

# Sporting and Technical Regulations



Scholarship Series



## 2024 TOYOTA GAZOO Racing Australia Scholarship Series



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# 2024 TOYOTA GAZOO Racing Australia Scholarship 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 “Definitions and Abbreviations” in this document.  
Any **HEADING** in this document is for reference only and has no regulatory effect.

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## DEFINITIONS AND ABBREVIATIONS

<b>Automobile</b>	An eligible 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> .
<b>CA</b>	The Category Administrator of the <i>Series</i> as appointed by the <i>CM</i> .
<b>CM</b>	The Category Manager of the <i>Series</i> as appointed by <i>Motorsport Australia</i> .
<b>Competitor</b>	A person or body who holds a Competitor Licence acceptable to <i>Motorsport Australia</i> ; is registered for <i>Competition</i> with the <i>CM</i> ; and has entered a <i>Competition</i> (formerly referred to as the Entrant).
<b>Control Component</b>	A component that is specified for use in the <i>Series</i> and supplied by the nominated <i>Control Component Supplier</i> as detailed in the <i>Motorsport Australia Recognition Documents</i> . Unless otherwise stated in the <i>Motorsport Australia Recognition Documents</i> , the fitment and/or use of each <i>Control Component</i> is mandatory.
<b>Control Component Supplier</b>	The manufacturer and/or supplier of a <i>Control Component</i> as nominated by the <i>CM</i> .
<b>CRSR</b>	Circuit Race Standing Regulations as promulgated by <i>Motorsport Australia</i> .
<b>Driver</b>	A person who holds a valid <i>Motorsport Australia Licence</i> ; is registered as a <i>Driver</i> with the <i>CM</i> ; and is entered to drive an <i>Automobile</i> in an <i>Event</i> .
<b>DSA</b>	The <i>Series</i> Driving Standards Advisor as appointed by the <i>CM</i> .
<b>Event</b>	An <i>Event</i> of the <i>Series</i> .
<b>New Tyre</b>	A tyre that has been manufactured by Dunlop and supplied by the approved nominated tyre supplier; that is not a <i>Previously Used Tyre</i> or modified in any way.
<b>Precinct</b>	The area within the perimeter of the <i>Event</i> venue.
<b>Previously Marked Tyre</b>	A tyre that has been officially marked/approved by the <i>TD</i> or their nominee at an <i>Event</i> , for use on an <i>Automobile</i> with the corresponding competition number.
<b>Previously Used Tyre</b>	A tyre that has a tread depth of less than 6mm, measured in the middle of the tread face.
<b>RD</b>	The Race Director for the <i>Series</i> appointed by <i>Motorsport Australia</i> .
<b>Recognition Documents</b>	A series of documents consisting of the Motorsport Australia TOYOTA GAZOO Racing Australia 86 Series Recognition (Document No. 3-16-002), Motorsport Australia Variant Option document and any Technical Service Bulletins as promulgated by <i>Motorsport Australia</i> , which detail the technical specifications of each eligible <i>Automobile</i> .
<b>Series</b>	The 2024 TOYOTA GAZOO Racing Australia Scholarship Series.
<b>Standard</b>	An original unmodified component as fitted to an eligible <i>Automobile</i> in accordance with Regulation T2.2 and as supplied by <i>TMCA</i> .
<b>TD</b>	The Technical Delegate for the <i>Series</i> appointed by <i>Motorsport Australia</i> .
<b>TM</b>	The <i>Series</i> Technical Manager as appointed by the <i>CM</i> .
<b>TMCA</b>	TOYOTA Motor Corporation Australia.

# 2024 TOYOTA GAZOO Racing Australia Scholarship Series

## Sporting Regulations

### S1 TITLE AND JURISDICTION

#### S1.1 Title

The *Series* will only be known as and referred to as the “TOYOTA GAZOO Racing Australia Scholarship Series”.

#### S1.2 Authority/Jurisdiction

1.2.1 Each *Event* in the 2024 TOYOTA GAZOO Racing Australia Scholarship Series (*Series*) is to be conducted 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* at each *Event*; Bulletins issued by the Stewards and any Driver Briefing Notes and instructions issued by the Clerk of the Course at an *Event*.

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

1.2.3 TOYOTA Motor Corporation Australia Ltd (*TMCA*) has been appointed as the *CM* by *Motorsport Australia* for this *Series*.

TOYOTA Motor Corporation Australia Ltd (ABN 64 009 686 097)  
155 Bertie Street  
Port Melbourne, VIC 3207

1.2.4 AirTime Autosport (*ATA*) has been appointed as the *CA* by the *CM* for this *Series*.

Craig Nayda (General Manager)  
Mobile: 0408 849 744  
Email: craig@airtimeautosport.com

#### Office Address

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Belrose NSW 2085  
Tel: (02) 9986 3559

#### Postal Address

PO Box 282  
Frenchs Forest NSW 1640

### S2 ADMINISTRATION PERSONNEL

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*:

2.1	Category Administrator ( <i>CA</i> )	AirTime Autosport
2.2	Race Director ( <i>RD</i> )	Jessica Nicholson
2.3	Technical Delegate ( <i>TD</i> )	Felicity Wood
2.4	Technical Manager ( <i>TM</i> )	Neal Bates Motorsport
2.5	Driving Standards Advisor ( <i>DSA</i> )	Steven Johnson
2.6	Engine Inspection Officer ( <i>EIO</i> )	Craig Hasted
2.7	Approved Engine Repairer	Cragsted Race Engines

### S3 COMPETITOR ELIGIBILITY

3.1 To be eligible to compete in the *Series*, each *Competitor* must:

3.1.1 Register with the *CA*; and

3.1.2 Hold a valid Competitor Licence acceptable to *Motorsport Australia*.

3.2 The *CM* reserves the right to prohibit a *Competitor* from entering an *Event*, in accordance with Regulation S20.2.

### S4 DRIVER ELIGIBILITY

#### S4.1 General

4.1.1 To be eligible to compete in the *Series*, each *Driver* must:

4.1.1.1 Register with the *CA*;

4.1.1.2 Be at least of fifteen (15) years of age, and;

4.1.1.3 Hold a minimum of a valid Motorsport Australia Circuit Licence with Provisional endorsement or equivalent.

4.1.2 The *CM* reserves the right to prohibit a *Driver* from entering an *Event*, in accordance with Regulation S20.2.

**S4.2 Substitute Driver**

4.2.1 Following the commencement of the first *Event* of the *Series*, a *Competitor* is not permitted to substitute a *Driver*, unless otherwise approved by the *CA* and the Stewards in exceptional circumstances.

**S5 AUTOMOBILE ELIGIBILITY**

To be eligible to compete in the *Series*, each *Automobile* must be registered with the *CA*; and comply with these regulations and the *Motorsport Australia Recognition Documents*.

**S5.1 Replacement Automobile**

5.1.1 Following the commencement of the first practice session of each *Event*, any *Automobile* that has been entered to compete at that *Event*, may not be replaced with another *Automobile*, unless otherwise approved by the *CA* and the Stewards in exceptional circumstances.

**S6 COMPETITOR REGISTRATION**

- 6.1 The *Series* will operate under the *Motorsport Australia* Registration and Entry process.
- 6.2 Prior to the commencement of the *Series*, each *Competitor* is required to register with the *CA*.
- 6.3 A *Competitor* will only be considered as being registered to compete in the *Series* following receipt of written notification from the *CA*.

**S7 DRIVER REGISTRATION**

Prior to the commencement of the *Series*, each *Driver* is required to register with the *CA*.

**S7.1 Series Registration**

- 7.1.1 A *Driver* may register to compete in the *Series* as a Series Registered *Driver*, subject to Regulation S7.1.2.
- 7.1.2 A maximum of thirty-two (32) Series Registered *Drivers* will be accepted for the *Series*.
- 7.1.3 A *Driver* will only be considered as being registered to compete in the *Series* as a Series Registered *Driver* following:
  - 7.1.3.1 Payment of the applicable Registration Fee; and
  - 7.1.3.2 Receipt of written notification from the *CA*.
- 7.1.4 In the event a Series Registered *Driver* is unable to compete at an *Event* for any reason, the associated Registration Fee is not refundable or transferable.

**S7.2 Casual Registration**

- 7.2.1 A *Driver* may register to compete in the *Series* as a Casual Registered *Driver*.
- 7.2.2 A *Driver* will only be considered as being registered to compete in the *Series* as a Casual Registered *Driver* following receipt of written notification from the *CA*.

**S8 EVENT ENTRY**

8.1 The *CA* shall accept a maximum number of *Entries* for each *Event* in accordance with the table below:

Round	Circuit	Max. Entries
1	Sydney Motorsport Park	34
2	The Bend Motorsport Park	36
3	Phillip Island Grand Prix Circuit	36
4	Queensland Raceway	32
5	Sandown International Motor Raceway	32

- 8.2 A *Competitor* will only be considered as being entered for an *Event* following:
  - 8.2.1 Lodgement of an *Event* Entry Confirmation form; and
  - 8.2.2 Receipt of written notification from the *CA*.
- 8.3 In the event of over-subscription, *Entry* acceptance preference will be given to Series Registered *Drivers*.
- 8.4 The *CM* reserves the right to reject any *Entry* over and above the prescribed maximum *Entries* for an *Event*.
- 8.5 If a *Competitor* withdraws (in writing) from an *Event* after the specified *Entry* closing date, in accordance with the *Supplementary Regulations* for the *Event*, the applicable *Entry* fee will not be refunded.

**S9 SERIES CALENDAR**

9.1 The Series will be conducted over the following five (5) Events:

Round	Date	Event	Circuit
1	April 14	TGRA GR Cup Series Launch	Sydney Motorsport Park, NSW
2	May 24-26	South Australian Motorsport Series	Shell V-Power Motorsport Park, SA
3	June 15-16	Phillip Island Super Sprint	Phillip Island Grand Prix Circuit, VIC
4	August 2-4	Shannons SpeedSeries	Queensland Raceway, QLD
5	August 23-25	Victorian State Racing Series	Sandown International Motor Raceway, VIC

**S10 EVENT FORMAT**

**S10.1 General**

- 10.1.1 The number, length and format of *Track* sessions will be negotiated between the CA and the *Organiser* prior to an *Event* and will be advised in the relevant *Supplementary Regulations* for the *Event*.
- 10.1.2 Generally, the format for each *Event* will be as follows:
  - 10.1.2.1 Practice - 2 x twenty (20) minute sessions.
  - 10.1.2.2 Qualifying - 1 x twenty (20) minute session.
  - 10.1.2.3 Race 1 - A twenty (20) minute race (expressed as a number of laps).
  - 10.1.2.4 Race 2 - A twenty (20) minute race (expressed as a number of laps).
  - 10.1.2.5 Race 3 - A twenty (20) minute race (expressed as a number of laps).

**S10.2 Variation to the Event Schedule**

- 10.2.1 With the prior approval of the Stewards, the *Organiser* reserves the right to amend the *Event* schedule, including extending a session to ensure the full amount of scheduled *Track* time is achieved.

**S11 GRID DETERMINATION**

- 11.1 The grid for each race will be determined in accordance with the *CRSR*.

**S12 START PROCEDURE**

- 12.1 The *Start* procedure for each race will be in accordance with the *CRSR* – Non-Championship Standing Start.

**S13 POINT SCORE**

- 13.1 Points will be awarded to *Drivers* for each race in the *Series* in accordance with the following table:

Position	Points	Position	Points	Position	Points	Position	Points
1 <sup>st</sup>	100	11 <sup>th</sup>	60	21 <sup>st</sup>	40	31 <sup>st</sup>	20
2 <sup>nd</sup>	90	12 <sup>th</sup>	58	22 <sup>nd</sup>	38	32 <sup>nd</sup>	18
3 <sup>rd</sup>	82	13 <sup>th</sup>	56	23 <sup>rd</sup>	36	33 <sup>rd</sup>	16
4 <sup>th</sup>	76	14 <sup>th</sup>	54	24 <sup>th</sup>	34	34 <sup>th</sup>	14
5 <sup>th</sup>	72	15 <sup>th</sup>	52	25 <sup>th</sup>	32	35 <sup>th</sup>	12
6 <sup>th</sup>	70	16 <sup>th</sup>	50	26 <sup>th</sup>	30	36 <sup>th</sup>	10
7 <sup>th</sup>	68	17 <sup>th</sup>	48	27 <sup>th</sup>	28	37 <sup>th</sup>	8
8 <sup>th</sup>	66	18 <sup>th</sup>	46	28 <sup>th</sup>	26	38 <sup>th</sup>	6
9 <sup>th</sup>	64	19 <sup>th</sup>	44	29 <sup>th</sup>	24	39 <sup>th</sup>	4
10 <sup>th</sup>	62	20 <sup>th</sup>	42	30 <sup>th</sup>	22	40 <sup>th</sup>	2

- 13.2 Points will only be awarded to the *Drivers* classified as finishers in the final results of each race.
- 13.3 Points for any race which is stopped (red flagged) and not restarted will be awarded in accordance with the requirements of the *CRSR*.

**NOTE:** For the avoidance of doubt, any race that is scheduled with a time certain finish and finishes (is chequered flagged) in accordance with the scheduled finish time will result in a full allotment of Series points being awarded irrespective of the number of laps completed by the leader.



- 13.4 The *Driver* that achieves the highest points score over the 5 *Events* of the *Series*, will be declared the winner of the 2024 TOYOTA GAZOO Racing Australia Scholarship Series.
- 13.5 In the event of multiple *Drivers* being tied, the higher position will be awarded to the *Driver* with the highest number of first place finishes. 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 all positions have been determined.

## S14 EVENT OPERATIONS

### S14.1 Driver Briefing

- 14.1.1 Each *Driver* and Team Manager must attend the *Driver* Briefing for each *Event*, as conducted by *Motorsport Australia*.
- 14.1.2 The time, format and location of the briefing/s will be specified in the *Supplementary Regulations* for the *Event*.
- 14.1.3 Additional compulsory briefings may be convened and will be advised to each *Competitor* accordingly.

### S14.2 Parc Fermé

- 14.2.1 The location of *Parc Fermé* at each *Event* will be specified in the Pre-Event Guide as published by the *CA*.
- 14.2.2 Unless otherwise approved by the *TD*, each *Driver* may consume a maximum of one litre of fluid after each session whilst in *Parc Fermé*.
- 14.2.3 Unless otherwise approved by the *TD*, with exception of the team member specified in Regulation S14.2.4, any unauthorised person is prohibited to enter *Parc Fermé* or touch an *Automobile* that is impounded in *Parc Fermé*, until the *Automobile* is released from *Parc Fermé*, in accordance with Regulation S14.2.5.
- 14.2.4 One team member per *Automobile* may enter *Parc Fermé* for the sole purpose of checking tyre pressures. Once this team member has finished checking tyre pressures, they must leave *Parc Fermé* immediately.
- 14.2.5 An *Automobile* (or any component thereof) and/or *Driver* may not leave *Parc Fermé* without the approval of the *TD* or their nominee or the Chief Scrutineer.

### S14.3 Driver/Competitor Departure from the Precinct

- 14.3.1 For judicial purposes, each *Driver* and *Competitor* must remain at the *Precinct* following the conclusion of the final *Track* session each day, until officially released by the *CA*.

### S14.4 Practice

- 14.4.1 With exception of the first *Event* of the *Series*, *Automobiles* will be assembled in the marshalling area prior to each practice session in *Series* standing order.
- 14.4.2 The order in which *Automobiles* are assembled in the marshalling area prior to practice at the first *Event* of the *Series*, will be determined by a random draw as conducted by the *CA*.

### S14.5 Qualifying

- 14.5.1 With exception of the first *Event* of the *Series*, *Automobiles* will be assembled in the marshalling area prior to each qualifying session in *Series* standing order.
- 14.5.2 The order in which *Automobiles* are assembled in the marshalling area prior to qualifying at the first *Event* of the *Series*, will be determined by a random draw as conducted by the *CA*.
- 14.5.3 During a qualifying session, unless re-joining the *Track*, an *Automobile* may not exit Pit Lane without the prior approval of the *TD*.
- 14.5.4 Any *Automobile* that breaches Regulation S14.5.3, will be prohibited to re-join that session and a penalty of *Disqualification* from the results of that session will be imposed.
- 14.5.5 Any *Driver* that causes a qualifying session to be stopped (Red Flagged) will have their fastest lap time for that session deleted from the results.
- 14.5.6 Unless otherwise approved by the *TD* or their nominee, with exception of checking tyre pressures and/or adjusting shock absorbers, no work may be carried out on an *Automobile* during a qualifying session.
- 14.5.7 Unless otherwise advised by the *CA* via the RMC, at the conclusion of qualifying, each *Automobile* and *Driver*, including any *Automobile/Driver* that completed the session in Pit Lane or any *Automobile/Driver* that enters Pit Lane whilst the Chequered Flag is being displayed, must proceed directly to *Parc Fermé* via the most direct route (or as directed by an Official) without stopping and without interference from an authorised third party.

### S14.6 Races

- 14.6.1 Unless otherwise advised by the *CA* via the RMC, at the conclusion of each race, each *Automobile* and *Driver*, including any *Automobile/Driver* that completed the session in Pit Lane or any *Automobile/Driver* that enters Pit Lane whilst the Chequered Flag is being displayed, must proceed directly to *Parc Fermé* via the most direct route (or as directed by an Official) without stopping and without interference from an unauthorised third party.

#### **S14.7 Pit Lane**

- 14.7.1 Each *Automobile* may only stop/pit in their designated pit bay, in accordance with the Pit Lane Allocation published by the CA.
- 14.7.2 During each practice and qualifying session, each *Automobile* must park nose-in on a 45-degree angle whilst in their designated pit bay.
- 14.7.3 During each race, each *Automobile* must park parallel to Pit Lane whilst in their designated pit bay.
- 14.7.4 In the event of a session being stopped (Red Flagged), unless advised otherwise by the CA via the RMC, each *Automobile* must proceed directly to Pit Lane and park nose-in on a 45 degree angle in their designated pit bay until advised otherwise via the RMC.

#### **S14.8 Removal of *Automobile* from the *Precinct***

- 14.8.1 Following the commencement of the first practice session at each *Event*, an *Automobile* may not be removed from the *Precinct* during the *Event*, without the prior approval of the TD.

#### **S14.9 Radio Communication to/from *Automobile***

- 14.9.1 At least one (1) team member must be in direct radio communication with the *Driver* whilst the *Driver* is in the *Automobile*. During each *Track* session, this team member must be in the vicinity of the *Drivers* designated pit bay in Pit Lane.
- 14.9.2 Direct communication between competing *Automobiles/Drivers* is prohibited.

#### **S14.10 Race Management Channel (RMC)**

- 14.10.1 A minimum of one (1) senior team member for each *Automobile* must monitor RMC from 30 minutes prior to the scheduled start of each *Track* session, until 10 minutes after the completion of each *Track* session.
- 14.10.2 The person monitoring the RMC must be in the vicinity of the *Automobile's* designated Pit Bay in Pit Lane during each *Track* session.
- 14.10.3 Details of the RMC frequency for each *Event* will be published by the CA in the Pre-Event Guide.

#### **S14.11 Lap Triggers**

- 14.11.1 The use of individual lap trigger beacons is prohibited.

### **S15 TYRES**

#### **S15.1 General**

- 15.1.1 Each *New Tyre* must be purchased from and fitted by the nominated tyre supplier (as specified by the CA) at the *Event* at which the tyres are to be used.
- 15.1.2 Each *New Tyre* will only be allocated to a single *Automobile*, identified by the *Automobile's* Log Book number.
- 15.1.3 Unless otherwise approved by the TD, a tyre may not be transferred/fitted to another *Automobile*.
- 15.1.4 With exception of a single 100 mm wide section across the tread face of each tyre to facilitate measuring tread depth, the removal of tyre "build-up" from a tyre by any means other than driving the *Automobile*, is prohibited.
- 15.1.5 The use of any tyre heating, heat retention device or chemical treatment is prohibited.
- 15.1.6 Except on the shoulder of a tyre where there is no measurable tread depth, the tread depth of a tyre must not be less than 2 mm at any point on the tyre.
- 15.1.7 The TD reserves the right to impound any tyre between sessions.
- 15.1.8 Unless otherwise approved by the TD, once qualifying has commenced, a tyre may not be removed from or rotated on the wheel rim which it has been fitted to, until after the completion of the *Event*.
- 15.1.9 The TD is the sole arbiter regarding the interpretation and application of all tyre regulations and any decision made by the TD in this regard will not be the subject of any protest or appeal.

#### **S15.2 Allocation and Marking**

- 15.2.1 At each *Event*, each *Competitor* must have four (4) *New Tyres* per *Automobile* marked by the TD or their nominee, for use in qualifying and races at that *Event*.
- 15.2.2 If one (1) or more of the tyres detailed in Regulation S15.2.1 become damaged, rendering it unusable in the sole opinion of the TD, the TD may approve for the damaged tyre/s to be replaced by a *New Tyre/s*.
- 15.2.3 If a tyre is replaced in accordance with Regulation S15.2.2:
  - 15.2.3.1 The replacement tyre/s must be purchased from and fitted by the nominated tyre supplier for the *Event*,
  - 15.2.3.2 The replacement tyre/s must be marked by the TD;
  - 15.2.3.3 The replacement tyre/s must be fitted to the *Automobile* in the position nominated by the TD.
  - 15.2.3.4 The TD reserves the right to impound the damaged tyre/s for further inspection.

### S15.3 Practice Tyres

- 15.3.1 For the first *Event* in which a *Competitor* competes, the *Automobile* must be fitted with *Previously Used Tyres*, irrespective of whether the tyres are previously marked.
- 15.3.2 For each subsequent *Event* in which a *Competitor* competes, the *Automobile* must be fitted with *Previously Used Tyres* and *Previously Marked Tyres* from the preceding *Event*.
- 15.3.3 If a *Competitor/Automobile* does not have enough eligible tyres to use for practice, the *TD* reserves the right to approve the use of a substitute tyre/s.

## S16 FUEL

### S16.1 Fuel

- 16.1.1 Each *Competitor* must only use the specified Control Fuel as supplied by the Control Fuel supplier.
- 16.1.2 Fuel may only be stored and dispensed from the approved container/s as supplied by the Control Fuel supplier (as detailed in Attachment A).
- 16.1.3 Each *Automobile* is required to arrive at each *Event* with minimal fuel in the fuel tank system for garage manoeuvring purposes only.
- 16.1.4 Each *Automobile* must have a minimum of 500ml of fuel in the fuel system at the completion of each *Track* session.

### S16.2 Refuelling

- 16.2.1 When refuelling or undertaking any activity with fuel, each *Competitor* must comply with the following procedure:
  - 16.2.1.1 The *Automobile's* engine must be switched off.
  - 16.2.1.2 At least one (1) crew member must be designated as a fire marshal and in possession of either a 9 kg or 2 x 4.5 kg dry powder fire extinguisher/s.
  - 16.2.1.3 The designated fire marshal must not perform any other role or duty during the refuelling procedure.
  - 16.2.1.4 A drip/catch mat/tray capable of containing any spillage must be positioned below the refuelling point of the *Automobile*.

## S17 LUBRICANTS

### S17.1 Engine Oil

- 17.1.1 Each *Competitor* must only use the specified Control Engine Oil in accordance with Regulation T7.2.1.
- 17.1.2 At all times, each *Automobile* must have a minimum of 5000 ml of Control Engine Oil in the sump pan.  
*NOTE: For the avoidance of doubt, the minimum oil requirement does not include oil in the oil cooler or any other part of the engine.*

### S17.2 Gearbox Oil

- 17.2.1 The specification of gearbox oil is free.

### S17.3 Differential Oil

- 17.3.1 The specification of differential oil is free.

## S18 AUTOMOBILE MARKINGS

### S18.1 General

- 18.1.1 In addition to the *Series* signage requirements as specified by the *CA*, each *Automobile* must comply with Technical Appendix, Schedule K (Marking on *Automobiles*) of the *Manual*.
- 18.1.2 Unless otherwise approved by the *CM*, displaying signage of an *Automobile* manufacturer other than TOYOTA on an *Automobile* is prohibited.
- 18.1.3 Only sponsorship material approved by the *CM*, including, but not limited to, signage, *Automobile* decals and uniforms, may be displayed by a *Competitor*.
- 18.1.4 With exception of the *Series* Signage as specified by the *CA*, signage is prohibited to be displayed on the front windscreen, rear windscreen or side windows of the *Automobile*.
- 18.1.5 The *CM* is the sole arbiter regarding the interpretation and application of all *Automobile* Markings regulations and any decision made by the *CM* in this regard, will not be the subject of any protest or appeal.

### S18.2 Competition Numbers

- 18.2.1 The allocation of a Competition Number for each *Automobile* is solely the responsibility of the *CA*.

- 18.2.2 Unless otherwise approved by the CA, once a Competition Number has been allocated to an *Automobile*, that Competition Number must remain with that *Automobile* for the entire *Series*.

### S18.3 In-Car Signage

- 18.3.1 Individual *Competitor* signage is prohibited to be displayed inside the *Automobile*.

### S18.4 Series Signage

- 18.4.1 Each *Automobile* must display the *Series* Signage as specified by the CA.

## S19 TESTING RESTRICTIONS

- 19.1 Unless otherwise approved in writing by the CA, testing of any eligible *Automobile* and/or *Driver* deemed to be associated with the *Series*, is prohibited at a *Circuit* during the seven (7) days preceding an *Event* at that *Circuit*.

## S20 JUDICIAL

### S20.1 In-car Camera

- 20.1.1 Each *Automobile* must be fitted with a judicial in-car camera unit, in accordance with Regulation T5.6.
- 20.1.2 The judicial in-car camera unit must be switched on and remain fully operational and record video images from the commencement of each *Track* session, until the *Automobile* is released from *Parc Fermé*.
- 20.1.3 The judicial in-car camera unit must be installed in accordance with Regulation T5.6 and be adjusted in such a way to always provide clear unobstructed images of the *Driver's* view of the *Track* ahead, as depicted in Attachment B or as directed by the CA.
- 20.1.4 Each *Competitor* must have six (6) large format SD cards at each *Event*, clearly labelled with their *Automobiles* competition number.
- 20.1.5 Each SD card must have a minimum storage capacity of 16GB, with a minimum transfer rate of 110MB/s.
- 20.1.6 Unless otherwise approved by the CA, only the *DSA* or their nominee may remove the judicial in-car camera unit from the *Automobile* or the SD card from the judicial in-car camera unit.
- 20.1.7 Unless otherwise approved in writing by the CA, the data stored on each SD card may not be deleted/cleared until after the completion of each *Event*.
- 20.1.8 Access to the judicial in-car camera unit must be provided to the CA, *DSA*, *TD* or *TM* at any time upon request.
- 20.1.9 Unless otherwise approved by the CA in writing, the video images recorded by the judicial in-car camera unit may not be used for any purpose, other than that determined by the CA.
- 20.1.10 Once the SD card/s are returned by the *DSA* or CA, *Competitors* may access the video images for private internal team use only.
- NOTE:** For the avoidance of doubt, video images capture by the judicial in-car camera unit cannot be sold, licensed, broadcast, published, commercially exploited, or otherwise publicly displayed or distributed, including in any case via the internet.
- 20.1.11 All video images recorded by the judicial in-car camera unit are the property of the CM.
- 20.1.12 Unless otherwise approved by the CA in writing, the fitment and/or use of any other camera unit or recording device in or on an *Automobile* is prohibited.

### S20.2 Demerit Point System

- 20.2.1 Each *Competitor* and *Driver* will commence the *Series* with five (5) demerit points.
- 20.2.2 If a *Driver* is found guilty of either a Code of Driving Conduct breach or a behavioural breach, in addition to the penalty imposed by the Stewards, the *Driver* will incur a demerit point penalty.
- 20.2.3 If a *Competitor* or an associated team member (as determined by the CA) is found guilty of a behavioural breach, in addition to the penalty imposed by the Stewards, the *Competitor* will incur a demerit point penalty.
- 20.2.4 If a *Competitor/Driver* loses five (5) demerit points during the *Series*, the *Competitor/Driver* will be prohibited from competing in the remainder of the *Series*.
- 20.2.5 A *Competitor/Driver* who is prohibited from competing in the *Series* may be eligible to re-enter the *Series* once they have met the requirements for re-entry, as determined by the CA.
- 20.2.6 The CM reserves the right to prohibit any *Competitor/Driver* from re-entering the *Series*.

## S21 COMPETITOR CONDUCT

- 21.1 Each *Competitor*, *Driver* and associated team member are required to comply with the following Motorsport Australia policies:
- 21.1.1 Motorsport Australia Member Protection Health & Integrity Policy, and;
- 21.1.2 Motorsport Australia Social Media Policy.

## ATTACHMENT A - FUEL CONTAINER



## ATTACHMENT B - JUDICIAL IN-CAR CAMERA FRAMING



# 2024 TOYOTA GAZOO Racing Australia Scholarship Series

## Technical Regulations

### T1 GENERAL

- 1.1 In addition to these regulations and the *Motorsport Australia Recognition Documents*, each *Automobile* must comply with the Technical Appendix of the *Motorsport Australia Manual*. If at any time the documents conflict, these regulations will take precedence.
- 1.2 Subject to the prior approval of *Motorsport Australia*, the *CM* reserves the right to make changes to these regulations at any time.
- 1.3 In the event of a dispute, parts or specifications of the *Automobile* in question will be compared against parts and/or specifications supplied by *TMCA*. *TMCA* and the *CA* reserve the right to update part numbers from time to time as required.

### T2 ELIGIBILITY

#### T2.1 Homologation Requirements

- 2.1.1 With exception of those components that are permitted to be replaced, removed, or modified in accordance with these regulations and/or the *Motorsport Australia Recognition Documents*, each *Automobile* and its components must remain *Standard* and respect the form, orientation and function of the production model on which the eligible *Automobile* is based.
- 2.1.2 Unless otherwise permitted in these regulations and/or the *Motorsport Australia Recognition Documents*, each homologated component must be fitted and function in accordance with the component manufacturer's specifications and recommendations.
- 2.1.3 Any aspect relating to the construction, modification and/or preparation of an *Automobile* that is not specifically authorised in these regulations and/or the *Motorsport Australia Recognition Documents*, is prohibited.
- 2.1.4 At the request of the *TD* in conjunction with the Chief Scrutineer, the Stewards may approve an *Automobile* for a minor ineligibility, in accordance with the *NCR*.
- 2.1.5 Any measurement tool and the method of measurement used by the *TD* or their nominee will be considered to be the official measurement tool/method and is not subject to protest or appeal.

#### T2.2 Eligible *Automobiles*

- 2.2.1 Only the following *Automobiles*, imported into Australia by *TMCA* with Australian compliance and built, in accordance with the *Motorsport Australia Recognition Documents* to the satisfaction of the *TD*, are eligible to compete in the *Series*:
  - 2.2.1.1 TOYOTA 86 GT (86 ZN6 SER - model designation AK, BK, CK or DK)
  - 2.2.1.2 TOYOTA 86 GTS (86 ZN6 SER - model designation AK, BK, CK or DK)

**NOTE:** For the avoidance of doubt, later model variants and/or their components may not be used.
- 2.2.2 The presentation of an *Automobile* for participation in any *Event* will be deemed to be an implicit statement by the *Competitor* of conformity with respect to the eligibility of the *Automobile*.
- 2.2.3 The *TD* reserves the right to seal any *Automobile* or component thereof for future examination, in accordance with the *NCR*. All costs associated with the examination must be borne by the *Competitor*.

#### T2.3 Scrutineering

- 2.3.1 Scrutineering at each *Event* will be conducted in accordance with the Motorsport Australia Targeted Scrutiny System.
- 2.3.2 It is the *Competitor's* responsibility to present their *Automobile* for scrutineering at the appropriate times, in a complete and finished state, in 'ready to race' condition, including all markings and seals, in accordance with these regulations and the *Motorsport Australia Recognition Documents*.

#### T2.4 Component Sealing

- 2.4.1 It is the *Competitor's* responsibility to ensure that each component that is required to be sealed, is done so by the correct authority prior to or during the first *Event* in which the *Automobile* competes, in accordance with the relevant *Motorsport Australia Recognition Documents*.
- 2.4.2 Prior to presenting a component for sealing, it is the *Competitor's* responsibility to ensure that the appropriate holes have been drilled into relevant components, in accordance with the *Motorsport Australia Recognition Documents*.
- 2.4.3 Unless otherwise approved in writing by the *TD*, each sealed component must remain sealed for the duration of the *Series*.
- 2.4.4 Unless otherwise approved in writing by the *TD*, a component seal must only be removed by the *TD* or their nominee, the EIO, or the Approved Engine Repairer.

- 2.4.5 If written approval is given for a seal to be removed by someone other than those nominated in Regulation T2.4.4, the component must only be re-sealed by the *TD* or their nominee.
- 2.4.6 If an *Automobile* is found not to have a seal fitted in accordance with the *Motorsport Australia Recognition Documents*, or the seal is deemed to be incorrect and/or has been tampered with, the *Competitor* of the *Automobile* will be referred to the Stewards.

### T3 CONTROL COMPONENTS

- 3.1 Unless stated otherwise in these regulations, a *Control Component* must only be purchased from and supplied by the *Control Component Supplier*, as detailed in the *Motorsport Australia Recognition Documents*.
- 3.2 With exception of brake calipers, each *Control Component* must only be adjusted, serviced and/or rebuilt by the *Control Component Supplier*.

### T4 WEIGHT

#### T4.1 Driver Weight

- 4.1.1 At all times, each *Driver* must weigh a minimum of 85 kg (whilst attired in all normal racing apparel).

#### T4.2 Automobile Weight

- 4.2.1 At all times, each *Automobile* must weigh a minimum of 1195 kg.

#### T4.3 Ballast

- 4.3.1 Only *Ballast* supplied by the *TM* may be fitted to the *Automobile* and must be securely affixed to the *Ballast* mounting plate fixing points located in the front passenger *Seat* position, in accordance with the *Motorsport Australia Recognition Documents*.
- 4.3.2 *Ballast* may be affixed to the *Automobile* to achieve the minimum *Driver Weight*.
- 4.3.3 A maximum of 15kg of *Ballast* may be affixed to the *Automobile* to achieve the minimum *Automobile* weight.
- 4.3.4 Fuel may not be used as a form of *Ballast*.
- 4.3.5 It is the *Competitor's* responsibility to make provision for any *Ballast* to be sealed by the *TD*.

### T5 COCKPIT

#### T5.1 General

- 5.1.1 Only the following items may be removed from the *Cockpit* of an *Automobile*, all other items/components in the *Cockpit* must remain *Standard* and respect the original function:
  - 5.1.1.1 Roof lining;
  - 5.1.1.2 Front & rear interior trim;
  - 5.1.1.3 Floor carpet and associated underfelt;
  - 5.1.1.4 Front passenger *Seat*;
  - 5.1.1.5 Rear *Seats*, and;
  - 5.1.1.6 Radio.
- 5.1.2 Only the minimum amount of material may be removed from the dashboard and door trim to facilitate the fitment of the safety cage.
- 5.1.3 If the radio is removed, it must be replaced by a flat panel blanking plate, in accordance with the *Motorsport Australia Recognition Documents*.
- 5.1.4 Provided the location of the steering angle sensors and their operation are retained, a replacement steering wheel and steering wheel boss may be fitted to an *Automobile*.
- 5.1.5 Only the following components may be added to the *Cockpit* of an *Automobile*, provided the component does not hinder the *Driver's* visibility and/or ability to exit the *Cockpit*; and the method of mounting is able to withstand a deceleration of 25g in any direction:
  - 5.1.5.1 Safety equipment and structures;
  - 5.1.5.2 Authorised *Driver* comfort aids;
  - 5.1.5.3 Radio communication equipment;
  - 5.1.5.4 MoTeC C125 Race Logging Kit;
  - 5.1.5.5 Judicial in-car camera and associated equipment.

#### T5.2 Safety Cage

- 5.2.1 No alterations or additions may be made to the safety cage design, as supplied by the *Control Component Supplier* and detailed in the *Motorsport Australia Recognition Documents*.
- 5.2.2 Prior to the commencement of any repairs, the *Competitor* must notify the *TD* if a safety cage is damaged, or if an *Automobile* requires re-shelling.



- 5.2.3 A safety cage may only be installed into an *Automobile* by an authorised installer, as determined by the *TM*. A list of authorised installers is available from the *TM*.

### **T5.3 Driver's Seat**

- 5.3.1 The *Driver's Seat* must be replaced with a FIA homologated head restraint *Seat* that complies with the FIA 8855/1999 standard as a minimum.
- 5.3.2 When installing a replacement *Seat* that complies with the FIA 8855-2021 or FIA 8862/2009 standard, only the homologated *Seat* mounting brackets for that particular *Seat* may be used.
- 5.3.3 Only the original mounting holes may be used for the fitment of the replacement *Seat* and no additional modifications may be made to the floor of an *Automobile* to facilitate the fitment.

### **T5.4 Safety Harness**

- 5.4.1 The *Driver's* seat belt must be replaced with either a '5 point' or '6 point' safety harness that complies with the FIA 8853/98 or FIA 8853-2016 standard, in compliance with Technical Appendix, Schedule I of the *Manual* that is suitable for use with a Frontal Head Restraint.

### **T5.5 Driver Comfort Aids**

- 5.5.1 A drink bottle may be fitted to an *Automobile* for the sole purpose of *Driver* hydration provided that:
- 5.5.1.1 The drink bottle and associated plumbing is located wholly within the *Cockpit* of the *Automobile*;
  - 5.5.1.2 The total volume of the drink bottle and associated plumbing does not exceed 2 litres;
  - 5.5.1.3 The drink bottle is of proprietary manufacture; and
  - 5.5.1.4 The drink bottle is securely mounted behind the *Driver's Seat* to the satisfaction of the *TD*.
- 5.5.2 Subject to the approval of the *TD*, an additional pad may be fitted to the face of the *Standard* brake pedal.
- 5.5.3 Subject to the approval of the *TD*, a false floor may be fitted to the *Driver's* side footwell.
- 5.5.4 If the ambient temperature of the day at 8am (as published by the Bureau of Meteorology, including its international affiliates) is forecast to be above 32.9°C for the nearest city/town to the *Circuit*, a cooling system may be fitted to an *Automobile* for the sole purpose of *Driver* comfort, subject to the approval of the *TD*.

### **T5.6 Judicial In-Car Camera**

- 5.6.1 Each *Automobile* must be fitted with a AIM CORSA judicial in-car camera kit and securely mounted in the *Cockpit* of the *Automobile* using the homologated mounting kit, in accordance with the *Motorsport Australia Recognition Documents* and to the satisfaction of the *TD* and Chief Scrutineer.
- 5.6.2 The judicial in-car camera system must be installed in accordance with all instructions provided by the *TM*; and remain as supplied by the manufacturer.

### **T5.7 Timing Transmitter**

- 5.7.1 Each *Automobile* must be fitted with a Dorian Micro 16000 DATA-1 series timing transmitter in the location specified in the *Motorsport Australia Recognition Documents*.

### **T5.8 Fire Extinguisher**

- 5.8.1 Each *Automobile* must be fitted with a minimum of a hand-held fire extinguisher in compliance with Technical Appendix, Schedule H of the *Manual*. A plumbed-in extinguisher system is highly recommended, but not mandatory for the TOYOTA GAZOO Racing Australia Scholarship Series.

## **T6 COACHWORK**

- 6.1 The windscreen must be of laminated glass construction.
- 6.2 Additional fixings may be added to non-metallic *Bodywork*, for the sole purpose of securing a component to the *Automobile*, subject to the satisfaction of the *TD*.
- 6.3 Any removable component, which sole purpose is to support and/or facilitate the removal of the spare wheel, may be removed.
- 6.4 Any fog lamp in the front bumper cover may be removed and replaced with a blanking cover, as detailed in the *Motorsport Australia Recognition Documents*.
- 6.5 Each front inner plastic wheel arch guard may be removed.
- 6.6 The rear boot spoiler must be fitted in accordance with the *Motorsport Australia Recognition Documents*.
- 6.7 Any ventilation duct must not be covered or obstructed in any way.
- 6.8 Window glass must not be tinted.
- 6.9 The *Standard* plastic underbody brake line shield must be removed and replaced with an aluminium plate, in accordance with the *Motorsport Australia Recognition Documents*.

## T7 ENGINE

### T7.1 General

7.1.1 Sound deadening material located under the bonnet may be removed.

7.1.2 The air conditioning condenser and its associated hoses may be removed.

**NOTE:** All other air conditioning components, including the air conditioning pump and the driving belt, must be retained.

7.1.3 The throttle pedal stop must be replaced, in accordance with the *Motorsport Australia Recognition Documents*.

### T7.2 Oil

7.2.1 At each *Event*, each *Automobile* must only use the following engine oil, in accordance with Regulation S17:

7.2.1.1 Manufacturer: Mobil 1

7.2.1.2 Specification: 5W-30 Triple Action Power (Product Code: 145839)

7.2.2 With exception of ambient atmospheric air, no other substance may be added to the engine oil.

7.2.3 The oil sump pan must be fitted with a baffle insert, in accordance with the *Motorsport Australia Recognition Documents*.

### T7.3 Cooling System

7.3.1 A protective screen mounted in front of the radiator may be fitted, subject to the satisfaction of the *TD*.

## T8 SUSPENSION

### T8.1 General

8.1.1 Any suspension component must only be adjusted within the permissible tolerances provided.

8.1.2 The *TD* reserves the right to impound any suspension component from an *Automobile* at any time and replace it with a component that is supplied by the *CM*.

### T8.2 Ride Height

8.2.1 Each *Automobile* must comply with the following minimum ride height as measured in accordance with the *Motorsport Australia Recognition Documents*:

8.2.1.1 Front - 140mm

8.2.1.2 Rear - 280mm

8.2.2 Ride height will be measured by the *TD* or their nominee with the fully attired *Driver* seated in the *Driver's Seat* and each tyre set to a pressure of 26 psi as measured by the nominated official tyre pressure gauge.

### T8.3 Camber

8.3.1 Each *Automobile* must comply with the following maximum wheel camber:

8.3.1.1 Front - negative 4.0°

8.3.1.2 Rear - negative 2.5°

8.3.2 Camber will be measured by the *TD* or their nominee using the nominated official camber gauge, with the fully attired *Driver* seated in the *Driver's Seat* and each tyre set to a pressure of 26 psi as measured by the nominated official tyre pressure gauge.

## T9 ELECTRICAL

### T9.1 Telemetry

9.1.1 Unless otherwise approved in writing by the *CA*, the use of any form of telemetry or the transmission of any data to or from the *Automobile* is prohibited.

### T9.2 Electronic Engine Control Unit (ECU)

9.2.1 The *Standard* ECU must be replaced by a MoTeC M150 ECU containing the control software and firmware as owned and installed by the *CM*.

9.2.2 Unless otherwise approved in writing by the *TD*, with exception of any software and firmware owned by the *CM*, the ECU, the wiring loom adaptor, and any other associated wiring must remain *Standard*.

9.2.3 All sensor inputs and outputs to the ECU must be connected and operational at all times.

9.2.4 Ownership of all software and firmware (i.e. engine maps and other programs) contained in the ECU remains that of the *CM*, and subsequently must only be accessed or modified by the *TM* or their nominee.

9.2.5 It is the *Competitor's* responsibility to ensure the *Standard* ECU belonging to the *Automobile* is present at each *Event* to facilitate the calibration of the steering angle re-alignment if required. The *TM* will be responsible for any calibration which may be required.

9.2.6 The *TM* reserves the right to inspect, re-program and/or impound any ECU at any time. If an ECU is impounded, it will be replaced with an ECU that is supplied by the *CM*.

**T9.3 Data**

- 9.3.1 Each *Automobile* must be fitted with a MoTeC C125 Race Logging Kit utilising the *Standard* OBDII connection and loaded with the latest version of firmware.
- 9.3.2 Unless otherwise approved in writing by the *TD*, only the following data storage devices may be used:
  - 9.3.2.1 The ECU in accordance with Regulation T9.2;
  - 9.3.2.2 The judicial in-car camera in accordance with Regulation T5.6; and
  - 9.3.2.3 A MoTeC C125 Race Logging Kit.
- 9.3.3 Each data storage device must be installed in accordance with the instructions provided by the *TM*; and must remain as supplied by the manufacturer.
- 9.3.4 The MoTeC C125 Race Logging Kit must log all mandatory data for the duration of all *Track* sessions at or above the minimum specified frequency in accordance with Regulation T9.3.9.
- 9.3.5 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 and may be deemed as a breach of these regulations.
- 9.3.6 The GPS *Track* coordinates (as published by MoTeC) must be loaded into the MoTeC C125 Race Logging Kit prior to the first practice session at each *Event*.
- 9.3.7 Access to all data from the MoTeC C125 Race Logging Kit and the ECU must be provided to the *CA*, *DSA*, *TD* or *TM* at any time upon request.
- 9.3.8 Unless otherwise approved in writing by the *CA*, all data stored in the MoTeC C125 Race Logging Kit by the ECU may not be deleted/cleared until after the completion of each *Event*.
- 9.3.9 With exception of the channels contained in the 'Data Set' transmitted to the MoTeC C125 Race Logging Kit by the ECU, only those inputs listed below are permitted to be connected to the MoTeC C125 Race Logging Kit and must be connected to the listed input location and logged at the specified sample rate:

Permitted Inputs	Input Pin/s	Mandatory Logging	Sample Rate (Hz)
ABS Status	CAN	Yes	10
Brake Pressure	CAN	Yes	20
Brake Switch	CAN	Yes	10
Corrected Speed	CAN	Yes	50
ECU Battery Voltage	CAN	Yes	10
Engine Efficiency	CAN	Yes	20
Engine Load	CAN	Yes	20
Engine Oil Temperature	CAN	Yes	5
Engine Speed - RPM	CAN	Yes	50
Engine Torque	CAN	Yes	50
Engine Water Temperature	CAN	Yes	5
Exhaust Camshaft Aim	CAN	Yes	10
Exhaust Camshaft Bank 1 Actuator Duty Cycle	CAN	Yes	10
Exhaust Camshaft Bank 1 Position	CAN	Yes	10
Exhaust Camshaft Bank 2 Actuator Duty Cycle	CAN	Yes	10
Exhaust Camshaft Bank 2 Position	CAN	Yes	10
Fuel Cylinder 1 Primary Pules Width	CAN	Yes	10
Fuel Mixture Aim	CAN	Yes	20
Fuel Pressure - Direct	CAN	Yes	10
Fuel Pressure - Direct Aim	CAN	Yes	10
Fuel Pressure - Direct Injection	CAN	Yes	20
Fuel Pressure - Port Injection	CAN	Yes	20
Fuel Pressure - Primary Duty Cycle	CAN	Yes	20
G Force - Lateral	CAN	Yes	25

G Force - Longitudinal	CAN	Yes	25
Gear	CAN	Yes	10
GPS Date	CAN	Yes	1
GPS Speed	CAN	Yes	10
GPS Time	CAN	Yes	1
Ignition Cycle 1 Knock Level	CAN	Yes	100
Ignition Cycle 2 Knock Level	CAN	Yes	100
Ignition Cycle 3 Knock Level	CAN	Yes	100
Ignition Cycle 4 Knock Level	CAN	Yes	100
Ignition Timing	CAN	Yes	10
Inlet Air Temperature	CAN	Yes	5
Inlet Camshaft Aim	CAN	Yes	10
Inlet Camshaft Bank 1 Actuator Duty Cycle	CAN	Yes	10
Inlet Camshaft Bank 1 Position	CAN	Yes	10
Inlet Camshaft Bank 2 Actuator Duty Cycle	CAN	Yes	10
Inlet Camshaft Bank 2 Position	CAN	Yes	10
Inlet Manifold Air Mass Flow	CAN	Yes	20
Inlet Manifold Pressure	CAN	Yes	10
Knock Threshold	CAN	Yes	100
Lambda	CAN	Yes	20
Steering Angle	CAN	Yes	20
Throttle Position - <i>Driver</i>	CAN	Yes	10
Throttle Position - <i>Engine</i>	CAN	Yes	50
Wheel Speed Front Left	CAN	Yes	50
Wheel Speed Front Right	CAN	Yes	50
Wheel Speed Rear Left	CAN	Yes	50
Wheel Speed Rear Right	CAN	Yes	50

- 9.3.10 Only the minimum wiring required to install the sensors utilised for the inputs listed above are permitted.
- 9.3.11 Additional sensors may be fitted to an *Automobile* for the sole purposes of logging those inputs detailed in Regulation T9.3.9.
- 9.3.12 The MoTeC C125 Race Logging Kit software must not show any pin allocations set up to read inputs or outputs other than those permitted.

## T10 BRAKES

- 10.1 The front backing plate may be removed.
- 10.2 The outer portion of the rear backing plate may be removed to facilitate the fitment of the rear brake rotor, in accordance with the *Motorsport Australia Recognition Documents*.
- 10.3 Unless otherwise approved by the *TD*, a maximum of four (4) new brake rotors may be fitted to an *Automobile* from the commencement of qualifying at each *Event*.

## T11 WHEELS

- 11.1 Each wheel nut must be made from a ferrous material and be open-ended.

## T12 TYRES

- 12.1 Each *Automobile* must only use the following tyres in accordance with Regulation S15:  
 Manufacturer: Dunlop  
 Model: Direzza ZIII 86 spec  
 Size: 225/40R18
- 12.2 With exception of wear resulting from normal usage, each tyre must remain as supplied by the nominated tyre supplier and respect the manufacturer's recommendations.

### T13 FUEL SYSTEM

- 13.1 Only premium unleaded fuel as supplied and dispensed by the Official Fuel Supplier may be used.
- 13.2 With exception of ambient atmospheric air and the specified control fuel, no other substance may be added to the intake charge of the engine.

### T14 EXHAUST

- 14.1 To prevent the exhaust system being dislodged from its mounts in the event of an accident, it is permitted to provide additional support to the exhaust system mounts by:
  - 14.1.1 Adding a hose clamp, cable tie or similar around the rubber section of the mount, and/or;
  - 14.1.2 Adding a tether using suitable tie wire or similar.

### T15 TOW POINTS

- 15.1 Each *Automobile* must be fitted with both primary and secondary tow points in accordance with the *Motorsport Australia Recognition Documents*.

### T16 NON-GENUINE PARTS

- 16.1 Freedom of source of supply is permitted for the following replacement parts:
  - 16.1.1 Battery & battery mounting bracket;
  - 16.1.2 Wheel nuts/studs;
  - 16.1.3 Hose clamps;
  - 16.1.4 Oil lines;
  - 16.1.5 Fuses;
  - 16.1.6 Earth straps;
  - 16.1.7 Light globes;
  - 16.1.8 Wiper blades;
  - 16.1.9 Window glass;
  - 16.1.10 Nuts, bolts & fasteners.
- 16.2 All approved non-genuine parts must be a standard replacement part, must respect the configuration, functional dimensions and be of similar material and construction. The *TD* will be the final arbiter in relation to the use of these items.
- 16.3 The use of any non-genuine part must not result in the unauthorised modification to any other component.