



2021 V8 SuperUte Series Sporting and Technical Regulations



Version 1	Published 26/04/2021
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2021 V8 SuperUte Series

Sporting & Technical Regulations

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

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

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2021 V8 SuperUte Series

Sporting Regulations

S1 TITLE AND JURISDICTION

S1.1 Title

This *Series* will only be known as and referred to as the “2021 V8 SuperUte Series”.

S1.2 Authority / Jurisdiction

- (a) Each Round of the *Series* is to 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 and Technical Regulations issued for this *Series* by *Motorsport Australia*; *Supplementary Regulations* issued by the *Organiser* for each *Round*; Bulletins issued by the Stewards; Driver Briefing Notes and instructions issued by the Race Director or the Clerk of the Course at an *Event* and any event specific documentation as published by the *CM*.
- (b) This *Series* has been sanctioned by *Motorsport Australia* as an Authorised Series.
- (c) V8 SuperUte Series Pty Ltd has been appointed as the Category Manager (*CM*) by *Motorsport Australia* for this *Series*.

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S2 ADMINISTRATION

S2.1 Personnel

- (a) The following personnel have been appointed to the *Series* by *Motorsport Australia* and/or the *CM* and have the authority to administer the various aspects of these regulations as detailed in the *CRSR*.
 - (i) Technical Delegate (*TD*) Murray Slana
 - (ii) Driving Standards Advisor (*DSA*) James Stewart
 - (iii) Technical Assistant (*TA*) Luke Sieders
 - (iv) Category Administrator (*CA*) Race Management Australia

S3 COMPETITOR ELIGIBILITY

To be eligible to compete in the *Series*, each *Competitor* must hold a current Motorsport Australia Competitor Licence and comply with all terms and conditions of the *CM*.

S4 AUTOMOBILE ELIGIBILITY

Each *Automobile* must comply with the requirements of these regulations and the relevant *Recognition Document* to be eligible to compete in the *Series*.

S4.1 Replacement *Automobile*

Following the commencement of the first practice session at each *Round*, any *Automobile* that has been entered to compete at that *Round*, may not be replaced with another *Automobile*.

S5 DRIVER ELIGIBILITY

S5.1 General

- (a) To be eligible to compete in the *Series*, each *Driver* must be a minimum of 16 years of age and hold a current Motorsport Australia Circuit Licence with a Provisional endorsement or higher, except at any *Round* conducted at Mount Panorama, Bathurst where each *Driver* must hold a current Motorsport Australia Circuit Licence without a Provisional endorsement or higher, and be registered for the *Series* with the *CM*.
- (b) The *CM* reserves the right to prohibit any *Driver* from competing in any *Round*, if in the sole opinion of the *CM*, the *Driver's* previous actions have resulted in the category being brought into disrepute.

S5.2 Substitute *Driver*

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

S6 SERIES ROUNDS

The *Series* will 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 of the *Series*.

S7 SERIES CALENDAR

The *Series* shall be conducted over the following *Rounds*:

Round	Date	Event Name	Circuit
1	8 – 9 May	OTR SuperSprint	The Bend Motorsport Park
2	29 – 30 May	Winton SuperSprint	Winton Motor Raceway
3	20 – 22 August	Beaurepaire Sydney SuperNight	Sydney Motorsport Park
4	11 – 12 September	Bunnings Trade Perth SuperNight	Wanneroo Raceway
5	7 – 10 October	Repco Bathurst 1000	Mount Panorama

Note: The above calendar is subject to change dependant on any restriction that may be imposed due to the COVID-19 pandemic. The *CM* will advise each *Competitor* of any change.

S8 ROUND FORMAT

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

- (b) Generally, the format for each *Round* will be either of the following:

Session	Format 1	Format 2
Practice	2 x 20-minute sessions	1 x 20-minute session
Qualifying	1 x 20-minute session	1 x 20-minute session
Race	3 x 20-minute races (expressed as a number of laps)	4 x 20-minute races (expressed as a number of laps)

- (c) The *CM* reserves the right to introduce other *Round* formats subject to the approval of *Motorsport Australia*. Details will be provided in advance by the *CM* and in the *Supplementary Regulations* for the *Event*.

S8.1 Variation to Timetable

With the prior approval of the Stewards, the *Event* timetable may be varied at any time due to exceptional circumstances.

S9 QUALIFYING FORMAT/DRIVER QUALIFICATION

S9.1 Qualifying Format

- (a) The qualifying session will be a 20 minute continuous session, where the fastest lap time achieved by each *Driver* is used to determine the final qualifying positions.
- (b) Any *Automobile* that stops on or adjacent to the *Track* during the session and is unable to restart unassisted, will be prohibited to take any further part in qualifying.

S9.2 Driver Qualification

Each *Driver* whose fastest lap time achieved in the qualifying session exceeds 115% of the fastest lap time achieved in that session will be prohibited to further compete at that *Round* unless otherwise approved by the Stewards due to exceptional circumstances as described in the *CRSR*.

S10 GRID DETERMINATION

- (a) The grid for each race at a *Round* will be determined as follows:
- (i) **Race 1:** The grid for Race 1 will be determined in accordance with the *CRSR* (Progressive Grid).
 - (ii) **Race 2:** The grid for Race 2 will be determined in accordance with the *CRSR* (Progressive Grid) except that the top 50% of the finishing positions from Race 1 will be reversed.

If Race 1 is stopped and not restarted and as a result the race is deemed to be a non-race, the grid for Race 2 will be determined as for Race 1.
 - (iii) **Race 3:** The grid for Race 3 will be determined by the aggregate points scored by each *Driver* in Qualifying, Race 1 and Race 2. Should more than 1 *Driver* be on the same number of points, each such *Driver* will be placed in order of their fastest qualifying lap time.
 - (iv) **Race 4:** The grid for Race 4 will be determined in accordance with the *CRSR* (Progressive Grid) based on the results of Race 3.
- (b) Where another format is used, the grid for each race will be determined in accordance with the *Event Regulations* for that *Round*.

S11 START PROCEDURE

The *Start* procedure for each race will be in accordance with the *CRSR – Non-Championship Start – Standing Start* unless specified otherwise in *Event Regulations*.

S12 AWARDS AND POINT SCORE

S12.1 Prizes and Trophies

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

S12.2 Point Score

(a) Points will be awarded to *Drivers* for each race of the *Series* in accordance with the following table:

Finishing Position	Points	Finishing Position	Points	Finishing position	Points
1 st	70	12 th	42	23 rd	20
2 nd	66	13 th	40	24 th	18
3 rd	62	14 th	38	25 th	16
4 th	58	15 th	36	26 th	14
5 th	56	16 th	34	27 th	12
6 th	54	17 th	32	28 th	10
7 th	52	18 th	30	29 th	8
8 th	50	19 th	28	30 th	6
9 th	48	20 th	26	31 st	4
10 th	46	21 st	24	32 nd	2
11 th	44	22 nd	22		

- (b) Points for each race will only be awarded to the *Drivers* classified as finishers in the final results of that race.
- (c) For a race with any part of the grid reversed, half of the points in the table above will be awarded.
- (d) In addition to the above, 5 points will be awarded to the *Driver* that records the fastest lap time in the qualifying session at each *Round*.
- (e) The results for each *Round* will be determined by the total number of points scored by each *Driver* at that *Round*.
- (f) In the event of a tie at the end of any *Round*, the final positions for that *Round* will be determined by comparing the results of each tied *Driver* in the final race of that *Round*. The higher place in the *Round* results will be awarded to the *Driver* with the higher finishing position in the final race.
- (g) The *Driver* gaining the highest points total over all 5 *Rounds* of the *Series* will be declared the winner of the *Series*.
- (h) In the event of a tie at the end of the *Series*, the final positions will be determined by comparing the race results achieved by each tied *Driver*, with the *Driver* with the highest number of first places being awarded the higher *Series* position. If at this stage a tie still exists, it will be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied *Driver* until each position has been determined.

S13 EVENT OPERATIONS

S13.1 Series 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*.

S13.2 Driver/Team Manager Briefings

- (a) Each *Driver* and Team Manager (as nominated on the Motorsport Australia Series Entry form) must attend the compulsory *Drivers* Briefing conducted at each *Round*.
- (b) The time and location of the *Drivers* Briefing will be detailed in the *Supplementary Regulations* for the *Round*.
- (c) Each *Driver* and Team Manager is required to sign the attendance sheet prior to the commencement of the briefing as confirmation of their attendance.
- (d) Other compulsory briefings may be convened as required and will be advised to each *Competitor* accordingly.

S13.3 Driver/Competitor Departure from the Precinct

For judicial purposes, each *Competitor* and *Driver* must remain at the *Precinct* following the conclusion of any on-*Track* session until officially released by the COC or their nominee.

S13.4 Parc Fermé

- (a) Unless otherwise advised by the *TD* via the RMC at the conclusion of qualifying and each race, each *Automobile* and *Driver*, including any *Automobile/Driver* that completed the session in pit lane, must proceed directly to *Parc Fermé* via the most direct route (or as directed by Officials) without returning to pit or paddock areas and without interference from any third party (other than an Official).
- (b) Any *Driver* that is required by the *CM* to leave *Parc Fermé* prior to the completion of post qualifying/race scrutineering is permitted to do so with the approval of the *TD*. At the conclusion of these commitments the *Driver* must report back to the *TD* immediately.
- (c) An *Automobile* (or any component thereof) and *Driver* may not leave *Parc Fermé* without the approval of the *TD* or their nominee or the Chief Scrutineer.
- (d) Unless advised otherwise by the *TD*, 1 team member per *Automobile* is permitted to access *Parc Fermé* for the sole purpose of checking tyre pressures-

S13.5 Practice

- (a) The order in which each *Automobile* will pre-grid for practice sessions will be determined by the *CM*.
- (b) During each practice session, each *Automobile* must park nose in on a 45-degree angle in their designated pit bay when in pit lane.

S13.6 Qualifying

- (a) The order in which each *Automobile* will pre-grid for qualifying will be determined by the *CM*.
- (b) During the qualifying session, an *Automobile* may not return to the paddock area without the approval of the *TD*. Any *Automobile* that exits pit lane to the paddock during qualifying will be prohibited to re-join the session.
- (c) With the exception of tyre pressures and/or wheel/tyre replacement, no work may be carried out on an *Automobile* during a qualifying session, unless approved by the *TD* or their nominee.

- (d) Any *Driver* that causes a red flag during a qualifying session will have their fastest lap time for that session deleted and can take no further part in the session.
- (e) During the qualifying session, each *Automobile* must park nose in on a 45-degree angle in their designated pit bay when in pit lane.

S13.7 Pit Lane

- (a) At each *Event*, prior to entering pit lane for the first session, each crew member intending to enter pit lane must sign a Pit Lane Indemnity Form and correctly display identification as and if required by the *Organiser*.
- (b) Each *Driver* is only permitted to stop/pit in their designated pit bay in accordance with the pit bay allocation as published by the *CM* at each *Round*.
- (c) Unless otherwise directed to do so by an official, a *Driver* is prohibited to significantly slow and/or stop their *Automobile* whilst in the 'fast lane' in pit lane.
- (d) If a session is stopped (red flagged), unless otherwise directed by an Official, each *Automobile* must proceed directly to pit lane and park nose in on a 45-degree angle in its designated pit bay. Each *Automobile* may only leave its pit bay when the pit exit opens to recommence the session or advised otherwise by an Official.

S13.8 Removal of *Automobiles* from the Precinct

Following the commencement of the first practice session at each *Round*, it is prohibited to remove any *Automobile* from the *Precinct* prior to the release of all *Automobiles* from *Parc Fermé* following the final race of that *Round* without the prior written approval of the *TD*.

S13.9 Radio Communication to/from the *Automobile*

- (a) At least 1 team member per *Automobile* must be in direct radio communication with the *Driver* at all times whilst the *Driver* is in the *Automobile*. This team member must be located in pit lane within their *Automobile's* allocated pit bay area during each session.
- (b) Prior to the commencement of each *Round*, each *Competitor* must provide the *CM* with each of their *Automobile's* radio frequency.
- (c) Direct communication between competing *Automobiles* is strictly prohibited.

S13.10 Race Management Channel (RMC)

- (a) A minimum of 1 senior team member per *Automobile* must monitor RMC at all times from 30 minutes prior to the scheduled start of each session through until 30 minutes after the completion of each session.
- (b) Details of the RMC frequency will be published by the *CM* in the Pre-event Information Guide prior to each *Round*.

S13.11 Safety Car

A Safety Car may be used in any race in accordance with the *CRSR*.

S14 TYRES

S14.1 General

- (a) Each new tyre must be purchased from the approved tyre supplier (as nominated by the *CM*) and delivered to the *Competitor* by the nominated approved tyre supplier at the *Round* at which the tyre is to be used.
- (b) Each tyre must be fitted to the *Wheel* in accordance with the manufacturer's specifications. This includes directional and asymmetrical.

- (c) Any tyre may only be cleaned using manually operated hand-held tools such as a flat scraper. The use of any electrical or mechanically operated device is prohibited.
- (d) The use of any tyre heating, heat retention device or chemical treatment is prohibited.
- (e) The *TD* is permitted to impound any tyre between sessions.
- (f) The *TD* is the sole arbiter with regard to the interpretation and application of all tyre regulations and any decision made by the *TD* in this regard shall not be the subject of any protest.

S14.2 Tyre Allocation/Marking

- (a) At each *Round*, each *Automobile* is permitted to have the following number and classification of tyres marked for use in practice, qualifying and races:

Round	PRACTICE	QUALIFYING and RACES		
	Previously Used/Marked Tyres	New Tyres		Maximum No. of Tyres
	Max.	Min.	Max.	Total
1	6	4	8	8
2	6	4	6	8
3	6	4	6	8
4	6	4	6	8
5	6	4	8	8

- (b) The tyre allocation for Qualifying and Races applies from the commencement of Qualifying until the end of the final race for the *Round*.
- (c) Each *Competitor* must present each tyre to the *TD* for marking at the front of their respective garage/paddock bay when requested.
- (d) It is the *Competitor's* responsibility to ensure that each tyre is marked by an Official prior to receiving the tyre from the nominated approved tyre supplier and that these markings remain legible at all times.
- (e) Following the completion of qualifying and each race, it is the *Competitor's* responsibility to notify the *TD* or the *TA* of any tyre that requires re-marking during *Parc Fermé* or prior to the *Wheel* being removed from the *Automobile*. Failure to do so may result in the tyre being deemed ineligible.

S14.3 Practice

- (a) During each practice session of the *Series*, with the exception of *Round 1*, each *Automobile* must be fitted with *Previously Used or Previously Marked Tyres* that were marked and used at a previous *Round*.
- (b) For the first *Round* of the *Series* in which an eligible *Automobile* competes, in addition to the requirements of Regulation S14.2(a), a maximum of 4 new tyres may be purchased from the approved tyre supplier for each *Automobile* for use during practice at that *Round* and these tyres must be delivered to the *Competitor* by the approved tyre supplier at the *Round*.
- (c) In exceptional circumstances, should a *Competitor* not have a sufficient number of *Previously Used or Previously Marked Tyres* to comply with Regulation S14.2(a), the *TD* may approve the use of a previously unmarked tyre provided each such tyre is fitted to the *Automobile* for the full duration of each practice session for the *Round*.

S14.4 Qualifying and Races

- (a) Unless otherwise approved by the *TD*, once qualifying has commenced a tyre is prohibited to be removed and/or rotated on the wheel rim until after the completion of Race 1.

- (b) If a *Competitor* no longer has 4 marked tyres available for use due to damage sustained during qualifying and/or any race, with the approval of the *TD*, a *Competitor* may be permitted a *Previously Marked Tyre/s* as a replacement tyre/s provided the replacement tyre/s is of similar wear. At the completion of the session the damaged tyre/s will be impounded by the *TD*. If the *TD* approves a replacement tyre/s, the *Competitor* must start the next race from the rear of the grid.

S15 FUEL

- (a) A maximum of 60 litres of fuel is permitted to be stored in the fuel containers provided by the official fuel supplier within each *Automobile's* designated garage/marquee bay or the designated dangerous goods storage unit.
- (b) Fuel is only permitted to be dispensed into each *Automobile* using a dispensing unit as supplied by the official fuel supplier or as approved by the *CM*.
- (c) The supplied spill kit must be kept complete and located in a visible area of the garage at all times.
- (d) When refuelling an *Automobile* each *Competitor* is required to comply with the following refuelling procedure:
- At least 1 crew member must act as a fire attendant and be in possession of either one 9 kg or two 4.5 kg dry powder fire extinguisher/s.
 - With the exception of the refueller and designated fire attendant/s, no other person is permitted to be within 3 metres of the refuelling point.
 - During refuelling, a drip/catch mat or tray must be below the refuelling point of the *Automobile* which must be capable of containing any spillage.

S16 AUTOMOBILE MARKINGS

S16.1 General

In addition to the requirements detailed in Attachment 2 and Attachment 3 of these regulations, each *Automobile* must comply with the Technical Appendix - Schedule K of the *Motorsport Australia Manual*.

S16.2 Competition Numbers

- (a) The allocation of a *Competition Number* for each *Automobile* is solely the responsibility of the *CM*.
- (b) Unless otherwise approved by the *CM*, once a *Competition Number* has been allocated to an *Automobile*, this *Competition Number* must remain with that *Automobile* for the entire *Series*.

S16.3 In-Car Signage

- (a) The in-car signage board (or similar as approved by the *CM*) and *Competition Number* requirements detailed in Attachment 4 must be displayed within each *Automobile* as supplied by, and in the location and orientation specified, by the *CM*.
- (b) Additional in-car signage is permitted subject to the prior approval of the *CM*.

S17 DRIVER'S APPAREL

- (a) Each *Driver* must only use apparel that complies with Article 1.1 (National) of the Technical Appendix - Schedule D of the *Motorsport Australia Manual*.

- (b) All signage on a race suit must comply with requirements detailed in Attachment 5 and Technical Appendix – Schedule D of the *Motorsport Australia Manual*.

S18 BALANCE OF PERFORMANCE (*BoP*)

- (a) Each *Automobile* must comply with all requirements of the current *BoP* document.
- (b) Any update to the *BoP* document, as approved by *Motorsport Australia*, will be advised to each *Competitor* by the *CM* and will take effect from the following *Round*.
- (c) The *CM* has the authority to review and adjust the *BoP* during a *Round* if it is deemed that a parity adjustment is required.

S19 IN-CAR CAMERAS

- (a) Each *Automobile* must be fitted with a fully operational digital video camera and recording device and any associated camera equipment to ensure the full functionality and recording capability of the camera in each practice, *Passenger Ride*, qualifying, warm up and race session at each *Round* as detailed in these regulations.
- (b) Each *Competitor* will be required to supply a camera that records in high definition on an SD card supplied by the *Competitor* for each of their *Automobiles*.
- (c) Each mounting bracket must be approved by the *TD* or Chief Scrutineer.
- (d) The camera and associated equipment must be installed in the *Automobile* with the camera pointed in a forward direction with a field of vision sufficiently wide enough 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, *Passenger Ride*, qualifying, warm up and race session at an *Event*.
- (f) Access to the camera must be provided to any Series Personnel (refer Article S2.1) at any time upon request.
- (g) Each *Competitor* must have a spare SD card available for each of their *Automobiles* for instances where the original SD card may be required for judicial purposes.
- (h) No person other than Series Personnel will have access to the camera other than to remove or replace the SD card.
- (i) Each *Competitor* is permitted access to the video images recorded by the camera, however, the footage is strictly for private internal purposes, that is, it cannot be sold, licensed, broadcast, published, commercially exploited or otherwise publicly displayed or distributed including in any case via the internet.
- (j) When requested, a *Competitor* must immediately provide the SD card to any Series Personnel.
- (k) At all times the images recorded remain the property of the *CM*.
- (l) Each SD card must have the *Automobile's Competition Number* clearly marked on the card.
- (m) Each SD card must remain in the camera for 30 minutes after a session has concluded unless any Series Personnel have requested it.
- (n) No footage is to be deleted from the SD card during the *Round* without the written permission of the *CM*, the *COC* or their nominee.

- (o) In addition to the in-car camera unit detailed in these regulations, the *CM* reserves the right for V8 Supercars TV to fit a Globe Cam unit or similar to any *Automobile*.
- (p) Unless otherwise approved in writing by the *CM*, the fitment and/or use of any other camera unit or recording device on an *Automobile* is prohibited.

S20 TESTING RESTRICTIONS

- (a) Unless otherwise approved by the *CM*, the following is prohibited to be driven on any *Circuit* that is hosting a *Round* of the *Series* for 7 days prior to the commencement of that *Round*:
 - (i) Any *Automobile* associated with the *Series*;
 - (ii) Any *Driver* associated with the *Series* driving a utility vehicle of any description.
- (b) The *CM* will be the sole arbiter as to whether an *Automobile* or *Driver* is associated with the *Series*.

S21 PASSENGER RIDES

- (a) Any *Passenger Ride* must only be conducted in full compliance with the relevant provisions of the Motorsport Australia Motor Sport Passenger Ride Activity Policy.
- (b) With the exception of any guests of the *CM*, each *Passenger* who participates in a *Passenger Ride* must be a bona-fide guest or team sponsor. Any team member or technical consultant/supplier is prohibited to participate in any *Passenger Ride* session.
- (c) The *CM* will be the sole arbiter as to whether any *Automobile*, *Driver* or *Passenger* is permitted to participate in any *Passenger Ride* session and the decision of the *CM* in this regard will not be the subject of any appeal or protest.
- (d) At least 1 team member per *Automobile* must be located in pit lane and in direct radio communication with the *Driver* at all times during a *Passenger Ride* session.
- (e) A minimum of 1 senior team member for each participating *Automobile* must monitor RMC at all times during *Passenger Ride* sessions.

S22 COMPETITOR CONDUCT

- (a) It is the *Competitor's* responsibility to ensure the *Driver* and each associated team member conducts themselves in a respectable manner at all times.
- (b) Failure to do so may result in the *Competitor*, *Driver* and/or team member being referred to the Stewards for bringing the category into disrepute.
- (c) At all times each *Competitor*, *Driver* and associated team member are required to abide by the *CM* and V8 Supercars Commercial Guidelines, Supercars Brand Guidelines and Social Media Guidelines/Policy as published by the *CM* and/or *Motorsport Australia*.

ATTACHMENT 1

DEFINITIONS

Automobile	A utility vehicle that is log booked for <i>Competition</i> by <i>Motorsport Australia</i> and is registered for <i>Competition</i> with the <i>CM</i> .
BoP	Balance of Performance document which details each parameter that may be adjusted on a <i>Round</i> by <i>Round</i> basis in order to maintain parity between each eligible model <i>Automobile</i> .
CA	The Category Administrator as appointed by the <i>CM</i> .
CM	The Category Manager of the Series as appointed by <i>Motorsport Australia</i> .
COC	Clerk of the Course.
Competition Number	The number used to identify each <i>Automobile</i> and as displayed on the <i>Automobile</i> in accordance with the Technical Appendix - Schedule K of the <i>Motorsport Australia Manual</i> .
Control Component	A component that is specified for the <i>Series</i> and supplied by a <i>Control Component Supplier</i> as detailed in the <i>Motorsport Australia Recognition Documents</i> . The fitment and/or use of each <i>Control Component</i> is mandatory.
Control Component Supplier	The manufacturer and/or supplier of a <i>Control Component</i> .
CRSR	Circuit Race Standing Regulations as promulgated by <i>Motorsport Australia</i> .
Driver	A person holding a <i>Licence</i> acceptable to <i>Motorsport Australia</i> and entered to drive an <i>Automobile</i> in an <i>Event</i> of the <i>Series</i> .
DSA	<i>Driving Standards Advisor</i>
Passenger Ride	An activity in which a <i>Passenger</i> is carried in an <i>Automobile</i> in accordance with the <i>Motorsport Australia MSPRA</i> policy.
Precinct	The area within the perimeter of the <i>Event</i> venue.
Previously Marked Tyre	A tyre that has been officially marked/approved by the <i>TD</i> or their nominee for use on an <i>Automobile</i> with the corresponding <i>Competition Number</i> , at a <i>Round</i> .
Previously Used Tyre	A tyre that has a tread depth of less than 4.5 mm measured in the middle of the tread face.
Recognition Documents	A series of documents consisting of the main Recognition Document, Variant Option document, Supplier List and Technical Service Bulletins as promulgated by <i>Motorsport Australia</i> , which detail the technical specifications of each eligible model <i>Automobile</i> .
Round	A round of the <i>Series</i> .
Series	The 2021 V8 SuperUte Series.
TA	The Technical Advisor as appointed by the <i>CM</i> .
TD	The Series Technical Delegate as appointed by <i>Motorsport Australia</i> .

ATTACHMENT 2

MARKINGS ON AUTOMOBILES



Decal requirements

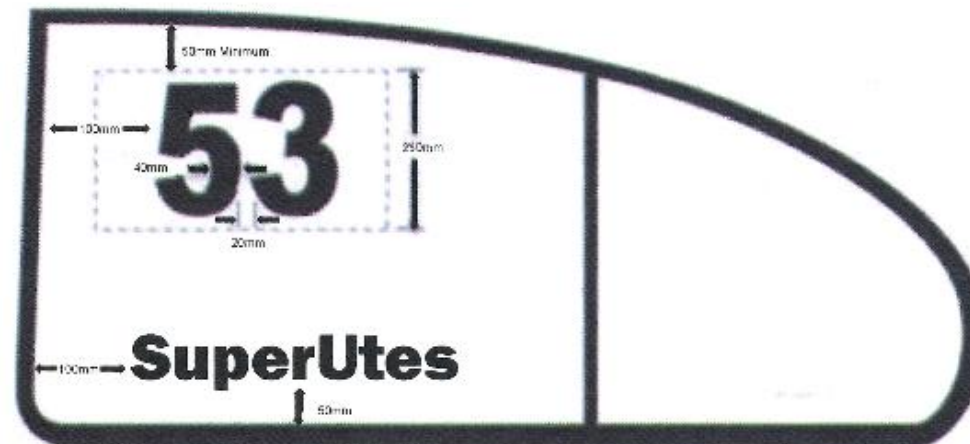
- Reserved for use by *CM*
- Top of windscreen: Haltech
- Yokohama (x4): 400 x 50 mm
- Royal Purple (x4): 225 x 75 mm
- Lenso (x4): 225 x 75 mm
- Sill decals: 75mm high



ATTACHMENT 3

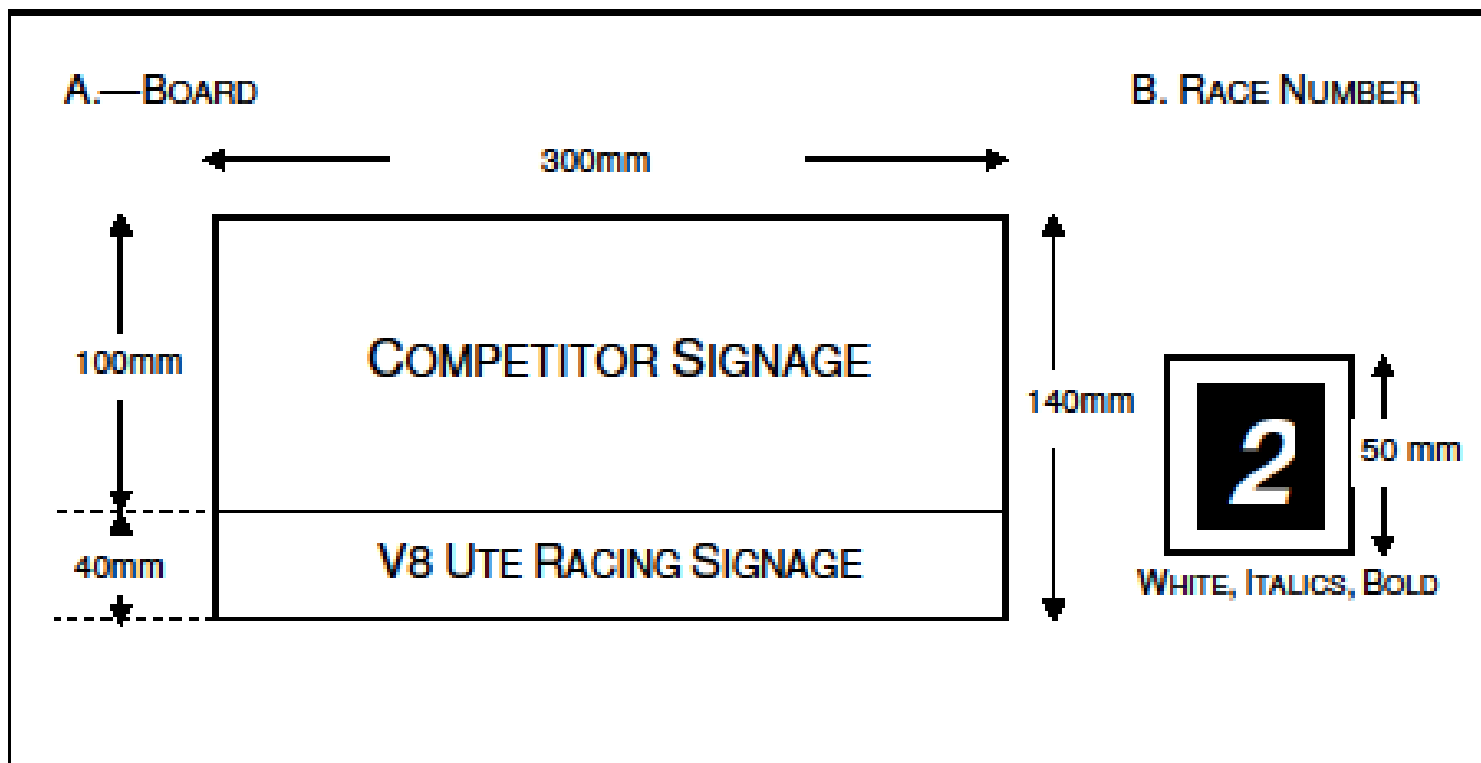
MARKINGS ON AUTOMOBILES – SIDE WINDOWS

- 1 Competition Number must be Dayglo Yellow and Helvetica Bold Condensed. Competition Number must be located within the area dimensions below.

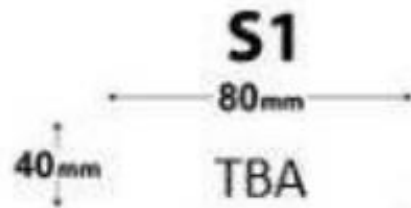
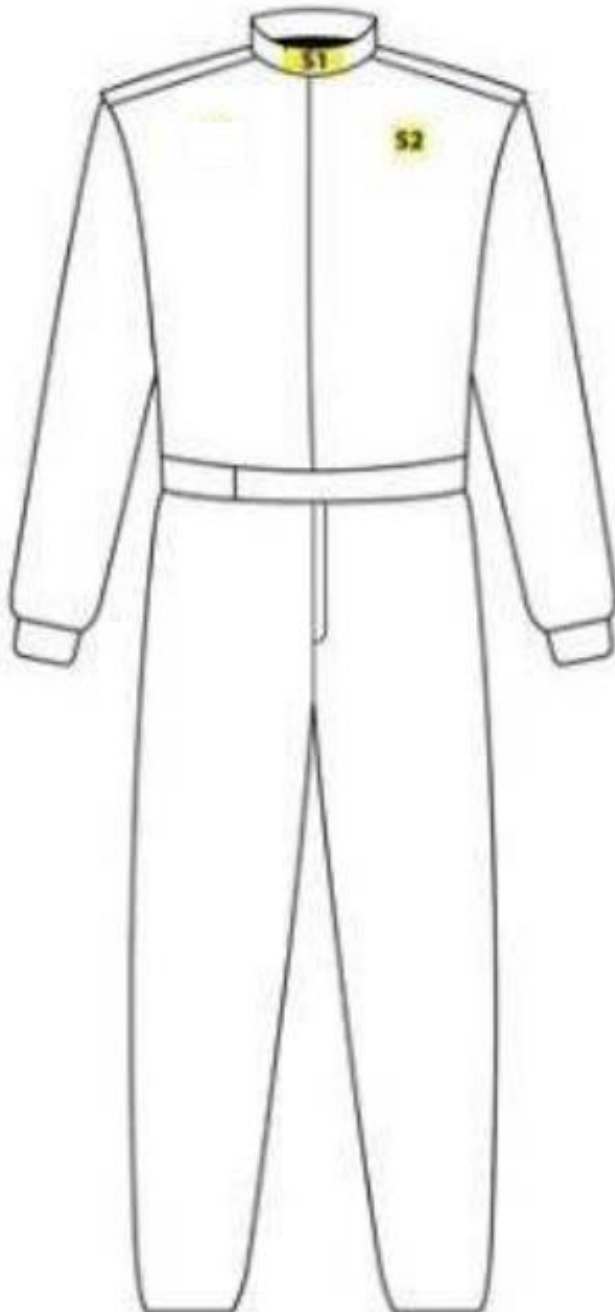


- 2 Drivers Surname:
100mm High, White Helvetica Bold Condensed

ATTACHMENT 4
IN CAR SIGNAGE



ATTACHMENT 5
APPAREL SIGNAGE



2021 V8 SuperUte Series

Technical Regulations

T1 PREAMBLE

- (a) In addition to these regulations, each *Automobile* must comply with the requirements of the Technical Appendix to the *NCR*. If at any time the two documents conflict, these regulations will take precedence.
- (b) The *CM* reserves the right to make changes to these regulations at any time, subject to the prior approval of *Motorsport Australia*, in the interests of safety, fairness, and cost containment and to maintain parity between the eligible model *Automobiles*.

T2 ELIGIBILITY

T2.1 Homologation Requirements

- (a) Unless otherwise detailed in these regulations or specified in the relevant *Motorsport Australia Recognition Documents*, each *Automobile* must remain identical in all respects to the specific production model on which it is based and as supplied by the *Automobile* manufacturer.
- (b) Any aspect relating to the construction, modification and/or preparation of an *Automobile* that is not specifically authorised in these regulations or the relevant *Motorsport Australia Recognition Documents* is prohibited.
- (c) At any time during a *Round*, at the request of the *TD*, the Stewards may issue an *Automobile* with a minor ineligibility in accordance with the *NCR*.

T2.2 Eligible *Automobiles*

Only an approved *Automobile*, built in accordance with the relevant *Motorsport Australia Recognition Documents* and to the satisfaction of the *TA*, is eligible to compete in the *Series*.

T2.3 Minimum *Racing Weight*

- (a) Each *Automobile* must comply with the minimum *Racing Weight* as specified in the current *BoP* document.
- (b) *Ballast* must be securely fitted to the *Automobile* and to the satisfaction of the *TA*.

T2.4 *Control Components*

Unless stated otherwise in these regulations, each *Control Component* is only permitted to be purchased from and supplied by the category approved *Control Component Supplier* as detailed in the relevant *Motorsport Australia Recognition Documents*.

T2.5 *Control Component Sealing*

- (a) It is the *Competitor's* responsibility to ensure that each *Control Component* that is required to be sealed is done so in accordance with the relevant *Motorsport Australia Recognition Documents*.
- (b) Unless otherwise approved in writing by the *TD* or *TA*, each sealed *Control Component* must remain sealed for the duration of the *Series*.
- (c) Unless otherwise approved in writing by the *TD* or *TA*, each *Control Component Seal* is only permitted to be removed by the nominated *Control Component Supplier* as detailed in the *Motorsport Australia Recognition Documents*.

- (d) Where approval is given for a *Seal* to be removed by someone other than the nominated *Control Component Supplier*, only the *TD* or their nominee is permitted to re-seal the component.
- (e) Where approval is given for an engine *Seal* to be removed by someone other than the control engine builder, the engine *Seal/s* may only be removed and re-sealed once before the engine must be returned to the control engine builder for inspection and re-sealing.
- (f) Where a sealed component is deemed to be ineligible by the Stewards, the Stewards may impose a penalty of *Disqualification* of the *Automobile* from the results of all previous *Rounds* of the *Series* in which the sealed component was identified as having been fitted on that *Automobile*.

T3 CHASSIS

T3.1 Safety Cages

- (a) No change or addition is permitted to be made to the safety cage design detailed in the relevant *Motorsport Australia Recognition Documents*.
- (b) Prior to any work commencing, it is the *Competitor's* responsibility to advise the *TA* if a safety cage needs replacing, or an *Automobile* needs re-shelling (which will be treated as a new *Automobile*).

T4 ENGINE

T4.1 General

- (a) Each engine and any of its component parts must remain identical in all respects to the original production engine, as supplied by the *Automobile* manufacturer and modified by the category engine builder as detailed in the relevant *Motorsport Australia Recognition Documents*.
- (b) Any plastic shrouding located in the engine bay, the sole purpose of which is aesthetic, may be removed.

T4.2 Replacement Engine

- (a) Unless otherwise approved in writing by the *TD* or *TA*, an engine may only be replaced with a new replacement engine that has been purchased from the relevant manufacturer and dynamometer tested and sealed by the category engine supplier, as detailed in the relevant *Motorsport Australia Recognition Documents*.

T4.3 Electronic Engine Control Unit (ECU)

- (a) With the exception of any software or firmware owned and installed exclusively by the *CM*, the ECU and all associated wiring must remain unmodified unless otherwise approved in writing by the *TD* or *TA*.
- (b) Each sensor input and output to the ECU must be connected and operational at all times.
- (c) The ownership of the ECU and all software and firmware (i.e. engine maps and other programs) contained in the ECU remains that of the *CM*, and subsequently will only be accessed or modified by the *TA* or their nominee. Each ECU is to be returned to the *CM* at the completion of the final *Round* of the *Series*.
- (d) The *TA* reserves the right to randomly re-allocate the ECU of any *Automobile* at any time.

T4.4 Cooling System

- (a) Cooling system components are free.
- (b) Subject to the prior approval of the *TD*, the fitment of a protective screen mounted in front of the radiator is permitted.

- (c) The thermostat is free.
- (d) Subject to the approval of the *TD* and provided that it remains within the perimeter of the *Coachwork* when viewed from the front and above and that no *Bodywork* alteration is made, radiator ducting for the sole purpose of directing cooling air to the radiator is free. Such ducting is prohibited to be used to direct cooling air or cool the air for the induction system.
- (e) The removal of any heater hose is permitted.

T5 SUSPENSION

T5.1 Camber

The maximum negative camber permitted for each front wheel is as specified in the *BoP* document.

T5.2 Rear Ride Height

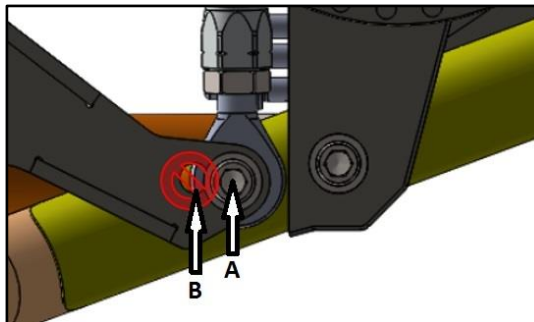
The minimum rear ride height is 327 mm +/-1.0 mm.

T5.3 Rear Drop Links

The minimum drop link length is 168 mm +/-1 mm.

The maximum drop link length is 180 mm +/-1 mm.

Only position A for the drop link attachment to rocker is permitted (Soft)



Rear Drop Link Locations

T5.4 Rear Dampers

Positions 1 (hard) and 2 (Soft) are the only damper attachment positions permitted to be used.

T5.5 Rear Trailing Arms

The minimum trailing arm length is 715 mm +/-1 mm.

The maximum trailing arm length is 725 mm +/-1 mm.

T6 WHEELS

- (a) During each *Round*, each *Automobile* must only use the following *Wheel*:

Manufacturer: Lenso
 Model: TDR Racing
 Size: 18 x 9.5

- (b) Any device, system, procedure, construction or design the purpose and/or effect of which allows the *Wheel* nuts/studs to remain in place as the *Wheel* is lifted onto or off the *Automobile* is prohibited.

- (c) Each wheel nut must be made from a ferrous material and be open-ended.

T7 TYRES

- (a) During each *Round*, each *Automobile* must only use the following tyres:

Manufacturer: Yokohama
Model: AO50
Size: 255/40/R18

- (b) With the exception of wear resulting from normal usage, each tyre must remain unmodified and respect the manufacturer's recommendations.
- (c) Any tyre that is worn below any of the tread depth indicators located across the tread face, will be prohibited to be used.

T8 FUEL

- (a) Only fuel as supplied and dispensed by the official fuel supplier is permitted to be used.
- (b) 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.

T9 ELECTRICAL

T9.1 Electrical Safety Equipment

- (a) Each *Automobile* must be fitted with a rearward facing red rain light as detailed in the Technical Appendix - Schedule C of the *Motorsport Australia Manual*.
- (b) The rain light must be switched on whenever the *Automobile* is being driven on a wet *Track* or as otherwise directed by the *COC* or their nominee.
- (c) The *TD* will be the final arbiter in regard to the suitability of the rain light.

T9.2 Data

- (a) Unless otherwise approved in writing by the *CM*, only the following data storage devices are permitted to be used:
- (i) The Electronic Engine Control Unit (ECU) in accordance with Regulation T4.3;
 - (ii) The In-Car Camera in accordance with Regulation T9.3, and;
 - (iii) 1 x MoTeC C125 and 1 x Haltech Dash.
- (b) Each data storage device must be installed in accordance with all instructions provided by the *TA*, remain as supplied by the manufacturer and must not be modified in any way.
- (c) Any error, action, omission or failure which causes a loss of any mandatory data, incomplete mandatory data, inaccurate mandatory data or any mandatory data which appears to have been tampered with, will be investigated by the *COC* or their nominee and may be deemed as a breach of these regulations.
- (d) All logged data must be made available to the *CM*, *COC* or their nominee for judicial purposes.

T9.3 In-Car Cameras

- (a) Each *Automobile* must be fitted with a complete in-car camera system as specified in Article S20 of the 2021 V8 SuperUte Series Sporting Regulations.
- (b) The in-car camera system must be installed in accordance with and as supplied by the manufacturer and must not be modified in any way. Each installation is to be inspected and approved by the *TD* or Chief Scrutineer.

T9.4 Starter Motor

- (a) The method of operation of the starter motor may be modified so long as it complies with the following:
 - (i) The cranking signal may be moved from the OEM location to a switch; and
 - (ii) The switch must be positioned so that it can only be operated by the *Driver's* hand; and
 - (iii) The switch must not be mounted to the steering wheel; and
 - (iv) The switch may be connected directly to the OEM starter relay utilising two wires or directly to the starter.

T10 TIMING TRANSPONDER

Each *Automobile* must be fitted with a timing transponder in a location as shown in Attachment 1.

T11 COACHWORK

- (a) It is permitted to reshape the wheel arch beading against the inside of the mudguard and remove the plastic inner liner of the mudguard.
- (b) The front and rear windscreen must be of laminated glass construction or 6 mm polycarbonate as supplied by Racescreen.
- (c) Each side window must be laminated glass construction as supplied by the manufacturer or 4.5 mm polycarbonate as supplied by Racescreen.
- (d) Provided reinforcing does not exceed a surface area of 150 mm x 150 mm and follows the contours of the original structure, the reinforcing of any jacking point under an *Automobile* is permitted by the addition of metal plate/s.
- (e) Provided it does not exceed 150 mm in width and does not protrude below the sill, an additional jacking point on either side of the *Automobile* may be added between the main *chassis* rail and the inner edge of the sill.
- (f) Subject the satisfaction of the *TD*, additional fixings may be added to non-metallic *Bodywork* for the sole purpose of securing a component to the *Automobile*.
- (g) Each OEM component, which sole purpose is to locate the battery, is permitted to be removed.
- (h) Each OEM component and bracket, which sole purpose is to support and/or facilitate the removal of the spare *Wheel*, is permitted to be removed.
- (i) A hard tonneau cover is permitted to be fitted to the ute tray and must be restrained by a minimum of 2 tethers each consisting of a strap of 36 mm minimum width with an 8 mm diameter attachment bolt and quick release clip (refer example below) that limits the opening of the cover to a maximum of 150 mm at any point and to the satisfaction of the *TD*. Each tether attachment and mounting must be of a construction to prevent the hard tonneau cover separating completely from the ute tray at any location.



T12 COCKPIT

- (a) With the exception of the following, any other OEM component may be removed from the *Cockpit*:
- (i) Dashboard (as depicted in the relevant *Motorsport Australia Recognition Documents*)
 - (ii) Dashboard support structure
 - (iii) Instrumentation
 - (iv) Combination switches
 - (v) Wiring harnesses
 - (vi) *Automobile Control Components*

NOTE: For the purpose of this regulation, the only component of the door assembly which is considered to be part of the *Cockpit* is the door trim. If the door trim is removed it must be replaced with an aesthetically suitable component to the satisfaction of the *TD*.

- (b) Only the following components are permitted to be added to the *Cockpit* of an *Automobile*:
- (i) Safety equipment and structures
 - (ii) Additional instruments and alarms, the sole purpose of which is to monitor fluid pressure and temperature
 - (iii) A shift light for monitoring engine revs
 - (iv) *Driver* comfort aids
 - (v) MoTeC C125 dash and data storage device
 - (vi) MoTeC beacon receiver
 - (vii) Approved in-car camera/s and associated equipment

NOTE: The above items must not hinder the *Driver's* exit from the *Cockpit* or visibility. Their mountings must be able to withstand a deceleration of 25 g in any direction.

T13 NON-GENUINE PARTS

- (a) Freedom of source of supply is granted for the following replacement parts:
- (i) Detachable body panels
 - (ii) Light assemblies
 - (iii) Fan belts
 - (iv) Radiator hoses
 - (v) Fuel filters
 - (vi) Light globes
 - (vii) Gaskets

- (viii) Window glass
- (ix) Nuts & bolts
- (b) Each part detailed above must be a standard replacement part, must respect the configuration and functional dimensions of the part they replace and be of similar material. The *TD* will be the final arbiter in relation to the use of these items.
- (c) The use of any non-genuine part must not result in the unauthorised modification to any other component.

T14 DRIVETRAIN

- (a) The rear differential centre is free provided that it:
 - (i) retains the original crown wheel; and
 - (ii) the centre is not completely locked at all times (i.e. spool is prohibited)
- (b) Rear axles are free.

APPENDIX 1

TIMING TRANSPONDER LOCATION

Plan View

