



2021 Australian Prototype Series

Sporting Regulations



Version 2

Published 22/04/2021

2021 Australian Prototype Series Sporting Regulations

A capitalised and italicised word in this document is defined in the National Competition Rules (*NCR*) or the Technical Appendix, Definitions-Technical.

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

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2020 Australian Prototype Series

Sporting Regulations

S1 TITLE AND JURISDICTION

S1.1 Title

This Series will only be known as and referred to as the “2021 Australian Prototype Series” (Series).

S1.2 Authority / Jurisdiction

- (a) Each *Event* in the Series will be held under the FIA International Sporting Code including Appendices; the National Competition Rules (*NCR*) and Circuit Race Standing Regulations (*CRSR*) of *Motorsport Australia*; the Sporting Regulations issued for this Series by *Motorsport Australia*; the Technical Regulations as published by *Motorsport Australia*; *Supplementary Regulations* issued by the *Organiser* for each *Event*; any Bulletin issued by the Stewards; and any Driver Briefing Notes and instructions issued by the Clerk of the Course at an *Event*.
- (b) This Series has been sanctioned by *Motorsport Australia* as an Authorised Series.
- (c) Prototype Racing Pty Ltd has been appointed as the Category Manager (CM) by *Motorsport Australia* for this Series.

Contact Details:

Prototype Racing Pty Ltd

Paul Trengove (Chief Executive Officer) Tel:

0417 853 857

Charise Bristow (Category Administrator) Tel:

0416 562 209

Email: ausprototypeseries@outlook.com

S2 ADMINISTRATION

S2.1 Personnel

- (a) The following personnel have been appointed to the Series by *Motorsport Australia* and/or the CM and have the authority to administer the various aspects of these regulations as detailed in the *CRSR*.
 - (i) Category Administrator (CA) Charise Bristow

S3 COMPETITOR ELIGIBILITY

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

S4 AUTOMOBILE ELIGIBILITY

Each *Automobile* must comply with the provisions of Article S4(a), (b), (c) or (d) below and the current BoP Sheet to be eligible to compete in the Series.

- (a) An *Automobile* complying with the provisions of the Specifications of Automobiles for Group 2C - Supersports as detailed in the *Motorsport Australia Manual* with the following restrictions:
 - (i) The *Automobile* must be fitted with full width bodywork with integral front mudguards as approved by the CM.
 - (ii) If fitted with an engine derived from a production motorcycle the maximum engine capacity is 1520 cc
 - (iii) If fitted with an engine derived from a production automobile the maximum engine capacity is 1630 cc
- (b) An *Automobile* complying with the provisions of the Specifications of Automobiles for Group 6SR - Sports Racer as detailed in the *Motorsport Australia Manual* and the amendments permitted in Attachment 1.
- (c) An *Automobile* complying with the provisions of the FIA Technical Regulations, Appendix J, Article 259 for Group CN and the following:
 - (i) Each *Automobile* must be issued with a Motorsport Australia log book for Group 2PCN.
 - (ii) Each *Automobile* must comply with the specification of the issued homologation documentation.
 - (iii) The *Competitor* must supply a copy of the original homologation documentation for each of their *Automobiles* to the CM or the Chief Scrutineer at any time on request.
 - (iv) The maximum engine capacity is 2000 cc
- (d) An *Automobile* complying with the provisions of the Specifications of Automobiles for Group 2A - Sports Cars Open and Closed as detailed in the *Motorsport Australia Manual* with the following restrictions:
 - (i) The *Automobile* must be a prototype sports car and not based on a production road vehicle.
 - (ii) The *Automobile* must be fitted with full width bodywork with integral front mudguards as approved by the CM.
 - (iii) Unless otherwise accepted by the CM, the maximum engine capacity is 2000 cc.
 - (iv) For any Radical SR8 *Automobile* the following will apply:
 - (A) The *Automobile* must be fitted with OEM bodywork as approved by the CM.
 - (B) The *Automobile* must be fitted with a Radical V8 engine.
 - (C) Maximum engine capacity is 3000 cc.
- (e) An *Automobile* complying with the provisions of the Specifications of Automobiles for any Group of *Automobiles* complying with FIA regulations and/or *Motorsport Australia* regulations, and found acceptable by the CM.

S4.1 Minimum Racing Weight

Each *Automobile* must comply with the minimum *Racing Weight* specified in the current BoP Sheet.

S4.2 Automobile Classes

- (a) There shall be 3 classes for eligible *Automobiles* within the Series as follows:
 - (i) **Class 1:** For each *Automobile* complying with:
 - (A) Article S4(b) – Group 6SR
 - (B) Article S4(c) – Group 2PCN
 - (C) Article S4(d) – Group 2A (including Radical SR8)
 - (ii) **Class 2:** For each *Automobile* complying with Article S4(a) – Group 2C (including Radical SR3)
 - (iii) **Class 3:** For any *Automobile* as invited by the CM and approved by *Motorsport Australia*.

S4.3 Replacement Automobiles

Following the commencement of the first qualifying session of each round of the Series, any *Automobile* that has been entered to compete at that round may not be replaced with another *Automobile*, unless specifically authorised in writing by the CM.

S5 DRIVER ELIGIBILITY

To be eligible to compete in the Series, each *Driver* must be a minimum of 16 years of age, hold a current Motorsport Australia Circuit Licence with Provisional endorsement or higher and have paid all fees required by the CM.

S5.1 Substitute Drivers

Prior to the commencement of the first qualifying session at each round of the Series, each *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.

S6 SERIES ROUNDS / REGISTRATION

The Series shall be conducted over 5 rounds as detailed in the Series Calendar below. Each race conducted as a part of the Series will count in determining the final results.

S7 SERIES CALENDAR

Round 1 – Sydney – 30th April – 2nd May

Round 2 – Winton – 28th - 30th May

Round 3 – Sandown – 17th – 19th September

Round 4 – The Bend – 15th – 17th October

S8 ROUND FORMAT

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

S8.1 Round Format 1

- (a) Generally, the format for each round of the Series nominated as Round Format 1 will be as follows:
- (i) Practice: 3 x 20-minute sessions.
 - (ii) Qualifying: 1 x 20-minute session.
 - (iii) Races: 2 races. 1 race of approx. 25 minutes duration and 1 race of approx. 35 minutes duration expressed as a number of laps as detailed in the *Supplementary Regulations* issued for each *Event*.

S8.2 Round Format 2

- (a) Generally, the format for each round of the Series nominated as Round Format 2 will be as follows:
- (i) Practice: 3 x 20-minute sessions.
 - (ii) Qualifying: 1 x 20-minute session.

- (iii) Races: 3 races. The first 2 races will be of approx. 20 minutes duration expressed as a number of laps and the third race will be of approx. 25 minutes duration expressed as a number of laps as detailed in the *Supplementary Regulations* issued for each *Event*.

S9 GRID DETERMINATION

The grid for each race will be determined as detailed in the CRSR – Progressive Grid

S10 START PROCEDURE

The *Start* procedure for each race will be as detailed in the CRSR – Non-Championship – Standing Start except where a Non-Championship – Rolling Start in accordance with the CRSR is specified in the *Event* regulations.

S11 AWARDS AND POINTSCORE

S11.1 Prizes and Trophies

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

S11.2 Driver Classification:

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

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

S11.3 Series Point Score

- Points will be awarded to each *Driver* based on their finishing position for each race according to the points table published below.
- Race results, points awarded, and the running total of points awarded to each *Driver* for the season to date will be published on the Series official web site.
- Series Points Table

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

S12 EVENT OPERATIONS

S12.1 Registration and Entry

The Series will operate under the Motorsport Australia Series Registration and Entry Process. Series Registration and Entry Forms will be available from the CM with document checking being conducted by the CM prior to the first official track session at each round of the Series.

S12.2 Driver Briefings

- (a) Each *Driver* must attend the compulsory Drivers' briefing.
- (b) The time and location of this briefing will be detailed in the *Supplementary Regulations* for the *Event*.
- (c) The attendance sheet must be signed by the *Driver* to confirm attendance.
- (d) Other compulsory briefings may be convened as required and will be advised to each *Competitor* accordingly.

S12.3 Parc Fermé

- (a) Each *Automobile*, including those remaining in pit lane, must proceed directly to the designated *Parc Fermé* area via the most direct route (or as directed by Officials) at the conclusion of qualifying, without returning to pit or paddock areas and without interference from any third party (other than an Official).
- (b) Each *Automobile* completing each race must proceed directly to the designated *Parc Fermé* area via the most direct route (or as directed by Officials) at the conclusion of the race, without returning to pit or paddock areas and without interference from any third party (other than an Official).
- (c) An *Automobile* may not be removed from *Parc Fermé* except with the express permission of the Chief Scrutineer or their nominee.

S12.4 Qualifying

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

S12.5 Pit Lane

- (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 *Organiser*.
- (b) Each *Competitor* must appoint a Car Controller who will be solely responsible for the stopping of, and the safe release of their *Automobile* at all times whilst the *Automobile* is in pit lane. The Car Controller is prohibited to perform work of any kind on an *Automobile* during a pit stop.

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

Following the commencement of the first qualifying session, it is prohibited to remove any *Automobile* from the *Circuit* prior to the completion of the *Event* without the prior express written approval of the Chief Scrutineer or their nominee.

S13 TYRES

- (a) Unless another brand is approved by the CM, each *Automobile* must only be fitted with a Hankook brand tyre.
- (b) Unless stated otherwise in the *Supplementary Regulations*, or unless permission is granted by the CM, a maximum of 4 dry tyres (2 front & 2 rear) must be marked for each *Automobile* for each round of the Series.
- (c) With the exception of treaded tyres used on a damp or wet track, marked tyres are the only tyres permitted to be used on an *Automobile* during any qualifying session or race at that round. The penalty for using unmarked tyres will be *Disqualification* from the results of the qualifying or race in which the unmarked tyre/s were last used.
- (d) Each *Competitor* must present each tyre as intended to be used to the Chief Scrutineer or their nominee for marking at the front of their respective garage/paddock bay a minimum of 1 hour prior to the commencement of the qualifying session.
- (e) Each *Competitor* is responsible for ensuring that each tyre as intended to be used is marked or re- marked as appropriate or the *Automobile* may be prohibited to compete. If any tyre is not marked for any reason or the markings become illegible, the *Competitor* must notify the CM or the Chief Scrutineer or their nominee immediately so that the tyre/s may be marked.
- (f) A replacement tyre/s will only be permitted if the Chief Scrutineer or their nominee is satisfied that due to exceptional circumstances, the tyre/s in question are damaged or can no longer be used due to safety reasons. The Chief Scrutineer or their nominee shall ensure that any replacement tyre is of the same or similar specification to the tyre being replaced.
- (g) Each replacement tyre must be marked by the Chief Scrutineer or their nominee before use.
- (h) If a *Competitor* is permitted to replace a marked tyre/s with a used tyre/s of similar condition the following penalties will apply to the *Automobile* concerned:
 - (i) 1 tyre only replaced – no penalty.
 - (ii) More than 1 tyre replaced – loss of 2 grid positions for each additional tyre (more than one) at its next race at that round of the Series.
- (i) If a suitable used tyre is not available and a *Competitor* is permitted to replace a marked tyre/s with a new tyre/s, the following penalties will apply to the *Automobile* concerned:

- (i) 1 tyre only replaced – start that race from the rear of the grid.
- (ii) More than 1 tyre replaced – start that race from the rear of the grid and 5 seconds added to the race time for each additional tyre (more than one). For example, using 4 new replacement tyres would result in a penalty of rear of grid and 15 seconds added to the race time.
- (iii) Where a rear of grid penalty cannot be applied – 0.5 seconds per lap completed for each tyre replaced added to the race time.
- (j) The use of ~~any tyre heating, heat retention device or~~ chemical treatment is prohibited.
- (k) The quantity of wet tyres permitted is free.

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

S14 FUEL

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

S15 REFUELLING AND DEFUELLING

- (a) All refuelling and defuelling must be carried out in the pit garage or the paddock area and must conform to the following requirements:
 - (i) The *Automobile*'s engine must be switched off; and
 - (ii) All refuelling and defuelling must be performed in accordance with relevant OH&S laws, regulations and compliance codes; and
 - (iii) The crew member/s involved in the operation must be attired to the same standard required for the *Driver*, as detailed in Technical Appendix - Schedule D of the *Motorsport Australia Manual*; and

- (iv) at least 1 x 4.5 kg dry chemical fire extinguisher, complying with current Australian Standards and showing a current inspection certificate, must be available for use in an emergency; and
- (v) During any draining or refuelling procedure, the *Automobile* and any vessel where fuel is being transferred must be earthed to a suitable earth point; and
- (vi) Any personnel handling fuel must discharge themselves of static electricity prior to participating in any refuelling or fuel transferring procedures; and
- (vii) Any mobile phone must be switched off in the immediate vicinity of the draining or refuelling procedure; and
- (viii) Any device and substance which changes the temperature of the fuel from the ambient air temperature is prohibited. All fuel being placed in the *Automobile* must be done so at ambient temperature; and
- (ix) For the duration of any refuelling or defueling operation within a garage or carport, all non-essential personnel such as sponsors, families or any other guest must vacate the garage/carport area until the operation is complete.

S16 TYRE WARMING DEVICES

- (a) The utilisation of any device to warm a tyre/s is permitted during a practice session and qualifying session but not a race, provided that the tyre is not warmed by the device to a temperature that is higher than the maximum operating temperature that is recommended by the tyre manufacturer.
- (b) The use of any tyre warming device in pit lane is prohibited.

S17 SEALS

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

S18 PERFORMANCE PARITY

- (a) The Series seeks to create performance parity by requiring that performance limitations are implemented on *Automobiles*.
- (b) A Balance of Performance (BoP) Sheet, subject to the approval of *Motorsport Australia*, will be maintained for each *Automobile* and *Driver* combination that participates in the Series, and will be published by *Motorsport Australia* prior to the commencement of each round of the Series.
- (c) The BoP Sheet will detail the performance parameters for each such *Automobile*.
- (d) The BoP Sheet may be amended by the CM, subject to the approval of *Motorsport Australia*. Any resulting amendments will be published by *Motorsport Australia* and advised to each *Competitor* by the CM and will take effect from the date as shown on the BoP Sheet.
- (e) At all times during a round of the Series, each *Automobile* must comply with all provisions of the current BoP Sheet.
- (f) The penalty for non-compliance with the current BoP Sheet may include:

- (i) During a qualifying session – *Disqualification* from the qualifying session and start the next race from the rear of the grid.
- (ii) During a race – *Disqualification* from the results of that race and start the next race from the rear of the grid.

S19 VIDEO CAMERA & RECORDING DEVICE

- (a) Each *Automobile* must be fitted with a camera system for judicial purposes.
- (b) This camera system must consist of a fully operational digital video camera and recording device and any associated camera equipment to ensure the full functionality and recording capability of the camera in each practice, qualifying and racing session at each round.
- (c) The camera system must be supplied by the *Competitor* and authorised by the CM.
- (d) The camera and its associated equipment must be installed in the *Automobile* with the camera pointed in a forward direction with a field of vision sufficiently wide to record clearly, and without obstruction at all times, the *Driver's* view of the *Track* ahead.
- (e) The *Competitor* will be required to ensure that the camera is switched on and functioning in the correct manner prior to the *Automobile* entering the *Track* for each practice, qualifying and racing session and remain operational for the entirety of each session.
- (f) Access to the camera must be provided to technicians appointed by the CM at any time upon request.
- (g) No person other than authorised personnel may interfere with the camera, other than to remove and replace the Secure Digital Memory (SD) card.
- (h) When requested, a *Competitor* must immediately provide the SD card from their *Automobile* to the Clerk of the Course or Stewards upon request.
- (i) Each video file recorded on the camera must be viewable on a standard video player or computer using Windows Media Player or VLC software.
- (j) Each camera SD card must be clearly marked with the competition number of the *Automobile* to which it is installed.
- (k) The SD card must remain available in the camera for 30 minutes after each *Track* session.
- (l) The images stored on an SD card are prohibited to be deleted/cleared until after the completion of each round and only with the written approval of the CA.
- (m) Each *Competitor* must have a spare SD card available for each of their *Automobiles* to ensure no images are lost and for instances where the original SD card may be required for examination by the Clerk of Course and/or Stewards.
- (n) Any error, action, omission or failure which causes a loss of, or failure to produce, any video image will be investigated and may be referred to the Stewards.
- (o) Cameras other than the judicial camera may be fitted to an automobile.
- (p) The installation of each camera system must be approved by the Chief Scrutineer or their nominee.
- (q) Footage from any camera may be used by the *Competitor* for non-commercial purposes only and must not be transferred, sold or given to any party not having executed the media rights and usage agreement with the CM or their designated production company.
- (r) Real time or live posting of any recorded material is prohibited.

- (s) Failure to comply with any of the above regulations regarding cameras or any error, action, omission or failure which causes a loss of, or failure to produce, any video image will be investigated and may be referred to the Stewards.

S20 RAIN LIGHT

- (a) The fitment of a rain light, as per Technical Appendix - Schedule C of the *Motorsport Australia Manual*, on each *Automobile* is mandatory.
- (b) The rain light must be illuminated at all times whilst the *Automobile* is fitted with wet weather tyres and is being driven on the *Track* or as otherwise directed by Race Control.

S21 DATA LOGGERS

- (a) Each *Automobile* must be fitted with a data logger at all times during each round of the Series.
- (b) Each data logger must remain fully operational to record the engine RPM, *Automobile* speed, boost pressure for a forced induction engine and any other parameter that forms a performance measure of the homologation documentation of the *Automobile* for the duration of each practice session, qualifying session and race.
- (c) Access to the logged data recorded by the data logger must be provided to the CM or the Chief Scrutineer or their nominee at any time upon request.
- (d) The Chief Scrutineer is the sole arbiter with regard to the interpretation of any data and will report any non-compliance to the Stewards for the determination of eligibility of an *Automobile*.
- (e) The *Competitor* must supply the ECU from their *Automobile* to the CM or the Chief Scrutineer or their nominee at any time upon request.
- (f) Failure to comply with any of the above regulations regarding data loggers will result in referral to the Stewards.
- (g) A register of data collection including the time and date collected and any irregularity found will be kept by the CA and countersigned by the *Competitor*.

S22 AUTOMATIC TIMING TRANSMITTER

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

S23 AUTOMOBILE MARKINGS

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

S24 CONDUCT OF COMPETITORS, DRIVERS, CREWS AND GUESTS

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

ATTACHMENT 1

GROUP 6SR REGULATIONS AMENDMENTS

For the Series only, the following are permitted amendments to the Motorsport Australia Manual, Specifications of Automobiles, 6th Category – Other Vehicles, Group 6SR – Sports Racer.

1. Replace Article 2.1 with the following:

2.1 CONSTRUCTION:

The basic design of the *Automobile* may consist of either:

- (a) *Space Frame Chassis* made from ferrous material; or
- (b) *Aluminium Monocoque*; or
- (c) *Carbon fibre Monocoque*; or
- (d) A combination of the above.

to which the engine, front suspension, drivetrain and *Bodywork* are attached.

Stress-bearing panels may be attached to a ferrous spaceframe but need not be of ferrous material.

2. Replace the table in Article 5.1(a) with the following:

Engine	Model	Years of Manufacture	Maximum Engine Rotational Speed (rpm)
Kawasaki	ZX10R	2004 - current	Refer to the Series BoP Sheet
Kawasaki	ZX14 & ZX14R	2001 - current	
Suzuki	Hayabusa	2003 - current	
Suzuki	GSXR 1000	2001 - current	
Honda	CBR1000RR	2004 - current	
BMW	S1000RR	2009 - current	
Yamaha	YZFR1	1998 - current	
Aprilia	RSV4	2009 - current	
MV Augusta	F4	2006 - current	
KTM	1190 RC8	2008 - current	
KTM	1290 Super Duke R	2014 - current	
Triumph	Speed Triple	1994 - current	

ATTACHMENT 1 (Cont.)

3. Add the following to Article 5:

For an engine with Year of Manufacture prior to 2010 the following modifications are permitted:

- (a) After market rods, provided that they are dimensionally identical to the OEM unit and meet or exceed the OEM weight; and
- (b) After market valves, provided that they are dimensionally identical to the OEM unit and meet or exceed the OEM weight; and
- (c) After market valve springs and retainers; and
- (d) After market cam chain tensioner; and
- (e) Gearbox is free provided that the same ratios are utilised, and each component meets or exceeds the OEM weights; and
- (f) Oiling is free provided that the crank and cases remain untouched.