodore VT	GTS	A
Holden	VE / VE2 HSV	GTS	A
HSV Chevrolet	HSV Camaro	2SS Coupe	A
Lexus	RC RCF	USC10R	A
Mercedes Benz	A45	AMG	A
Mercedes Benz	C63	W205	A
Mercedes Benz	C63	204	A
Mitsubishi	Lancer Evo IX	RS & GRS	A
Mitsubishi	Lancer Evo X	RS	A
Subaru	Impreza WRX Sti	V1	A

### CLASS B

Audi	RS4	B8 V8	B
Audi	RS4	B7 V8	B
Audi	S5 Quattro Manual	8T V8	B
Audi	TT 2 Litre AWD	FV	B
BMW	135i	E82	B
BMW	330D	E90	B
BMW	335i	E90 / E92	B
BMW	M235i Coupe	F22	B
BMW	M3	E46	B
BMW	M3	E36 3.2L	B
BMW	M3 CSL	E46	B
BMW	M3R	E36	B
BMW	Z4 M Manual MY07	E86	B
Ford	Falcon AU	XR8	B
Ford	Falcon BA II	XR8	B
Ford	Falcon BA Mk I/II - FPV	F6 Typhoon	B
Ford	Falcon BA Mk I/II - FPV	GT / GT-P	B
Ford	Falcon BF Mk I/II	XR6 Turbo	B
Ford	Falcon BF Mk I/II - FPV	F6 Typhoon	B
Ford	Falcon BF2 F6 Typhoon		B
Ford	Falcon BF2 GT-P		B
Ford	Falcon BF2 XR6 Turbo	F6	B
Ford	Falcon BFII	XR8	B
Ford	Falcon BFMk I/II	XR8	B
Ford	Falcon FG	XR8	B
Ford	Falcon FGX	XR6 Turbo	B
Ford	Focus RS	LV	B
Ford	Mustang	FM	B
Holden	Commodore VE	SS/SV/SSV-Redline	B
		SS/SV/SSV-Redline	
Holden	Commodore VF	(6.0L)	B

Holden	Commodore VF	SS (6.0L)	B
Holden	Commodore VT II	Clubsport	B
Holden	Commodore VX	SS	B
Holden	Commodore VX	Clubsport R8	B
Holden	Commodore VY	SS / SV	B
Holden	Commodore VZ	SS / SV	B
Holden	Commodore VZ	SS	B
Holden	Commodore VZ	SSZ	B
Holden	Monaro	CV8	B
Honda	Civic	Type R	B
Jaguar	F-Type	RWD	B
KIA	Stinger	330 GT	B
Lexus RC	RC 350		B
Mitsubishi	Lancer Evo VII	CT	B
Mitsubishi	Lancer Evo VIII	CZ	B
Mitsubishi	Lancer V	CJ	B
Mitsubishi	Lancer VI	CJ	B
Peugeot		308 Gti 270	B
Porsche	Cayman S	981	B
Renault	Megane	RS275 Trophy R	B
Subaru	Impreza WRX Sti	N	B
Subaru	Impreza WRX Sti	G3	B
Toyota	Yaris GR	GR	B
		Series 7.5	
Volkswagen	Golf R	4Motion	B
Volkswagen	Golf R	Series 7 4Motion	B

### CLASS C

Alfa Romeo	156 GTA		C
Alfa Romeo	Gulietta	QV	C
Audi	TT Quattro 3.2 Litre		C
BMW	123D	E88 LCI	C
BMW	123D	E82	C
BMW	125i M Sport LCI-2 Auto	F20	C
BMW	220D	F22	C
BMW	228i	F22	C
BMW	E46 330i Sedan		C
BMW	M3	E36 3.0L	C
BMW	130i	E87	C
Ford	Falcon BF2 XR6		C
Ford	Falcon FG2 XR6		C
Ford	Focus ST	LZ	C
Ford	Focus XR5	LT, LV, LVII	C
Holden	Astra HSV VXR	AH	C
Hyundai	i30N	Pde	C
Mazda	3 MPS	3A/3B	C
Mazda	6 Diesel		C
Mazda	6 MPS	6A	C
Mini	Coupe JCW	R58	C
Nissan	350Z Track	Z33	C

Nissan	370Z	Z34	C
Peugeot	208 Gti		C
Peugeot	208 Gti 2013 series A9		C
Renault	Megane	RS265 Trophy	C
Renault	Megane	RS265 Cup	C
Skoda	Octavia RS 169 TSI Wagon		C
Skoda	Octavia RS 245 Manual 5 door		C
Skoda	Octavia RS 245 Manual Wagon		C
Subaru	WRX 98		C
Subaru	WRX Sti MY03	S	C
Subaru	WRX Sti MY05	S	C
Volkswagen	Golf GTi	7.5 Series FWD	C
Volkswagen	Golf GTi	7 Series FWD	C
Volkswagen	Golf R	Series 7	C
Volkswagen	Golf R	Series 6 4Motion	C
Volkswagen	Polo GTI 6R Manual 5 door 2017		C
Volkswagen	Scirocco	R	C
Volvo	C30	T5	C

#### CLASS D

Alfa Romeo	2012 Mito QV		D
Audi	TT 2 Litre FWD	8J	D
BMW	328i Coupe	E36	D
BMW	E36 328i Sedan		D
BMW	E46 328Ci		D
BMW	E82 125i		D
BMW	E90 325i Sedan		D
BMW	F22 220i		D
Citroen	DS3 D		D
Ford	Fiesta ST		D
Ford	Mondeo Titanium MD		D
Holden	Astra Sri Turbo	AH	D
Honda	Integra	Type R	D
KIA	Proceed	GT	D
KIA	Stinger	200 GT	D
Mazda	MX5	GT ND	D
Mazda	MX-5 GT ND		D
Mazda	RX8	RX8A	D
Mini	Cooper S JCW	R56	D
Peugeot	206 Gti 180		D
Renault	Clio	RS200	D
Renault	Clio	197	D
Subaru	BRZ	Z-1	D
Toyota	86 GT	ZN Series	D
Toyota	86 GTS	ZN Series	D
Toyota	Camry	XV20	D
Toyota	Celica	SX	D
Toyoya	86 Series		D
Volkswagen	Golf Gti	6 Series FWD	D
Volkswagen	Polo GTI 6R Auto 3 door		D
Volkswagen	2012		D



Volkswagen	Polo GTI 6R Auto 5 door 2014		D
Volkswagen	Polo GTI 6R Auto 5 door 2017		D

### CLASS E

Alfa Romeo	2013 Mito Distinctive Auto		E
Alfa Romeo	Mito	1.4 Turbo	E
Audi	TT 1.8 Litre FWD		E
BMW	E30 Series		E
BMW	E36 323i Sedan		E
BMW	E46 318Ti		E
BMW	E46 325i Sedan		E
BMW	E46 325Ti		E
Eunos	30X	S	E
Ford	Fiesta XR4	WQ	E
Holden	Cruze CD	JG	E
Honda	Accord Euro (2012) 8th Gen		E
Honda	Integra	Type S	E
Hyundai	Excel X3		E
Mazda	626	GE 2.5	E
Mazda	2 Maxx	DJ,DE	E
Mazda	3 SP23	BK	E
Mazda	MX6		E
Mazda	MX6	GE 2.5	E
		Magnette TCI	
MG	ME	(1.8L)	E
MG	MG3		E
Mini	Cooper	R50	E
Mini	Cooper S JCW	R53	E
Nissan	Pulsar SSS	N15	E
Peugeot	306 Gti		E
Proton	Satria Gti	BS	E
Renault	Clio Sport 200 (2010)		E
Suzuki	Swift Gti	AA34S	E
Suzuki	Swift Sport	RS416	E
Toyota	Corolla	Sportivo	E
Toyota	Echo Rush	Series Ncp10R	E
Toyota	Yaris	YRX	E
VW	Polo GTI 9N Manual 3 door 2010		E



Class I - Invitational		
Make	Model	Compliance
Fiat	Abarth	500
Ford	Falcon	EA/EB (Group 3K)
Ford	Falcon	AU (Group 3K)
Ford	Falcon	BA (Group 3K)
Ford	V8 Spec Falcon Ute	FG
Holden	Commodore	VN/VP (Group 3K)
Holden	Commodore	VT (Group 3K)
Holden	Commodore	VY (Group 3K)
Holden	V8 Spec Commodore Ute	VE SS
Hyundai	Excel	X3
Mazda	RX7 SP	
Mini	Cooper S JCW Challenge	R56
Mitsubishi	Mirage Cup	