



AUSTRALIAN PULSAR RACING ASSOCIATION LIMITED

Technical & Sporting Regulations 2026



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1. DOCUMENT VERSION CONTROL

VERSION	DATE PUBLISHED	REASON FOR PUBLICATION CHANGE
5.5	01/05/2026	MA ALIGNMENT REFER YELLOW
5.4	27/02/2026	SPONSOR SIGNAGE REFER GREEN HIGHLIGHT
5.3	08/01/2026	MULTIPLE CHANGES REFER RED HIGHLIGHTS
5.2	19/08/2024	UPDATED DIAGRAM AT INTAKE RULE 20.27 UPDATED WORDING IN ENGINE SEALING 20.34.2 Option 2 ADDITIONAL CLAUSE 11.6 SEALING CLARIFICATION REFER (PINK HIGHLIGHTS)
5.1	01/04/2024	UPDATES TO 2.0 CONTACTS, 3.7 ENGINE SEALERS, 9.0 SPONSORS, 20.21 INTAKE, 20.33 EXHAUST % 20.45 RIDE HEIGHT. REFER (BLUE HIGHLIGHTS)
5.0	5/12/2024	UPDATED CALENDAR DATES
4.9	5/12/2024	RULES FOR 2025 CHAMPIONSHIP
4.8	9/11/2024	CLARIFICATION TO SHOCK FITMENT
4.7	6/09/2024	CLARIFICATION TO CONTROLLED BRAKE PAD
4.6	8/05/2024	CLARIFICATION TO DIFF RULE
4.5	28/04/2024	CLARIFICATION TO PISTON RULE
4.4	26/04/2024	CHANGE TO ENGINE SEALERS
4.3	7/04/2024	CHANGE TO PISTON RULE
4.2	28/01/2024	ENGINE SEALING CHANGES

2. CATEGORY CONTACTS

Directors		Director Group	directors@apra.club	
	Secretary	Rod Albronda	rod@apra.club	0412 034 923
	Treasurer	Scott Tidyman	scott@apra.club	040 7899 765
	Media	Paul Spicer	paul@apra.club	0433 154 117
	Technical	Rod Tippett	rodtippett@apra.club	0431 120 218
	Driver Recruitment	Jerome Pirozzi	jerome@apra.club	0437 269 561
	CEO	Alex Pirozzi	ceo@apra.club	0448 672 118
	Marketing	Ian Joyce	ian@apra.club	0409 979 392
	DSO	Mal Rose	MRO75117@bigpond.net.au	0428 449 414

3. CONTROL ITEM CONTACTS

3.1 YOKOHAMA CONTROLLED TYRE

- 3.1.1 GORDON LEVEN MOTOSPORT TYRES, Unit 6/133 Russell St, Emu Plains, NSW, 2750, Australia
- 3.1.2 (02) 4735 8734
- 3.1.3 motorsport@gordonleven.com.au

3.2 YELLOW SPEED CONTROLLED SHOCKS / SPRINGS

- 3.2.1 MX5 MANIA SYDNEY, 3/827 Old Northern Rd, Dural NSW 2158
- 3.2.2 (02) 9482 3238
- 3.2.3 info@mx5mania.com.au

3.3 TURBO TEC CONTROLLED HEADERS

- 3.3.1 Turbo Exhaust Centre, 42 Chifley St, Smithfield NSW 2164
- 3.3.2 (02) 9756 1163

3.4 M FACTORY CONTROLLED LSD

- 3.4.1 Hornsby Differentials and Gearbox Specialists, 2/11 Leighton Pl, Hornsby NSW 2077
- 3.4.2 (02) 9477 6396 or <https://www.hornsbydiffs.com.au/>

3.5 WINMAX CONTROLLED BRAKE PADS

- 3.5.1 Brake Pads can be sourced from any Winmax Pad distributor.

3.6 APRA CONTROLLED ECU SEALER

- 3.6.1 Simon Webster, PO Box 472, Castle Hill NSW 1765

3.7 APRA ENGINE SEALERS

- 3.7.1 Patrick Rhodes (MA Accredited Sealer) - 0428 631 950 (NSW)

3.8 APRA CONTROLLED DYNO TESTER

- 3.8.1 Armour Motorsport, 3/21 Peachtree Rd, Penrith NSW 2750
- 3.8.2 (02) 4732 5929 or armourmotorsport@bigpond.com

3.9 APRA PISTONS

- 3.9.1 Australian Pulsar Racing Association currently hold a solid supply of SR20DE piston/ring sets.
- 3.9.2 Contact a director for a set today directors@apra.club

3.10 APRA OPTIONAL CONTROLLED "N14" REAR CONTROL ARM

- 3.10.1 Australian Pulsar Racing Association currently hold stock of the kits.
- 3.10.2 Contact a director for a set today directors@apra.club

3.11 APRA OPTIONAL CONTROLLED "N15" REAR BEAM

- 3.11.1 Noizee Engineering is the only controlled supplier for this upgrade.
- 3.11.2 0474 148 773 or kris@noizee.com

4. PHILISOPHY

- 4.1 The intent of the following regulations is to enable competitors to adequately understand and be able to prepare for the 2026 race season.
- 4.2 The APRA Championship is intended to be a circuit racing group for Nissan Pulsars that have controlled parameters installed to promote and easily manage parity for performance and for vehicle components.
- 4.3 The Australian Pulsar Racing Association Championship will be aimed at Club level competitors as an entry level motorsport class operated under **Motorsport Australia** guidelines and requirements.
- 4.4 Our philosophy and aim are to provide a platform for our members to compete in a fun, friendly and fair manner both on and off the track.
- 4.5 The aim is to develop the most cost-effective grass roots motor sport series in Australia.
- 4.6 Modifications permitted to the vehicle/s are outlined within these regulations.
- 4.7 Modifications to these regulations will be determined by the Category Directors.

5. DEFINITION

- 5.1 The APRA State Championship will be run in accordance with the 2026 Motorsport Australia Manual, Circuit Race Appendix, Circuit Racing Standing Regulations and the 2026 Motorsport Australia Manual, National Competition Rules. See links below

<https://motorsport.org.au/regulations/manual/race/>

<https://motorsport.org.au/regulations/manual/technical-appendix/>

<https://motorsport.org.au/regulations/manual/ncr/>

- 5.2 These regulations apply to current financial members of the members of the Australian Pulsar Racing Association (APRA) **and any vehicle** entering and/or participating in an event sanctioned by APRA

6. ELIGIBILITY

- 6.1 To be eligible to enter any event sanctioned and/or organised by the Australian Pulsar Racing Association you must be a current financial member of APRA, **or a Motorsport Australia affiliated club.**
- 6.2 To be eligible for the APRA Australian Pulsar Racing Association Championship, you must be a current financial member of APRA.
- 6.3 Should a non-financial member wish to participate in a single event, a single event membership can be purchased. The cost and approval of a single event membership is at the discretion of the APRA Directors and will be determined on a case-by-case basis.
- 6.4 To be eligible for the Australian Pulsar Racing Association series, the automobile must be either N14, N15 2.0 (SR20DE) model Nissan Pulsar in either Sedan or Hatch variation and N16 1.8 (QG18DE) Sedan of Australian delivery.
- 6.5 **Vehicles are to be log booked with Motorsport Australia**
- 6.6 It is permissible to fit an SR20DE to an automobile (N14 / N15 sedan or hatch) that was originally Australian delivered with a GA16DE provided that no modifications are made to the body shell to facilitate the fitment.
- 6.7 **To be eligible for the Masters championship, you must be at the age of 45 as at the first day of Round 1.**

7. CALENDAR

- 7.1 The APRA Championship will be run over 7 championship point scoring rounds as set out in the table 4.3.
- 7.2 All APRA Technical and Sporting regulations apply to each event listed in the table 4.3
- 7.3 Intended Scheduled Calendar listed below, events remain compliant if exact race lengths and times cannot be achieved.

Rnd	Date	Day	Racetrack	Format	Event Name
1	28th Feb - 1st March	Sat/Sun	One Raceway	Sprint	Wakefield 300
Qualifying 2 x 15 mins, 2 x Race 1 15 mins, 2 x Race 2 45 mins (Run as individual days, but one event)					
2	16th May	Sat	Sydney Motorsport Park GP	Sprint	
Qualifying 15 mins, Race 1 15 mins, Race 2 17 mins, Race 3 20 mins					
3	13th June	Sat (Late)	Sydney Motorsport Park GP	Enduro	Sydney 300
Qualifying 25 mins, Race 1 15 mins, Race 2 60 mins (Twilight event, late start)					
4	5th July	Sun	Sydney Motorsport Park GP	Sprint	
Qualifying 15 mins, Race 1 15 mins, Race 2 17 mins, Race 3 20 mins					
5	8th August	Sat	One Raceway	Sprint	
Qualifying 15 mins, Race 1 15 mins, Race 2 17 mins, Race 3 20 mins					
6	17th October	Sat	Sydney Motorsport Park GP	Sprint	
Qualifying 15 mins, Race 1 15 mins, Race 2 17 mins, Race 3 20 mins					
7	14-15th November	Sat/Sun	Shelly Circuit (One Raceway)	Double Enduro	Shelley 300
Qualifying 2 x 30 mins, 2 x Race 60 mins (Run as individual days, but one event)					

8. CHAMPIONSHIP AND POINT SYSTEM

8.1 CHAMPIONSHIP

- 8.1.1 The 2026 APRA Outright Championship will be decided by who has accumulated the highest number of points across the 7 championship point scoring events minus the lowest point scoring round. (known as the drop round).
- 8.1.2 The 2026 APRA Masters Championship will be decided by who has accumulated the highest number of points across the 7 championship point scoring events minus the lowest point scoring round. (known as the drop round).
- 8.1.3 The will also be an Independent championship category for the N16 class.
- 8.1.4 The drop round will not include any round declared as an Enduro or where points penalties and/or round exclusions were applied as your lowest point scoring round.
- 8.1.5 A minimum of 5 rounds must be completed in the championship calendar to declare the Outright Champion.

8.2 ROUND FORMAT

8.2.1 SPRINT ROUNDS

8.2.1.1 Qualifying dummy grid to be determined by Championship order, each vehicle will have a minimum of 10 minutes.

8.2.1.2 Race 1 will be a minimum of 12 minutes, grids to be determined by Qualifying.

8.2.1.3 Race 2 will be a minimum of 12 minutes, grids to be determined by Race 1 results, except that the top 8 will be reversed.

8.2.1.4 Race 3 will be a minimum of 12 minutes, grids to be determined by the accumulated points awarded from Race 1 and Race 2.

8.2.1.5 If these timings are not achieved due to exceptional circumstances during a sprint round, the event will still be considered compliant by Motorsport Australia.

8.2.2 ENDURO ROUNDS

8.2.2.1 Qualifying dummy grid to be determined by Championship order, each vehicle will have a minimum of 10 minutes.

8.2.2.2 Quantity of Races and Race distance to be determine in supplementary regulations for event. The grids to be determined by Qualifying and Race results on the day.

8.2.2.3 If these timings are not achieved due to exceptional circumstances during a sprint round, the event will still be considered compliant by Motorsport Australia.

8.3 POINTS SYSTEM

8.3.1 Series championship points are allocated to drivers based on the finishing order in each race as per table 8.4.

8.3.2 1 Point will be allocated for the fastest lap time of a qualifying session at each round.

8.3.3 1 Point will be allocated to the fastest lap time in each race.

8.3.4 1 Point will be allocated to biggest mover (most positions gained) in each race.

8.3.5 A race will be declared as completed and points awarded based on the decision of the Clerk of Course and the organiser of that event.

8.3.6 Round Winner will be declared after the final race has concluded and a trophy will be awarded to the top 3 class finishers Outright and top 3 Masters competitors. (N16 is the class is run)

8.3.7 If there are less than 5 entries in any Class, trophies will only be awarded to first place only

8.3.8 All other finishers after position 40 receive 1 point.

8.3.9 At Enduro rounds, the Enduro races will be awarded at double points.

8.4 Race Allocation Points table

Place	Points	Place	Points	Place	Points	Place	Points
1	100	11	60	21	40	31	20
2	90	12	58	22	38	32	18
3	85	13	56	23	36	33	16
4	80	14	54	24	34	34	14
5	77	15	52	25	32	35	12
6	74	16	50	26	30	36	10
7	71	17	48	27	28	37	8
8	68	18	46	28	26	38	6
9	65	19	44	29	24	39	4
10	62	20	42	30	22	40	2

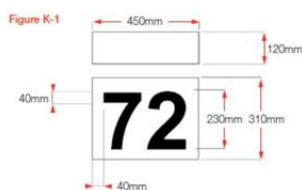
9. CATEGORY SPONSOR SIGNAGE

- 9.1 Category sponsor signage must be displayed on all cars during the racing season.
- 9.2 Category sponsor signage must be displayed in accordance with the image 6.6.
- 9.3 One set of category sponsor signage will be provided as part of Annual membership, additional stickers required during the year need to be paid for by the competitor.
- 9.4 Replacement Stickers can be sourced from your Category directors at a cost of a \$75.00 per Kit.
- 9.5 A **Winmax** Sponsor Cap must be worn on the head during all podium ceremonies, trophy presentations, and media interviews or photo sessions.
- 9.6 **Category Sponsor detailed in image below.**



10. COMPETITION NUMBERS

- 10.1 Each vehicle must have a black number installed onto the APRA supplied door card, size in accordance with Motorsport Australia Schedule K, Figure K-1 pictured below.
- 10.2 The number must be located on each side of the vehicle and on the forward most part of the front door.
- 10.3 Each vehicle must have a fluorescent yellow number on the upper left part of the front windscreen (below the APRA Series Windscreen Banner). You must also have a fluorescent yellow number on the upper right part of the rear window.
- 10.4 Series race numbers will be allocated on application of membership. It's up to the competitor to source these from a signwriter or Race Shop (e.g. Revolution Race gear).
- 10.5 Number 1, will be reserved for the current series champion, to be used at the competitor's discretion.
- 10.6 **Masters will need to place an "M" on the back window under their Number.**
(This will be provided by APRA.)



11. SEALING OF COMPONENTS

- 11.1 It is the Competitors responsibility to ensure that each of the sealed components that is required to be sealed be sealed, and is done so in accordance with the technical regulations 20.34 and 22.2 by the correct authority prior to the first event which the vehicle enters.
- 11.2 To facilitate the fitment of component seals, prior to presenting the components for sealing it is the Competitors responsibility to ensure that the appropriate holes have been drilled into the relevant bolts.
- 11.3 Unless otherwise approved by the Technical Officer, a sealed component must remain sealed for the duration of the season.
- 11.4 If a vehicle is found not to have a seal fitted in accordance with the regulations, or the seal is deemed to be incorrect and/or has been tampered with, the Competitor will be referred to the stewards and penalties **may** be issued.
- 11.5 A Scrutineer can request that a sealed component be stripped down at any time, although it is uncommon.

12. VEHICLE COMPLIANCE

- 12.1 In the interest of the club and fairness to all competitors. APRA officials may at times impound components from any vehicle for the purpose of independent testing. If any components are removed from a vehicle at the completion of a race meeting, these components will be temporarily replaced with a similar component supplied by APRA to allow the competitor to operate his/her vehicle for the purpose of removing the vehicle from the track.
- 12.2 Any measurement tool and the method of measurement used by a **scrutineer** /or their nominee shall be considered to be the official measurement tool/method and shall not be the subject of any protest or appeal.
- 12.3 **Motorsport Australia Scrutineers reserve** the right to seal any part or component for future examination. Any out-of-pocket expenses relating to component sealing shall be discussed by the APRA Directors and the Competitor on a case-by-case basis. Seals may be temporary or permanent. Temporary seals will be in place until such time that an inspection takes place for that part/component. Permanent seals will be in place after the part/component has been checked and passed for eligibility.
- 12.4 If a competitor has a temporary seal applied to a component or part of their vehicle, and that component/part fails the test for eligibility this will be found to be in breach of the regulations, the penalty for that breach shall be retrospective and will be applied from the race meeting the seal was originally fitted.
- 12.5 **An entrant/competitor that ignores a direction from a Motorsport Australia Scrutineer to have components checked for compliance purposes may be excluded from and/or take no further part in any APRA event at the discretion of the event stewards. The vehicle may not be granted entry to future APRA events at the discretion of APRA management.**
- 12.6 If a previously installed seal, be that temporary or permanent is damaged, has been removed or appears to have been tampered with in any way without prior approval by APRA management, the Competitor of that vehicle may be penalised in accordance with APRA Penalty System.
- 12.7 To request for a Seal to be removed, please use the online form via the link below.
<https://www.apra.club/apra-compliance-security-seal-removal/>
- 12.8 Penalties for non-compliance with the APRA Technical Regulations may be applied in accordance with the table in section 12.

13. PROTEST AND PROTEST SYSTEM

- 13.1 The APRA Championship will be run in accordance with the 2024 Motorsport Australia Manual, National Competition Rules. See links below for protest procedures.

https://www.motorsport.org.au/docs/default-source/manual/ncr/motorsport-australia-national-competition-rules.pdf?sfvrsn=c73341d6_16

- 13.2 Competitors may provide video footage to event stewards for review, this may result in a series points penalty and/or driving standards notification to the driver responsible. The Steward (or representative) will review and take actions as appropriate.
- 13.3 The Event Stewards have the sole discretion to apply penalties which may consist of Loss of Points, Time Penalties, Rear of Grid Penalty, Drive Through penalties, Race or Meeting exclusion for driving or pit lane infringements during an event. The Steward is deemed to be the judge of fact and any penalty applied by the Steward is not able to be challenged or disputed.
- 13.4 Motorsport Australia Event Stewards reserve the right to exclude from an event, suspend for an indefinite period for breaching the APRA Driving Code of Conduct or any other rule or policy applicable under the APRA constitution.
- 13.5 Penalties can be awarded as per table in section 12.
- 13.6 The penalties tabled in section 12 are a guide only and can be altered at the discretion of the Event Stewards to include race or event exclusion.

14. DEMERIT SYSTEM

- 14.1 As per the Membership application: The Australian Pulsar Racing Association Limited (APRA) has a three-strikes-and-you're-out policy. As outlined in the Demerit Points table below, any on or off-track incidents that are found to have been caused by carelessness, malice or aggression by a driver or crew will be reported to the event stewards and/or APRA. Should a driver or crew be found to be responsible for causing on or off-track incidents - in the case of Driving Infringements, the driver will be excluded from the following event and/or their APRA Membership will be revoked and all circuit promoters will be notified. For Behavioral Infringements their APRA Membership will be revoked and all circuit promoters will be notified. Behavioral Breaches will apply for Member, Entrant, Driver or Crew. The severity of any breaches will be at the discretion of APRA management. Disobeying APRA rules and regulations would constitute a behavioral breach.

DB	Example of but not limited to a Driving Breach	BB	Example of but not limited to a Behaviour Breach	TB	Example of but not limited to a Technical Breach
Infringement Type		Level of Infringement		Demerit/s (3 Points allowed)	
Driving Breach		First and subsequent offence		1 point each	
Behaviour Breach		Minor offence		1 point each	
Behaviour Breach		Major Offence		3 Points	
Technical Breach		Level 2 Offence		3 Points	

IMPORTANT NOTE: The accumulation of 3 or more demerit points in a 12-month period will result in an exclusion for a period of 12 months from the date of the offence that incurred the third demerit point. Demerit points will be deducted 12 months from the date of the offence and will be carried over into the next season. APRA management reserve the right at its discretion to suspend any penalty points for the remainder of that year. Conditions of suspension will be outline at the time of the offence.

15. PENALTY SYSTEM

15.1 Refer table below for penalty and demerit detail.

No	Infringement (for each and every occurrence)	Demerit Type			Penalty
1	Dangerous driving and/or loss of control causing an accident.	DB			40 Points, Time Penalty, Rear of Grid Penalty, Race exclusion
2	Not giving another competitor reasonable racing room and/or crowding of overtaking drivers and/or pulling across the overtaken car before it's safe to do so.				20 - 60 Points, Time Penalty, Rear of Grid
3	Deliberate car to car contact.	DB			Meeting or Season exclusion
4	Rear end or side of car bumping putting the other competitor off the track or gaining an unfair advantage – Bump and Run.	DB			20 - 60 Points, Time Penalty, Rear of Grid Penalty
5	Changing line (prior to, during or exiting) a corner or along any straight whilst alongside another vehicle.				20 - 60 Points, Time Penalty, Rear of Grid Penalty
6	Diving to inside of a corner to pass resulting in car contact and/or gaining an advantage.				20 - 60 Points, Time Penalty, Rear of Grid Penalty, Race exclusion
7	exceeding track limits and gaining an advantage.				20 - 40 Points
8	Unsafe track re-entry or dragging debris back onto the track that adversely affects other competitors. For example (but not limited to) oil, soil, grass, components, etc.			BB	20 - 40 Points
9	Unsafe track re-entry or dragging debris back onto the track that adversely affects other competitors. For example (but not limited to) oil, soil, grass, components, etc.				20 - 60 Points
10	Failure to comply with flag signals.				20 Points, Time penalty, Rear of Grid Penalty, Race Exclusion
11	Bringing APRA, it's members or any associated entity into disrepute by any behaviour on or off the track.			BB	Meeting or Season exclusion
12	Putting controversial video footage into the public arena without the prior written approval of APRA.			BB	40 Points
13	Removal, damage or tampering of any security seal without prior approval from APRA management.			BB	100 Points - Season exclusion
14	Level 1 breach – non-performance enhancing.		TB		10 - 40 Points, Rear of Grid Penalty
15	Level 2 breach – performance enhancing or intentional breach of regulations.		TB	BB	Race, Meeting or Season exclusion
16	Not display Series Sponsor on car in accordance with regulations.			BB	50 Points
17	Lodgement of frivolous or vexatious inquiry or protest.			BB	Race, Meeting or Season exclusion
18	Refusing to provide with video footage when requested. Footage must be made available for up to seven (7) days from the previous race meeting unless instructed otherwise.	DB			Race, Meeting or Season exclusion
19	Failure to provide with video footage when requested. Footage must be made available for up to seven (7) days from the previous race meeting unless instructed otherwise.			BB	40 Points
20	Underweight 1kg or more.		TB		Race/Session Exclusion

16. GENERAL TECHNICAL PROVISION

- 16.1 In accordance with the Philosophy of the Category the Technical Regulations seek to set cost effective racing of eligible vehicles.
- 16.2 To the end the Category is based on regulations within Motorsport Australia 3E.
- 16.3 These regulations provide for further limiting of modifications from that 3E specification.
- 16.4 All general Motorsport Australia regulations apply to all APRA race vehicles.
- 16.5 Any modification of an eligible vehicle is expressly forbidden, save for the modifications contained within these regulations. **("If the rules don't say you can then you can't".)**
- 16.6 Where an item is noted as a "Controlled Item" such items must be purchased from nominated supplier / brand.
- 16.7 No modifications may be made to Controlled Items, unless specified within these regulations.
- 16.8 Unless specified otherwise within this document, tolerances for machining and weighing of engine components will be in accordance with General Requirements for Cars and Drivers (Motorsport Australia Manual of Motorsport).
- 16.9 All new engines must be assembled with the nominated category technical sealer present.

17. VEHICLE COMPETITION WEIGHT

- 17.1 Each competitor must comply with the APRA Racing Weight.
- 17.2 Vehicle competition weight for N14 and N15 vehicles is a minimum of 1100kg with Driver, Driver Safety equipment.
- 17.3 This Vehicle Competition Weight is as measured by scales provided at each facility. Where there may be disparity of the scales it is the competitor's responsibility to correlate the vehicle weight to ensure compliance with regulation.
- 17.4 Competitors may be requested at any time to participate in vehicle/driver weight check.
- 17.5 During the Qualifying session all vehicles must be weighed each time the vehicle exits the circuit (enters pit lane) (Tyre pressure checks are permitted).
- 17.6 At the completion of each race the top 10 vehicles MUST report immediately to the scales without being interfered with in any way that may affect the weight of the vehicle. (Tyre pressure checks permitted).
- 17.7 ballast, if required, must be located in the confines of the driver's cockpit, be clearly visible, be accessible by Scrutineers and be in compliance with the Motorsport Australia Manual – Technical Appendix requirements for Ballast and Ballast Retention.

18. NON-GENUINE PARTS

- 18.1 Freedom of source of supply is granted for all fasteners, belts, gaskets, seals, flexible hoses, liquid carrying pipes, mechanical cables, bearings, clamps, fuel filters, batteries and battery cables, globes and LEDs, fuses and electro mechanical relays provided no additional modifications are made to facilitate the fitment of the replacement part.
- 18.2 A component, deemed to be FREE under these regulations may, where fitted to the vehicle as standard, be removed or replaced. Where the removed component is replaced, the replacement is not restricted in design or material (unless otherwise specified).

19. SAFETY CAGE

- 19.1 N14 and N15 vehicles must be fitted with a Type 3 full safety cage.
- 19.2 Each safety cage must be in compliance with Schedule J Motor Sport Australia Manual.
- 19.3 Both Weld in and Bolt in are compliant.

20. ENGINE

20.1 GENERAL

- 20.1.1 All plastic shrouding located in the engine bay, the sole purpose of which is aesthetic, may be removed. Soundproofing material and trim fitted to the underside of the bonnet that is not visible from the outside may be removed.
- 20.1.2 Refer table below for general Engine specifications.

Engine Specifications	
Cylinder arrangement	in-line 4
Displacement cm ³ (cu in)	1.998 (121.92)
Bore and Stroke mm (in)	86 x 86 (3.39 x 3.39)
Valve arrangement	DOHC
Firing order	1-3-4-2
Number of piston rings	
*Compression	2
*Oil	1
Number of bearings	5
Compression ratio	9.5

20.2 MOUNTS

- 20.2.1 The dampening material of the engine mounts are free providing they remain of an elastomeric construction. Position and orientation of the engine to remain as standard.

20.3 CYLINDER BLOCK

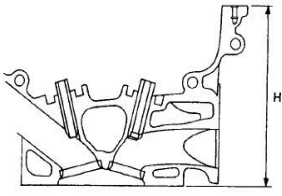
- 20.3.1 It is permitted to increase the cylinder block bore diameter up to a maximum of 1.016mm (0.040") over the standard bore size.
- 20.3.2 It is permitted to re-sleeve the cylinder bores of a sleeved block, or to fit a sleeve to a unitary block, provided that in each case the material used to sleeve the cylinder bore is either the same as the standard bore or is cast iron.
- 20.3.3 Milling the block is free as long as the minimum piston to head surface clearance is 0.889mm including cylinder head gasket.

20.4 CYLINDER HEAD

20.4.1 No machining of any surface is permitted unless specifically allowed under these rules.

20.4.2 It is permitted to remove material from the head gasket contact face of the cylinder head provided the following limits are observed. Refer diagram below.

CYLINDER HEAD		
Unit: mm (in)		
	Standard	Limit
Head surface distortion	Less than 0.03 (0.0012)	0.1 (0.004)



SEM043F

Nominal cylinder head height "H"	136.9 - 137.1 (5.390 - 5.398)
----------------------------------	----------------------------------

20.4.3 Minimum head height 136.6mm.

20.4.4 Minimum piston to head surface clearance 0.889mm including cylinder head gasket.

20.4.5 Combustion chamber, inlet and exhaust port surfaces must remain as manufactured.

20.4.6 It is permitted to re-grind valve seats providing that the grinding process does not remove any of the cylinder head casting.

20.4.7 Replacement valve guides must be installed as original manufacture without modification. The valve guide end which protrudes into the port must not be modified from original shape, size and location.

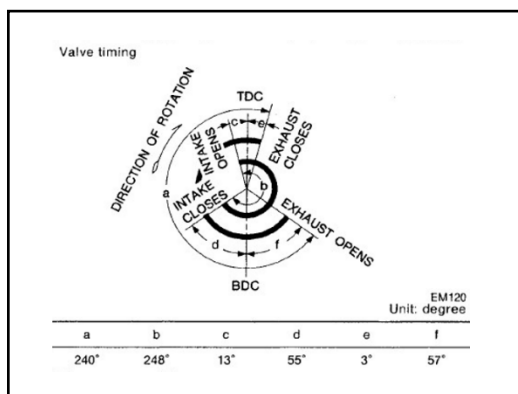
20.4.8 The shape of valve heads must remain as manufactured apart from grinding for seating. No undercuts, swirl polishing or reshaping for the purpose of an aid to gas flow is permitted.

20.4.9 Only the Factory Nissan Valves are allowed.

20.4.10 Inlet Valve Dimensions are 34.15 +/- 0.05 (Marked 53J).

20.4.11 Exhaust Valve Dimensions are 30.15 +/- 0.05 (Marked 5J).

20.4.12 Method of valve timing and operation of all valve events shall be as standard for the models N14 and N15 Australian delivered cars. Refer diagram below.



20.4.13 Nissan OEM specifications for Valve springs must be adhered to. Refer diagram below.

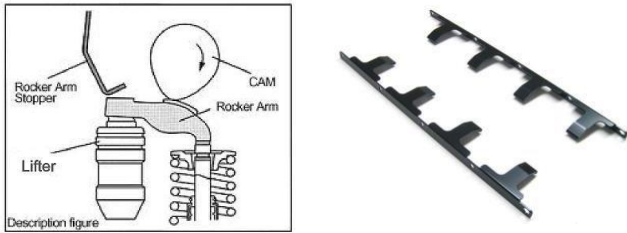
Valve spring		
Free height	mm (in)	49.36 (1.9433)
Pressure N (kg, lb) at height mm (in)		
Standard		578.02 - 641.57 (58.94 - 65.42, 129.96 - 144.25) at 30.0 (1.181)
Limit		549.2 (56.0, 123.5) at 30.0 (1.181)
Out-of-square	mm (in)	Less than 2.2 (0.087)

20.4.14 Only cylinder head castings of the same type as OEM for the models from N14 and N15 Nissan Pulsars from Pulsar Q through to Pulsar SSS Australian delivered variations.

20.4.15 Head gasket thickness can be altered to achieve minimum piston to head surface clearance of 0.889mm.

20.4.16 The hydraulic lifters must remain stock standard, they may not be replaced with solid lifters.

20.4.17 Rocker arm stoppers are not permitted. Refer diagrams below.



20.5 CRANKSHAFT

- 20.5.1 The maximum amount of material permitted to be removed from any crankshaft journal diameter is 0.25mm.
- 20.5.2 Crankshaft balancing is allowed; however, overbalancing is not permitted.
- 20.5.3 It is permissible to remove Crankshaft galley plugs and install grub screws for the purpose of cleaning.
- 20.5.4 Minimum Crankshaft weight must not be less than 16.0 kgs.

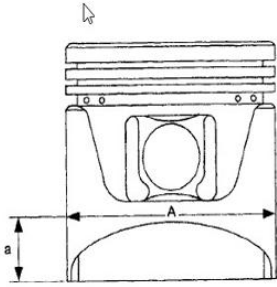
20.6 CONNECTING RODS (CONRODS)

- 20.6.1 Each connecting rod of a reciprocating engine may be replaced provided the replacement is of a solid magnetic steel construction, the distance between the centre of the big end and small end tunnels are the same as the standard connecting rod (136.30mm) or (5.3661in).
- 20.6.2 The connecting rod weight is inclusive of the small end bush, big end bearings and bolts and nuts.
- 20.6.3 Minimum Conrod weight must not be less than 655 grams.

CONNECTING ROD	
Unit: mm (in)	
Center distance	136.30 (5.3661)

20.7 PISTONS

- 20.7.1 Pistons may be replaced provided the replacement piston has the same shaped crown to that of the standard piston, the distance between the gudgeon pin centre line and the highest point of the piston crown remains the same as the standard. It is not permitted to apply a coating to any part of the piston
- 20.7.2 Refer controlled supplier section, for information on sourcing Pistons.
- 20.7.3 Standard (86.00mm), oversize 0.5mm (86.50mm), or oversize 1.00mm (87.00mm) allowed.
- 20.7.4 The use of forged pistons is not permitted.
- 20.7.5 Only unmodified pistons specifically designated for the SR20DE may be used, refer images below.

Piston	
Unit: mm (in)	
	
SEM750C	
Piston skirt diameter "A"	
Standard	
Grade No. 1	85.980 - 85.990 (3.3850 - 3.3854)
Grade No. 2	85.990 - 86.000 (3.3854 - 3.3858)
Grade No. 3	86.000 - 86.010 (3.3858 - 3.3862)
0.20 (0.0079) over-size (Service)	86.180 - 86.210 (3.3929 - 3.3941)
"a" dimension	14.0 (0.551)
Piston clearance to cylinder block	0.010 - 0.030 (0.0004 - 0.0012)



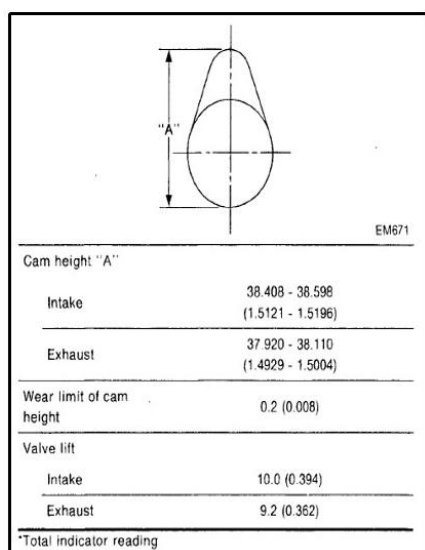
20.8 PISTON RINGS

- 20.8.1 It is permitted to replace each piston ring provided:
- 20.8.1.1 The number of compression rings must be 1 per groove (total 2) and one oil ring assembly (3-piece oil ring).
- 20.8.1.2 The number of components per ring remains the same as the standard piston rings (i.e. a single piece compression ring may not be replaced by a two piece 'gapless' ring); and
- 20.8.1.3 The area of the piston ring which is in contact with the cylinder wall is not less than that of the standard ring.
- 20.8.2 **Gas ported rings / pistons and conform cut rings are not permitted**, refer images below.



20.9 CAMSHAFTS

- 20.9.1 The camshaft must remain a standard/original OEM component from N14 and N15.
- 20.9.2 Nissan Pulsars from Pulsar Q through to Pulsar SSS Australian delivered variations.
- 20.9.3 The camshaft OR its timing in relation to the crankshaft may not be modified in anyway.
- 20.9.4 Refer cam dimensions detailed in the image below.



20.10 LUBRICATION AND OIL SYSTEM

- 20.10.1 The removable portion of the oil sump (Steel Pan) is free to replace provided any additional material added to the oil sump is the same as that of the standard oil sump and no additional modifications are made to facilitate the fitment.
- 20.10.2 It is permitted to modify the oil pickup and to add an oil separator tank to the crankcase breather line.
- 20.10.3 The use Oil Accumulator and or Sump Baffle is permitted.
- 20.10.4 The relocation of the Oil Filter is permitted.
- 20.10.5 All coolers and associated components must remain inside the external bodywork of the automobile.
- 20.10.6 The only modification permitted to facilitate the fitment of coolers and associated components is the relocation of the oil filter and the drilling of holes for mounting purposes.

20.11 COOLING SYSTEM

- 20.12 Radiators may be replaced provided the width and height and position of the replacement radiator is the same as the largest variation from N14/N15 Pulsar OEM radiator.
- 20.13 If replacement radiator is installed, no removal or modification other than that of the plastic fan shroud is permitted.
- 20.14 No additional radiator shrouding is permitted.
- 20.15 Max Thickness is 50mm.**
- 20.16 Water pumps are free, electric water pumps are permitted. The thermostat, its operation and method of control is free as is the method of operation of the standard engine cooling fan/s and the manner in which the radiator pressure is maintained.
- 20.17 It is permitted to fit a protective screen mounted in front of the radiator provided no additional modifications are made to facilitate the fitment.

20.18 PULLEYS

20.18.1 Each pulley and belt that drives engine ancillaries (i.e., water pump, alternator, etc.) is free.

20.19 FLYWHEEL

20.19.1 The flywheel must be OEM. The weight of the flywheel must be not less than 8.0 kgs.

20.20 AIR CONDITIONING COMPONENTS

20.20.1 Any components solely associated with the air conditioning system of the automobile may be removed from the engine compartment.

20.21 INLET MANIFOLD ASSEMBLY AND INTAKE

20.22 Throttle body, fuel rail, injectors and fuel regulator as well as all supporting components must be standard OEM components and are not permitted to be modified.

20.23 Standard SR20DE Fuel injectors. Red/Maroon in colour. (refer image below)



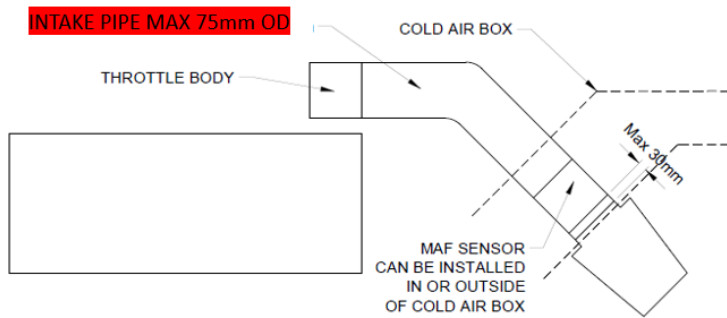
20.24 Intake manifold must be a standard OEM Australian delivered component for N14 and N15 Pulsars only.

20.25 The EGR valve can be removed.

20.26 Australian version is identified by having provision for an EGR valve. (refer image below)



20.27 It is permitted to modify the air intake upstream of the throttle body but the stock airflow meter must be used and fitted at the element end of the intake pipe. (refer diagram below)



20.28 Fitment of a non-genuine air filter (i.e.: pod filter) is permitted.

20.29 The complete intake and air filter assembly must be located within the engine compartment.

20.30 No additions or holes may be made to the body structure to facilitate this modification.

20.31 A modified air box is permitted (i.e.: cold air box) providing it complies with Rule 20.27, 20.29 and 20.32

20.32 It is permitted to install air ducting from original bumper bar openings to the engine bay. The ducting cannot be directly connected to the OEM air box or Pod filter. The inside diameter of the ducting must be no more 80mm.

20.33 EXHAUST (SERIES CONTROLLED ITEM)

20.33.1 The exhaust system is free to change downstream of the standard OEM N14 and N15 Nissan Pulsars from Pulsar Q through to Pulsar SSS Australian delivered variation headers.

20.33.2 No additional modifications to body or any other part of the vehicle are permitted to facilitate the installation of replacement non-OEM exhaust system components.

20.33.3 Exhaust can exit anywhere behind the driver's door provided it meets **the 95db noise requirements**.

20.33.4 Oxygen sensor is to remain in the original OEM location (or location determined by Turbo Exhaust) and be unmodified.

20.33.5 The use of Turbo Exhaust Centre (Part No. EX85) controlled header is permitted. (refer image below)

20.33.6 It is not permitted to alter in any way the aftermarket headers supplied by Turbo Exhaust Centre i.e. The control headers must be used in their entirety.

20.33.7 It is not permitted to cut the rear flange and/or alter its position or location.

20.33.8 It is permitted to install thermal wrap on the exhaust system inclusive of the controlled headers.

20.33.9 Ceramic coating is not permitted to any part of the exhaust system.



20.34 ENGINE SEALING

20.34.1 Option 1 Engine is sealed during the build process.

Note: This option must be used if you are building a new Engine.

20.34.1.1 In accordance with technical regulation 8.2 the following components must be drilled to allow for fitment of Engine seals. (Camshaft Bolts x 2, Upper Timing Cover and Tensioner Bolts, Aluminium Sump Bolts x 2).

20.34.1.2 All Components to be sealed by the technical officer while being assembled. Seals must be fitted to compete in competition.

20.34.1.3 Seals may only be removed once approved by a director. The Seal removal request form is located on the APRA website.



20.34.2 Option 2 Pre-existing Engine is sealed and Dyno'd for verification.

Note: This option can only be used once approved by a director, evidence of engine condition will be requested.

This option will not be used from the start of 2028, all Engines must be sealed as per option 1

(Please consult with a Director if you need information or do not understand this process)

20.34.2.1 In accordance with technical regulation 8.2 the following components must be drilled to allow for fitment of Engine seals. (Rocker Cover Bolts x 2, Aluminum Sump Bolts x 2).

20.34.2.2 Once approval is given by the Director, Seals will be issued.

20.34.2.2.1 The 2 x Engine Seals and the sealed ECU must be installed prior to booking a Dyno session with the APRA certified Dyno provider.

20.34.2.3 APRA's certified Dyno provider is nominated under section 3.8

20.34.2.3.1 A copy of the Dyno result, Pre-built/Wrecker sealing sheet, photos of the installed ECU and Engine Seals must be emailed to engine sealing@apra.club prior to entering in competition.

Note: Seals may only be removed once approved by a director.

The Seal removal request form is located on the APRA website.

The Pre-Built wrecker sealing sheet is located on the APRA Website.



21. FUEL AND SYSTEM

21.1 FUEL TANK

21.1.1 Only OEM Fuel Tanks unmodified in the original OEM location will be permitted.

21.1.2 The fitment of Fuel tank foam is permitted.

21.2 FUEL PUMP

21.2.1 Fuel pump is free, but must be fitted in OEM location.

21.3 FUEL TYPE

21.3.1 Only Pump Fuel is permitted, with a maximum 98 Ron and ethanol content of 10% as detailed in Schedule G ("Motorsport Australia General Requirements for Cars and Drivers").

21.3.2 No other additives or substances may be added.

22. ELECTRICAL

22.1 GENERAL

22.1.1 It is permissible to modify or replace the OEM wiring loom to remove any unused cabling and components.

22.1.2 It is permissible to use aftermarket switches and gauges.

22.1.3 Engine knock sensor is to remain in original OEM location, be unmodified and operate as OEM.

22.1.4 The fuel cut system must not be disabled.

22.1.5 Distributor, Ignition Coil, Throttle position sensor, MAF Sensor, Idle Valve and Coolant Temperature sensor must all be standard and unmodified as work as per OEM Specification.

22.2 ECU – ELECTRONIC CONTROL UNIT

22.2.1 The ECU is to be from Australian delivered vehicles only. No imported ECU is permitted for use.

22.2.2 Part numbers for Australian delivered ECUs are 2371068C00 and 2371068C10 and 237101N970.

22.2.3 The ECU must remain standard and unmodified.

22.2.4 It is not permitted to re-flash or adapt an additional "piggyback" style ECU module.

22.2.5 It is permissible to relocate the ECU, but must be mounted in an easily accessible location.

22.2.6 The OEM diagnostic port (Consult port) must remain operational and in an easily accessible location

22.2.7 It is not permitted to connect any device to the diagnostic port.

22.2.8 The use of an ECU Talk is not allowed.

22.2.9 The ECU must be sealed to be eligible for competition, refer 3.6 and 22.3.

22.2.10 Refer images below of APRA approved seals.



22.3 ECU – SEALING PROCESS

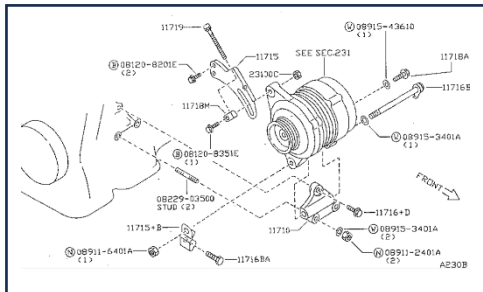
- 22.3.1 The ECU must be sealed to be eligible for competition.
- 22.3.2 Sealing is to be carried out by the nominated ECU sealer.
- 22.3.3 Mail your ECU attention to: Simon Webster, PO Box 472, Castle Hill NSW 1765
- 22.3.4 Include your contact details for Simon to collect your payment.
- 22.3.5 Note: ECU needs to be sent with a return post method.
- 22.3.6 (1st ECU is \$40.00, 2nd or consecutive are \$20.00 each)

22.4 BATTERY

- 22.4.1 It is permitted to move the battery into the cockpit area, but the battery must be sealed or dry cell (similar to Odyssey or Optima) and must be securely mounted.
- 22.4.2 A conventional wet cell battery may be used if installed in the Engine Bay.
- 22.4.3 You must display a blue triangle on the body work (externally) with sides of 150mm in length indicating the location of the battery.
- 22.4.4 All Terminals must be covered.
- 22.4.5 Only one battery is permitted and must be 12 Volt.

22.5 ALTERNATOR

- 22.5.1 It is permitted to replace the alternator with an OEM equivalent.
- 22.5.2 The Alternator must be operational at all times when the engine is operating.
- 22.5.3 The Alternator must be installed in the factory location. (Adjustment is via OEM bracket mounted to Cylinder head only) refer image below.



22.6 DATA STORAGE DEVICES

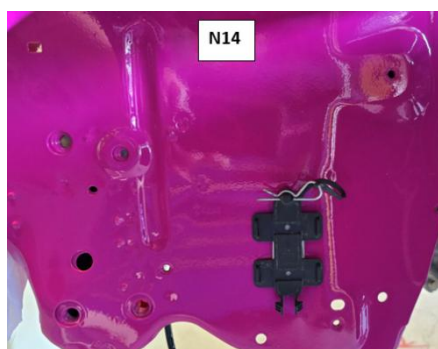
- 22.6.1 The use of data storage devices including multi-display dashes with the ability to store car data is permitted.
- 22.6.2 All devices must run in line with the standard OEM ECU.
- 22.6.3 The only data permitted to display and/or logged is lap time, speed, rpm, engine oil pressure, oil temperature, water temperature, fuel tank level and fuel pressure.
- 22.6.4 Tyre Pressure, Tyre Temp, Brake Pressure, Brake Temp and Steering position monitoring is not permitted.
- 22.6.5 A smartphone / tablet may be used for lap timing purposes only. The device must be securely mounted in a mount approved by the scrutineers of the meeting. (must not be hard wired to the vehicle for data or power).

22.7 TIMING DEVICE (DORIAN)

- 22.7.1 The timing device must be installed as per the orientation specified in the Dorian user manual.
- 22.7.2 The timing device must be positioned under the passenger side of car, with the centreline of the Dorian timing device no closer than 1.5m to the front most part of the car.

22.8 TIMING DEVICE (MYLAPS)

- 22.8.1 The timing device must be installed as per the orientation specified in the Mylaps user manual.
- 22.8.2 The timing device must be positioned horizontally in the passenger wheel well, with the centreline of the Mylaps timing device no closer than 0.25m to the front most part of the car. (refer examples below)



22.9 IN CAR CAMERAS AND FOOTAGE

- 22.9.1 A fully operational forward facing in-car camera and video recorder is compulsory.
- 22.9.2 The Steering wheel must be visible, refer image below 22.8.
- 22.9.3 Penalties apply for not having an operational camera.
- 22.9.4 If your Camera is not compatible with a Micro SD Card, your Camera must be available to present to the DSO as required.
- 22.9.5 Suggestion is to have a different SD card for each race.



23. TRANSMISSION

23.1 MOUNTS

- 23.1.1 The dampening material of the transmission mounts is free to change providing they remain of an elastomeric construction.
- 23.1.2 The location, position and orientation remain standard.

23.2 GEARBOX

- 23.2.1 Transmission must come from respective Australian delivered N14 or N15 Nissan Pulsars, and have five forward gears and one reverse gear, all components of the transmission must be of OEM manufacture origin and ratios of the Australian delivered vehicles.
- 23.2.2 Only OEM Ratios are to be used.
- 23.2.3 1st 3.063:1 - 2nd 1.826:1 - 3rd 1.2861 - 4th 0.975:1 - 5th 0.756:1 - Rev 3.153:1 - Final Drive Ratio 4.176:1
- 23.2.4 It is permissible to shot peen, debur and cryogenically treat the following internal gearbox components;
 - 23.2.4.1 Gearbox input shaft.
 - 23.2.4.2 3rd gear.
- 23.2.5 Other than the Differential as per rule 23.4 and 23.2.4 no modifications are permitted to any function or component of the transmission or its operation.
- 23.2.6 Gear Shift Bushes and Gear Shift Linkage Rods and their immediate family are free.
- 23.2.7 Anything outside of the gearbox relating to shifting mechanisms are free).
- 23.2.8 It is also permitted to fit an extension to the transmission breather using a short length of hose.
- 23.2.9 The use of imported gearboxes (including any imported housings), for example the 32V gearbox, are not permitted. Vehicles equipped with these gearboxes were not commercially sold in Australia and therefore will not be compliant. Refer image below.
- 23.2.10 It is permitted to remove Neutral, reverse and speed sensor sensors from the gearbox and replace with a blank off plug / plate.



23.3 CLUTCH

- 23.3.1 The clutch driven plate is/are free provided that it is a single plate type and the plate is not made from a carbon material.
- 23.3.2 The pressure plate may be replaced by another assembly, the primary mechanism of which must remain mechanically identical to the standard OEM assembly.

23.4 DIFFERENTIAL

- 23.4.1 It is permissible to install a standard OEM open diff centre.
- 23.4.2 It is permissible to use a locked diff. The diff can be locked by welding of the diff centre or the use of a spool device.
- 23.4.3 It is permissible to use a limited slip differential (LSD).
- 23.4.4 The only LSD permissible for use is M Factory part number (MF-TRS-10N32A). The LSD is a controlled item and can only be sourced / repaired / configured through Hornsby Differential's and Gearbox Specialists, refer to the controlled item section for details.
- 23.4.5 It is permissible to do the following and only the following to the above-mentioned LSD;
 - 23.4.5.1 Add shims or spacers to increase or decrease break away tension as required. (Either of the 2 concave spring washers supplied with the LSD are permissible for use).
 - 23.4.5.2 Alter the configuration of the clutch plates and only align shafts to 1.5 Way.
 - 23.4.5.3 Only genuine M factory parts may be used, except in the case of example 1 regarding shims / spacers.
- 23.4.6 Machining to change the ramp angle is not allowed.
- 23.4.7 Machining is not permissible of the LSD covers, unless done prior to the rule change 28/04/2024.
- 23.4.8 Final drive ratio to be compliant with Rule 23.2.3.



24. SUSPENSION

24.1 GENERAL

- 24.1.1 The front and rear suspension and its suspension pivot points must remain in the original and importantly unmodified location.
- 24.1.2 Placing N14 components in an N15 and Vice Versa is permitted provided they are from the Australian delivered version.
- 24.1.3 Other than what is noted in these regulations, no other modification can be made to existing control arms or trailing arms, pick up points to remain as standard.

24.2 COIL SPRINGS

24.2.1 Only the springs supplied with the Yellow Speed Control Shocks are permitted. Changing the supplied springs from front to back is permitted, the car must have 2 front springs of equal rating and 2 rear springs of equal rating as supplied, it is not permitted to use rear N15 springs on an N14 and vice versa.

24.2.2 N14 and N15 Springs detailed in the table below.

SPRING POSITION	MODEL	SIZE
FRONT	N14 / N15	062 205 007
REAR	N14	062 200 005
REAR	N15	062 180 006

24.2.3 No form of 'helper' or 'keeper' springs are to be used in any way.

24.2.4 Additional bump stops are not permitted.

24.3 SHOCK ABSORBERS CONTROL ITEM

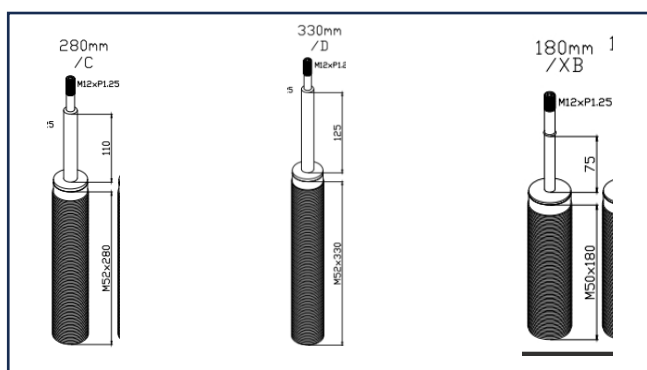
24.3.1 Yellow Speed Coil over suspension (N14 Part No. YS01-NS-DPS-016-10) & (N15 Part No. YS01-NS-DPS-017-11) APRA Tagged Control Item.

24.3.2 These items must be purchased directly from the Australian Importer of Yellow Speed – MX5 Mania Sydney.

24.3.3 The installation of Yellow Speed Dynamic Pro Sport Coil overs is the only form of suspension modification permitted to be installed; no other modifications are permitted. These shocks are sold as a direct replacement for the OEM Nissan Pulsar Shocks and are to be installed as such. This will result in the three studs at the top of the coil over assembly passing through all three holes in the chassis, without modification to the coil over or the chassis. The Yellow Speed Pro Sport Coil overs only provide camber adjustment (in line with the drive shafts).

24.3.4 Dampers can only be installed as per table below

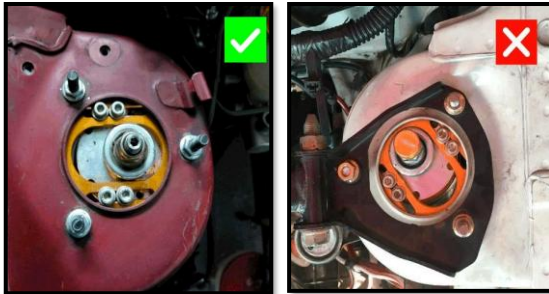
SHOCK POSITION	MODEL	SIZE	TYPE
FRONT	N14 / N15	280mm	Type C
REAR	N14	330mm	Type D
REAR	N15	180mm	Type XB



- 24.3.5 It is not permitted to re-valve or alter the Yellow Speed Dynamic Pro Sport Coil over.
- 24.3.6 It is permitted to make a minor modification to the way the top slide mechanism operates in relation to the camber plate assembly. You may remove a small section of the aluminium camber plate to achieve the necessary camber adjustment, so as to not interfere with the head of the mounting stud on the underside of the pillow top mount. Refer image below



- 24.3.7 Additional adjustment through the use of camber bolts is permitted.
- 24.3.8 Strut braces are free but can only connect to the strut towers, no additional bracing allowed.
- 24.3.9 Struts must only be installed as per the image below.



24.4 SUSPENSION BUSHES

- 24.4.1 It is permitted to install Castor Bushes up to +1 degree.
- 24.4.2 Suspension Bushes are free providing they remain of an elastomeric construction.

24.5 RIDE HEIGHT

- 24.5.1 Ride Height limitations have been removed. There is no Min / Max limit.

24.6 REAR AXLE BEAM N15 (FACTORY FITTED PART)

- 24.6.1 The rear axle beam is to be OEM for Australian delivered N15 models only. No other rear axle beam is permitted to be used.
- 24.6.2 It is permitted to bend or cut the factory beam in the middle to achieve increased camber/toe wheel alignment only.
- 24.6.3 No other modifications are permitted to the factory beam.
- 24.6.4 It is not permitted to change or add any non - Nissan components to the rear axle beam.

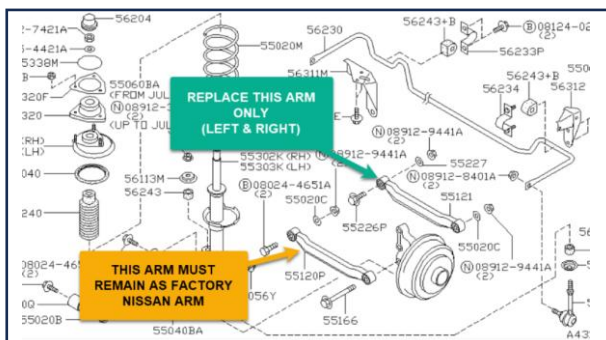
24.7 REAR AXLE BEAM N15 UPGRADE (OPTIONAL SERIES CONTROLLED ITEM)

- 24.7.1 In an effort to promote parity between both N14 and N15 model Pulsar's it is permitted to upgrade the rear beam to a controlled optional part. It is permitted to replace the rear axle beam with the controlled adjustable option.
- 24.7.2 This controlled part is distributed from Noizee Engineering
- 24.7.3 The components are branded Noizee Engineering and APRA, Part No #N15-RRBEAM
- 24.7.4 The beam is modified from a factory unit, and uses all factory Nissan parts.



24.8 REAR CONTROL ARMS N14 (OPTIONAL SERIES CONTROLLED ITEM)

- 24.8.1 It is permitted to replace the rearward control arm with the controlled adjustable option.
- 24.8.2 You can only fit a total of two adjustable arms to the vehicle (being both rearward as per image below).



- 24.8.3 The only adjustable control arm permissible to use is the Noizee Engineering arm available through Australian Pulsar Racing Association.
- 24.8.4 The components are branded Noizee Engineering and APRA, Part No #N14-TOEARM-20.
- 24.8.5 The arm is designed to accept the standard Nissan pulsar bush (available in rubber or nolathane).

24.9 SWAY BARS

- 24.9.1 Front Sway bars are free however must retain the original mounting points.
- 24.9.2 Sway bar end link components are free; however, their mounting points must remain in the original OEM location.
- 24.9.3 Sway bar bushes are free providing they remain of an elastomeric construction.
- 24.9.4 The use of cockpit adjustable sway bars is prohibited.
- 24.9.5 Rear Sway bars in an effort to promote parity between both N14 and N15 models, rear sway bars are free for both models.
- 24.9.6 For N14 models' additional reinforcement of sway bar to body mounts is permitted providing the original body mounting location is unchanged.
- 24.9.7 Sway bar end link components are free for both models.
- 24.9.8 The shock link mounting location must comply with yellow speed Version 1 or Version 2.
- 24.9.9 For N14 it is permitted to modify Version 1 to the Version 2 specification. (refer images below).
- 24.9.10 Location of the mount point is free, but must be within 50mm in any direction of the Version 2 mount.



- 24.9.11 For N15 models the sway bar to body mounting points must be forward of the rear axle line and fixed to the existing OEM brake line bracket mounting point as seen in image below.



24.10 STEERING

- 24.10.1 It is permitted to shorten each steering tie-rod in order to provide adjustment of the steering toe settings. Tie rod ends must be standard OEM or direct replacement. The fitment of the steering tie rod end in relation to the steering arm must remain in its original alignment and location. i.e.: On top of the steering arm, not below it.
- 24.10.2 The locking system of the anti-theft steering lock must be rendered inoperative.
- 24.10.3 Steering rack must remain OEM Australian Delivered Version.
- 24.10.4 The fitment of an Electric/Hydraulic power steering pump is permitted.
- 24.10.5 Electric steering columns are not permitted.

25. WHEELS AND TYRES

25.1 WHEELS

- 25.1.1 Wheels can only be 15" x 6", 15" x 6.5" or 15" x 7.
- 25.1.2 Wheels/Tyres must not protrude past the guard when measured at the top of the wheel.
- 25.1.3 Wheel attachment studs are free provided the number of studs remain the same, the diameter of the replacement stud is equal to or greater than the standard studs and no additional modifications are made to facilitate the fitment of the replacement studs.
- 25.1.4 Wheel spacers may be used provided they are of a single piece construction. The Hub must be fitted with extended wheel studs. Maximum width of the wheel spacer must not exceed 30mm.
- 25.1.5 Bolt on wheel spacers are not permitted.

25.2 TYRE (SERIES CONTROLLED ITEM)

- 25.2.1 Only one tyre brand / type is permitted to use in the APRA championship.
- 25.2.2 The control tyre for APRA is the Yokohama Advan Neova AD09 195/50/15.
- 25.2.3 At no time may any tread wear indicator be exposed, or in the case of tyres that have 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 original tread pattern must be clearly visible.
- 25.2.4 The purchase of race tyres must be from Gordon Leven Tyres, refer section 3.1.
- 25.2.5 The Tyre must be fitted as designed with the outside marker facing out, refer image below.



25.3 TYRE REGULATIONS

- 25.3.1 The tyres that are fitted to your APRA Pulsar upon start of Qualifying of a race meeting will be the only four (4) tyres that are to be used during the entirety of the race meeting. (Rounds 1 – 6)
- 25.3.2 Each competitors' tyres will be marked by the APRA tyre official to ensure compliance prior Qualifying.
- 25.3.3 If a competitor is required to change/ replace a marked tyre for any reason, there may be twenty five (25) championship points penalty, per tyre changed. (at the discretion of the directors)
- 25.3.4 If a competitor fails to notify the tyre official or a director that a tyre has been or needs to be changed, the penalty will be race meeting exclusion and 1 demerit point.
- 25.3.5 Rnd 7 Double Enduro has an increased allocation of six (6) tyres for the entire event.

26. BRAKES

26.1 GENERAL

- 26.1.1 It is permitted to install N15 Master Cylinder to N14 models.
- 26.1.2 It is permitted to remove the Factory ABS system from vehicles that came with it.
- 26.1.3 Brake fluid pipes and hoses are free, braided brake hoses are encouraged.
- 26.1.4 It is permitted to fit a singular (one) brake pressure control mechanism to allow for the adjustment of rear brake pressure from within the cockpit. It is not permitted to have individual adjustment for left and right sides.
- 26.1.5 It is permitted to remove the brake master vac (brake booster) and refit the master cylinder on the firewall using a mount plate / brace of free design. It is also permitted to change the pivot ratio of brake pedal by drilling a new pivot point to the pedal.
- 26.1.6 Removal of the handbrake assembly and associated components is permitted.
- 26.1.7 It is permitted to install air ducting from original bumper bar openings for the purpose of brake cooling. The internal diameter of the ducting must not exceed 80mm.
- 26.1.8 The OEM Brake Pedals must be retained as per rule 28.2.

26.2 FRONT CALIPERS

- 26.2.1 Front Brake calipers must be as per Australian delivered models OE Nissan Type ADF22V (as fitted to N15 SSS or N14 GTiR).
- 26.2.2 It is not permitted to use any other front brake caliper.

26.3 FRONT ROTORS

- 26.3.1 Front Brake rotors are free however must be of single piece construction and must be of a ferrous material.
- 26.3.2 Must not exceed N15 "SSS" OEM diameter of 257mm and thickness of 26mm.

26.4 FRONT BRAKE PADS (SERIES CONTROLLED ITEM)

- 26.4.1 Front brake pads must be WinMAX W5 or W6.5.
- 26.4.2 W5 is recommended for vehicles with booster installed.
- 26.4.3 W6.5 is recommended for vehicles with booster removed.
- 26.4.4 The Pads must be installed into caliper without modifying caliper in anyway.
- 26.4.5 Refer picture attached for Winmax markings.



26.5 REAR CALIPERS

- 26.5.1 Rear Brake calipers must be as per Australian delivered models.
- 26.5.2 Brake Calipers must be OE Nissan type only and can be interchanged between N14 and N15 models. It is permissible to fit N15 SSS rear calipers and rotors to an N15 or N14 sedan.

26.6 REAR ROTORS

- 26.6.1 Rear Brake rotors are free but must be of single piece construction, ferrous material and match the original OE dimensions as specified for either Australian delivered model N14 or N15 SSS.

26.7 REAR BRAKE PADS

- 26.7.1 Rear brake pads are free.
- 26.7.2 The Pads but must be installed into the caliper without modifying the caliper in anyway.

27. BODYWORK AND EXTERIOR

27.1 BODY

- 27.1.1 It is permitted to remove the plastic inner guard liners.
- 27.1.2 Soundproofing material and trim fitted to the underside may be removed
- 27.1.3 Exterior side mouldings may be removed, and the resultant holes may be sealed with a suitable covering.

27.2 BODY PANELS

- 27.2.1 Except where expressly permitted the bodywork of the vehicle must be unmodified.
- 27.2.2 All body panels must retain their original shape and appearance and be constructed in OEM materials.
- 27.2.3 No fibreglass body panels are permitted.

27.3 BUMPERS

- 27.3.1 Bumper bars may be attached by means of aftermarket methods such as bolts and clips.
- 27.3.2 It is permitted to install mesh to the factory openings to assist with protecting cooling systems.
- 27.3.3 No other modifications are allowed to improve air flow or aerodynamics.

27.4 DOORS

- 27.4.1 The side anti-intrusion bars may be removed from doors subject to the safety cage structure providing lateral protection in the same general area for any occupant.
- 27.4.2 Internal frame / skin may be modified / removed, Winders can be removed on the rear doors only.
- 27.4.3 It is permissible to replace rear door window with polycarbonate if a Naca duct is fitted. Only one Window per rear door, per side can be replaced. Polycarbonate and Naca duct must be clear.
- 27.4.4 It is permitted to fit an insert of clear polycarbonate material in part of the glazed area of the front doors. The polycarbonate material may incorporate a single ventilation duct. The original window glass must be retained and must secure the polycarbonate material insert.

27.5 HEADLIGHTS, INDICATORS and BRAKE LAMPS

- 27.5.1 The front guard indicator assemblies may be removed and covered.
- 27.5.2 All other lights / Indicator assemblies must function as a light.
- 27.5.3 Glass Headlights must be covered in protective film, but must still function as a light.

27.6 JACKING

- 27.6.1 The jacking points may be strengthened by the addition of metal plate/s, relocated and/or increased in number provided that each jacking point does not exceed a surface area of more than 150mm x 150mm and follow the contours of the original structure.
- 27.6.2 Max of 6 Jacking Points.
- 27.6.3 Air Jacks are permitted to be installed to the vehicle.
- 27.6.4 Air Jacks must be inoperable from the start of Qualifying to the end of the last race.

27.7 RAIN LIGHT

- 27.7.1 Each automobile must be fitted with a rearward facing red warning lamp (rain light) which must be clearly visible from the rear and mounted not more than 100mm from the centreline of the automobile.
- 27.7.2 The Rain Light must be fitted as per the Manual of Motorsport Technical Appendix - Schedule C.
- 27.7.3 The rain light may be illuminated by the vehicle park / headlight circuit.

27.8 STRENGTHENING

- 27.8.1 Seam welding of the body is not permitted.

27.9 TOW POINTS

- 27.9.1 The vehicle must be fitted with two visible towing points.
- 27.9.2 One fitted forward of the front axle.
- 27.9.3 One rearward of the rear axle.
- 27.9.4 The tow points must be of a soft webbing design fit for purpose.
- 27.9.5 No solid tow hooks permitted.

27.10 WINDSCREENS

- 27.10.1 All Windows unless mentioned elsewhere must be of OEM Material.

27.10.2 It is permitted to have a demister fitted to the front or rear windscreen.

27.11 WINDSCREEN WIPERS

- 27.11.1 All Vehicles must be fitted with two front wipers.
- 27.11.2 Rear Wiper can be removed where fitted.

28. INTERIOR DRIVERS COMPARTMENT

28.1 ACCESSORIES

- 28.1.1 The radio, aerial, speakers and speaker mounts may be removed.
- 28.1.2 Fog/driving lights which are separate from the main lighting system may be removed as may internal cockpit lights.
- 28.1.3 Accessories which do not increase performance (e.g., additional lamps, mirrors, etc) may be added.
- 28.1.4 Both driver and passenger side external mirrors must be used. These will be OEM and mounted in their original position.
- 28.1.5 It is permitted to install a 'Nascar' style rear vision mirror.
- 28.1.6 It is permitted to install a drivers cooling system
- 28.1.7 It is permitted to install a drivers drink system
- 28.1.8 It is permitted to fit a footwell floorplates with maximum floor lift height of 25mm.

28.2 CONTROLS

- 28.2.1 All driving controls must retain the role laid down for them by the manufacturer.
- 28.2.2 Footrests and heat protection panels may be added to the driver's footwell cavity.
- 28.2.3 All driving controls must retain the role laid down for them by the manufacturer.
- 28.2.4 The OEM Pedals must be retained also the location of the brake, clutch and accelerator pedals must remain in original position and of original operation.

28.3 DASHBOARD

- 28.3.1 The original dashboard must remain, any holes in the dash resulting from the removal of instruments / cluster must be neatly closed by the addition of a closing panel.
- 28.3.2 Where possible, all replacement instruments must be mounted in the dash where the original instruments were situated.
- 28.3.3 On the N14 the centre console is permitted to be removed where it is bolted to the upper dash.
- 28.3.4 On the N15, it is permitted to cut away the lower section, refer image below.



28.4 INTERIOR TRIM AND CARPET

- 28.4.1 Floor carpet and associated "underfelt", roof lining and interior trim down to the lower edge of the windows, and consoles on the transmission tunnel must be removed.
- 28.4.2 Original door trims may be retained or replaced with a rigid, moulded or flat panel.
- 28.4.3 The replacement door trim must cover all openings and door skin/frame as achieved by the original trim. Internal door handles, opening levers and window winders may be replaced by one of free design situated in the same general location.

28.5 HEATER

- 28.5.1 All components solely associated with the heating, air-conditioning and ventilation system are free.
- 28.5.2 Any openings created by the removal of ducting, vents and controls from the dash must be closed by the addition of panels, which may be used to mount additional instruments or controls.

28.6 SEATS

- 28.6.1 The driver's seat may be replaced with one in compliance with Schedule C (refer Motorsport Australia Manual "General Requirements for Cars and Drivers").
- 28.6.2 Original seat mountings may be replaced and/or other mountings added provided that they extend no further than 50mm from the plan view of the seat and associated seat belts are free.
- 28.6.3 All other passenger seats can be removed.

28.7 STEERING WHEEL

- 28.7.1 The steering wheel may be replaced by one which is of at least 300mm diameter.
- 28.7.2 It is permitted to add a steering wheel boss, possibly incorporating a quick release mechanism, to enable the fitment of a permissible steering wheel.
- 28.7.3 The steering column may be lowered by the addition of spacers/ longer bolts at the rear mounting points provided no other modifications are required.