



2025 Tyrepower V8 SuperUte Series

Sporting and Technical Regulations



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2025 Tyrepower V8 SuperUte Series

Sporting & Technical Regulations

These 2025 Tyrepower V8 SuperUte Series Sporting and Technical Regulations are published by *Motorsport Australia* (Registration Number 2025/003) and come into effect on 1 January 2025. They replace all previous V8 SuperUte Series Sporting and Technical Regulations. Any subsequent Version of the Sporting and Technical Regulations published by *Motorsport Australia* will supersede the previous Version.

VERSION CONTROL

Version	Date Published	Amended Articles
1	17 January 2025	
2	8 May 2025	S2.1.1.2, S2.1.1.4, S14.2.5, S14.4, S18, Attachment A, Attachment B, Attachment C, T5.2.1, T6.4, T10, T14.4, T14.5, Attachment F

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 Attachment A of this document.

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

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2025 Tyrepower V8 SuperUte Series

Technical Regulations

S1 TITLE AND JURISDICTION

S1.1 Title

This *Series* will only be known as and referred to as the “2025 Tyrepower V8 SuperUte Series”.

S1.2 Authority / Jurisdiction

- 1.2.1 Each *Round* of the 2025 Tyrepower V8 SuperUte Series (*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 the *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*.
- 1.2.2 This *Series* has been sanctioned by *Motorsport Australia* as an *Authorised Series*.
- 1.2.3 V8 SuperUte Series Pty Ltd has been appointed as the Category Manager (*CM*) by *Motorsport Australia* for this *Series*.

V8 SuperUte Series Pty Ltd (ABN 83 648 42 6215)

762 Springwood Road, Yarramundi, NSW 2753

PO Box 1063, Richmond, NSW 2753

Phone: 0415 667 798

Email: luke@siedersracing.com.au and hello@v8superutes.com

S2 ADMINISTRATION

S2.1 Personnel

- 2.1.1 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*.
- | | | |
|---------|--|--|
| 2.1.1.1 | Technical Delegate (<i>TD</i>) | Murray Slana |
| 2.1.1.2 | Deputy Technical Delegate (DTD) | Kelli Stephens |
| 2.1.1.3 | Driving Standards Advisor (<i>DSA</i>) | Stephen White |
| 2.1.1.4 | Technical Manager-Assistant (TM-TA) | Wayne Williams |
| 2.1.1.5 | Category Administrator (<i>CA</i>) | Race Management Australia (Filippa Guarna) |
| 2.1.1.6 | Public Relations Officer (<i>PRO</i>) | Filippa Guarna |

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* including the Tyrepower V8 SuperUte Series Media Policy and Tyrepower V8 SuperUte Series Code of Conduct available from 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*.

S4.2 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

5.1.1 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*.

5.1.2 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 6 *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* will be conducted over the following *Rounds*:

<i>Round</i>	<i>Date</i>	<i>Event Name</i>	<i>Circuit</i>
1	21 – 23 February	Sydney 500	Sydney Motorsport Park
2	09 – 11 May	Tasmania Super 440	Symmons Plains Raceway
3	06 – 08 June	Perth Super 440	CARCO.com.au Raceway
4	11 – 13 July	NTI Townsville 500	Reid Park Street Circuit
5	8 – 12 October	Repco Bathurst 1000	Mount Panorama
6	14 – 16 November	Penrite Oil Sandown 500	Sandown Raceway

Note: The above calendar is subject to change. The *CM* will advise each *Competitor* of any change.

S8 ROUND FORMAT

S8.1 General

- 8.1.1 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*.
- 8.1.2 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 15-minute session	1 x 15-minute session
Race	Race 1: 20 minutes Race 2: 25 minutes Race 3: 20 minutes	Race 1: 20 minutes Race 2: 25 minutes Race 3: 20 minutes Race 4: 20 minutes

- 8.1.3 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*.

S8.2 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

- 9.1.1 The qualifying session will be a 15-minute continuous session, where the fastest lap time achieved by each *Driver* is used to determine the final qualifying positions.
- 9.1.2 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 Circuit Race Standing Regulations (*CRSR*).

S10 GRID DETERMINATION

- 10.1 The grid for each race at a *Round* will be determined as follows:
- 10.1.1 **Race 1:** The grid for Race 1 will be determined in accordance with the *CRSR*.
- 10.1.2 **Race 2:** The grid for Race 2 will be determined in accordance with the *CRSR* except that up to the top 50% (as determined by the *CM* in consultation with the *DSA*) of the finishing positions from Race 1 will be reversed.
- If Race 1 is stopped and not restarted and no results are issued for the race, the grid for Race 2 will be determined as for Race 1.

- 10.1.3 **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.
- 10.1.4 **Race 4:** The grid for Race 4 will be determined in accordance with the *CRSR* based on the results of Race 3.
- 10.2 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

12.2.1 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		

- 12.2.2 Points for each race will only be awarded to the *Drivers* classified as finishers in the final results of that race.
- 12.2.3 For a race with any part of the grid reversed, half of the points in the table above will be awarded.
- 12.2.4 In addition to the above, 5 points will be awarded to the *Driver* listed on the final results as recording the fastest lap time in the qualifying session at each *Round*.
- 12.2.5 The results for each *Round* will be determined by the total number of points scored by each *Driver* at that *Round*.

- 12.2.6 If there is 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.
- 12.2.7 The *Driver* gaining the highest points total over all 6 *Rounds* will be declared the winner of the *Series*.
- 12.2.8 If there is 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

- 13.2.1 Each *Driver* and Team Manager (as nominated on the Motorsport Australia Series Entry form) must attend the compulsory *Drivers* Briefing conducted at each *Round*.
- 13.2.2 The time and location of the *Drivers* Briefing will be detailed in the *Supplementary Regulations* for the *Round*.
- 13.2.3 Each *Driver* and Team Manager is required to sign the attendance sheet prior to the commencement of the briefing as confirmation of their attendance.
- 13.2.4 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 Clerk of the Course or their nominee.

S13.4 Driver

Unless directed otherwise by an official, the *Driver* of an *Automobile* that has stopped during a session (including in the *Pit Lane*) and requires recovery must remain with the *Automobile* until a recovery crew arrives.

S13.5 Parc Fermé

- 13.5.1 Unless otherwise advised by the *TD* or their nominee 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).
- 13.5.2 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.
- 13.5.3 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.
- 13.5.4 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.

S13.6 Practice

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

S13.7 Qualifying

- 13.7.1 The order in which each *Automobile* will pre-grid for qualifying will be determined by the *CM*.
- 13.7.2 During the qualifying session, an *Automobile* may not return to the paddock area without the approval of the *TD*. Any *Automobile* that returns to the paddock during qualifying will be prohibited to re-join the session and will be reported to the Stewards with a recommendation of a penalty of *Disqualification* from the qualifying session.
- 13.7.3 With the exception of tyre pressures, no work may be carried out on an *Automobile* during a qualifying session, unless approved by the *TD* or their nominee.
- 13.7.4 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.
- 13.7.5 During the qualifying session, each *Automobile* must park nose in on a 45-degree angle in their designated pit bay when in pit lane.
- 13.7.6 The *Driver* that records the fastest lap time in qualifying at each *Round* must have the data from that lap accessible to each other *Competitor* within 60 minutes of completion of the qualifying session.

S13.8 Pit Lane

- 13.8.1 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*.
- 13.8.2 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*.
- 13.8.3 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.
- 13.8.4 If a practice or qualifying session is stopped (red flagged), unless otherwise directed by *RMC*, 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.

S13.9 Removal of *Automobile* 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*.

S13.10 Radio Communication to/from the *Automobile*

- 13.10.1 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.

13.10.2 Prior to the commencement of each *Round*, each *Competitor* must provide the *CM* with each of their *Automobile's* radio frequency.

13.10.3 Direct communication between competing *Automobiles* is strictly prohibited.

S13.11 Race Management Channel (RMC)

13.11.1 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.

13.11.2 Details of the *RMC* frequency will be published by the *CM* in the Pre-event Information Guide prior to each *Round*.

S13.12 Safety Car

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

S14 TYRES

S14.1 General

14.1.1 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.

14.1.2 Each tyre must be fitted to the *Wheel* in accordance with the manufacturer's specifications. This includes directional and asymmetrical.

14.1.3 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.

14.1.4 The use of any tyre heating, heat retention device or chemical treatment is prohibited.

14.1.5 The *TD* is permitted to impound any tyre between sessions.

14.1.6 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 will not be the subject of any protest.

S14.2 Tyre Allocation/Marking

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

<i>Round</i>	PRACTICE	QUALIFYING and RACES		
	<i>Previously Used/Marked Tyres</i>	New Tyres		Maximum No. of Tyres (2 of which can be <i>Previously Used/Marked Tyres</i>)
	Max.	Min.	Max.	Total
1	6	4	6	6
2	6	4	6	6
3	6	4	6	6
4	6	4	6	6
5	6	4	6	6
6	6	4	6	6

- 14.2.2 The tyre allocation for Qualifying and Races applies from the commencement of Qualifying until the end of the final race for the *Round*.
- 14.2.3 Each *Competitor* must present each *Previously Used/Marked Tyre* to the *TD* for marking at the front of their respective garage/paddock bay when requested.
- 14.2.4 It is the *Competitor's* responsibility to ensure that each tyre is marked prior to receiving the tyre from the nominated approved tyre supplier and that these markings remain legible at all times.
- 14.2.5 Following the completion of qualifying and each race, it is the *Competitor's* responsibility to notify the *TD* or the *TM-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

- 14.3.1 Except for *Round 1* and as detailed in S14.3.2, during each practice session of the *Series*, each *Automobile* must be fitted with *Previously Used Tyres* or *Previously Marked Tyres* that were marked and used at a previous *Round*.
- 14.3.2 For the first *Round* of the *Series* in which an eligible *Automobile* competes, in addition to the requirements of Regulation S14.2.1, 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*.
- 14.3.3 In exceptional circumstances, if a *Competitor* does not have a sufficient number of *Previously Used Tyres* or *Previously Marked Tyres* to comply with Regulation S14.2.1, 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

- 14.4.1 Unless otherwise approved by the *TD*:
 - 14.4.1.1 for qualifying, the 4 marked tyres fitted to an *Automobile* at the commencement of the ~~once~~ qualifying session ~~has commenced~~ are the only tyres permitted to be used on that *Automobile* for the entire qualifying session ~~a tyre is prohibited to be removed from the wheel rim and must be fitted in the same location as qualifying for Race 1.~~
 - 14.4.1.2 for any race, any of the 6 marked tyres may be fitted in any location on an *Automobile*.
- 14.4.2 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

- 15.1 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.
- 15.2 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*.

- 15.3 When refuelling or undertaking any activity with fuel each *Competitor* must comply with the following procedure:
- 15.3.1 The *Automobile's* engine must be switched off;
 - 15.3.2 At least 1 crew member must be designated as a fire attendant and in possession of at least 1 x 4.5 kg dry powder fire extinguisher.
 - 15.3.3 The designated fire attendant must not perform any other task during the refuelling procedure; and
 - 15.3.4 A drip/catch mat/tray capable of containing any spillage must be positioned below the refuelling point of the *Automobile*.

S16 AUTOMOBILE MARKINGS

S16.1 General

- 16.1.1 In addition to the requirements detailed in Attachment B and Attachment C of these regulations, each *Automobile* must comply with the Technical Appendix - Schedule K of the *Manual*.
- 16.1.2 The category logo must only be displayed in accordance with the 2025 Tyrepower V8 SuperUte Series Logo Guidelines available from the *CM*.

S16.2 Competition Numbers

- 16.2.1 The allocation of a *Competition Number* for each *Automobile* is solely the responsibility of the *CM*.
- 16.2.2 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

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

S17 DRIVER'S APPAREL

- 17.1 Each *Driver* must only use apparel that complies with Article 1.1 (National) of the Technical Appendix - Schedule D of the *Manual*.
- 17.2 All signage on a race suit must comply with requirements detailed in Attachment E and Technical Appendix – Schedule D of the *Manual*.

S18 BALANCE OF PERFORMANCE (BOP)

- 18.1 [A BoP document, approved by Motorsport Australia, will be published to specify the value of each parameter that may be varied to maintain parity for each eligible model of Automobile.](#)
- 18.2 [The BoP document may be updated between Rounds or during a Round subject to approval from Motorsport Australia. An updated version of the BoP document will specify the date and time \(if required\) after which it comes into effect.](#)
- 18.3 [The BoP document \(including any update\) will be distributed to each Competitor by the TM.](#)

- 18.4 Each *Automobile* must comply with all requirements of the ~~current~~ latest version of the *BoP* document.
- ~~18.5 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.~~
- ~~18.6 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

- 19.1 Each *Automobile* must be fitted with 1 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.
- 19.2 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*.
- 19.3 Each mounting bracket must be approved by the *TD* or Chief Scrutineer.
- 19.4 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.
- 19.5 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*.
- 19.6 Access to the camera must be provided to any Series Personnel (refer Article S2.1) at any time upon request.
- 19.7 Each *Competitor* must have a spare SD card/s available for each of their *Automobiles* for instances where the original SD card may be required for judicial purposes.
- 19.8 No person other than Series Personnel will have access to the camera other than to remove or replace the SD card.
- 19.9 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.
- 19.10 When requested, a *Competitor* must immediately provide the SD card to any Series Personnel.
- 19.11 At all times the images recorded remain the property of the *CM*.
- 19.12 Each SD card must have the *Automobile's Competition Number* clearly marked on the card.
- 19.13 Each SD card must remain in the camera for 30 minutes after a session has concluded unless any Series Personnel have requested it.
- 19.14 A blank SD card must be inserted in the camera prior to each *Track* session.
- 19.15 if approved by the *CM*, *DSA* or the Clerk of the Course or their nominee, footage may be deleted from an SD card during the *Round*.
- 19.16 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*.
- 19.17 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

- 20.1 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*:
 - 20.1.1 Any *Automobile* associated with the *Series*;
 - 20.1.2 Any *Driver* associated with the *Series* driving a utility vehicle of any description.
- 20.1 The *CM* will be the sole arbiter as to whether an *Automobile* or *Driver* is associated with the *Series*.

S21 PASSENGER RIDES

- 21.1 Any *Passenger Ride* must only be conducted in full compliance with the relevant provisions of the Motorsport Australia Motor Sport Passenger Ride Activity Policy.
- 21.2 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.
- 21.3 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.
- 21.4 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.
- 21.5 A minimum of 1 senior team member for each participating *Automobile* must monitor *RMC* at all times during *Passenger Ride* sessions.

S22 COMPETITOR CONDUCT

- 22.1 It is the *Competitor's* responsibility to ensure the *Driver* and each associated team member conducts themselves in a respectable manner at all times and abides by the Tyrepower V8 SuperUte Series Media Policy and the Tyrepower V8 SuperUte Series Code of Conduct available from the *CM*.
- 22.2 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.

ATTACHMENT A

DEFINITIONS

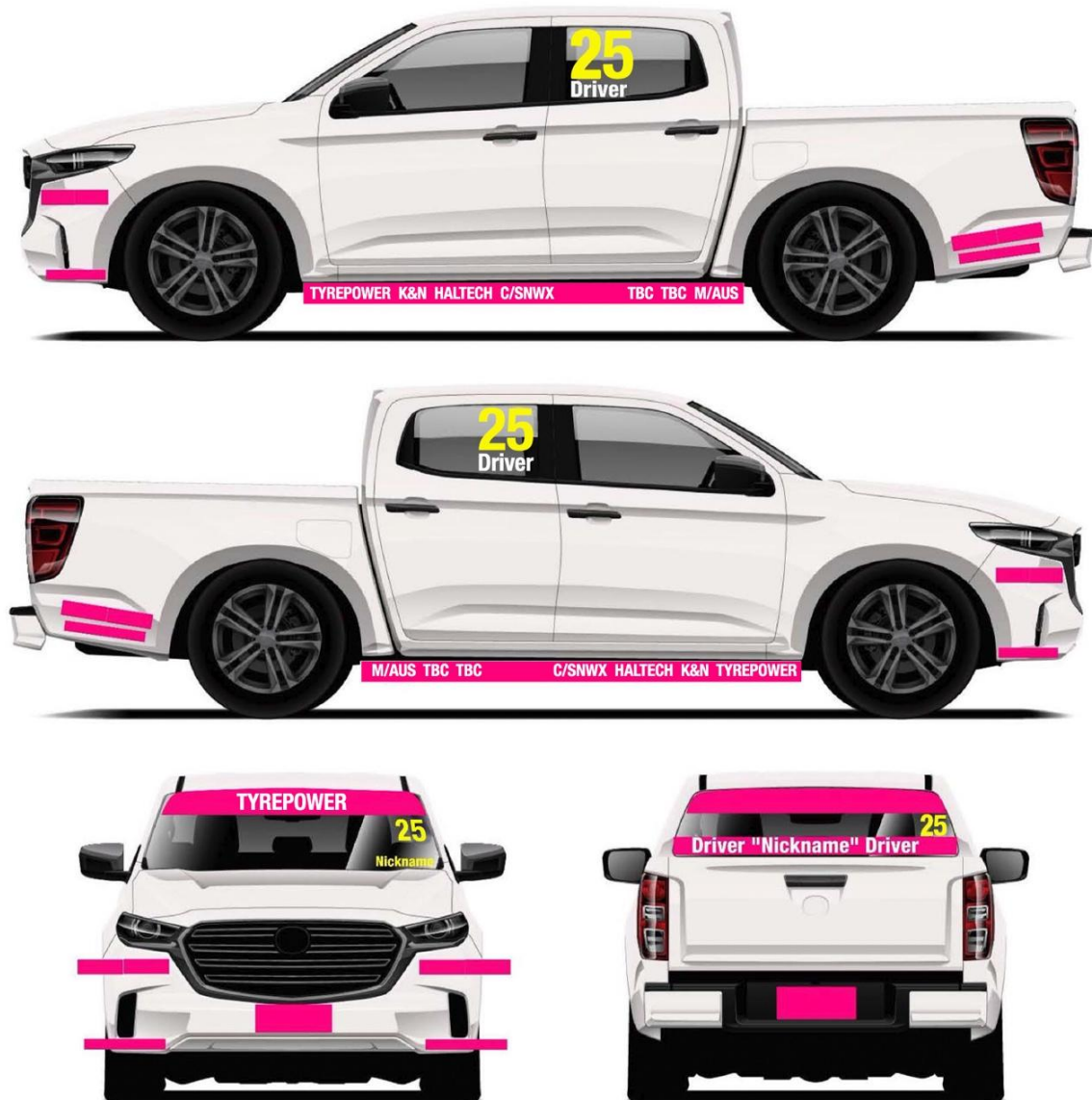
Authorised Series:	National Series authorised by <i>Motorsport Australia</i> .
Automobile:	A utility vehicle that is log booked for <i>Competition</i> by <i>Motorsport Australia</i> and is registered for <i>Competition</i> with the <i>CM</i> .
BoP:	Balance of Performance document which details each parameter that may be adjusted on a Round by Round basis in order to maintain parity between each eligible model <i>Automobile</i> .
CA:	The Category Administrator for the <i>Series</i> as appointed by the <i>CM</i> .
CM:	The Category Manager of the <i>Series</i> as appointed by <i>Motorsport Australia</i> .
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>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 a <i>Round</i> .
DSA:	The Driving Standards Advisor for the <i>Series</i> appointed by <i>Motorsport Australia</i> .
DTD:	The Deputy Technical Delegate for the <i>Series</i> appointed by <i>Motorsport Australia</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.
PRO:	Public Relations Officer.
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> .
RMC:	Race Management Channel
Round:	A round of the <i>Series</i> .
Series:	The 2025 Tyrepower V8 SuperUte Series.
TA:	The Technical Advisor for the Series as appointed by the CM.
TD:	The Technical Delegate for the <i>Series</i> as appointed by <i>Motorsport Australia</i> .
<u>TM:</u>	<u>The Technical Manager for the Series as appointed by the CM.</u>

ATTACHMENT B

MARKINGS ON AUTOMOBILES

Any area of the Automobile marked in pink in the diagram below is reserved for use by the CM only.

Any other area of the Automobile is available for use by the Competitor.

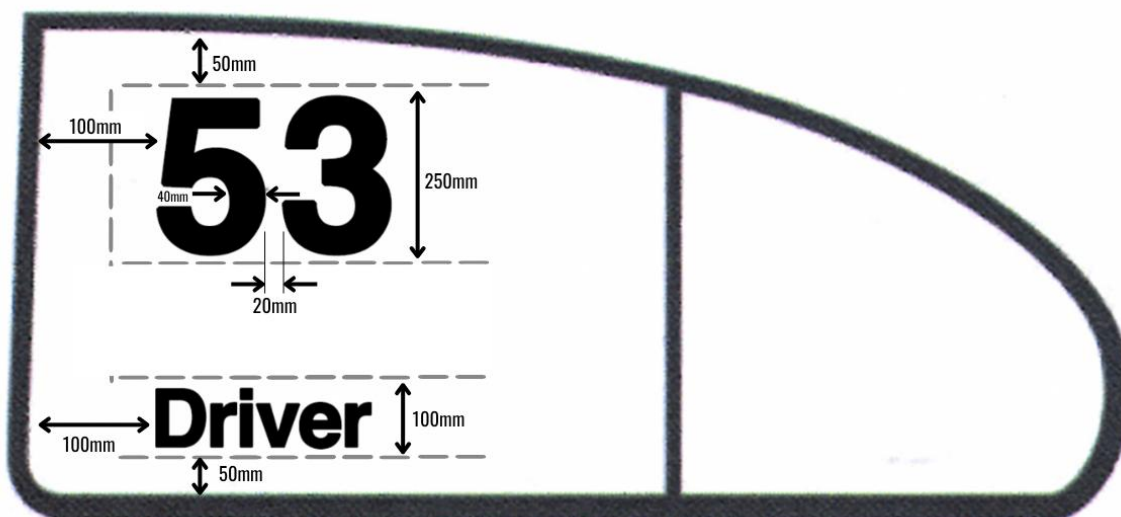


ATTACHMENT C

MARKINGS ON AUTOMOBILES – WINDOWS

1. SIDE WINDOW MARKINGS

- 1.1 Competition Number must be Dayglo Yellow, 250mm high, and using “Helvetica Bold Condensed” font.
- 1.2 Driver Surname must be White, 100mm high, and using “Helvetica Bold Condensed” font.
- 1.3 Competition Number and Driver Surname must be located within the area dimensions in the below diagram:



2. FRONT AND REAR WINDSCREEN MARKINGS

- 2.1 Competition Number on front and rear windscreens must be Dayglo Yellow, 150mm high, and using “Helvetica Bold Condensed” font. At all times the Competition Number must be clearly visible and not covered by any other sticker.
- 2.2 Driver Name and Nickname must be displayed on both front and rear windscreens as per the following dimensions:
 - 2.2.1 On the front windscreen, Driver Nickname must be Dayglo Yellow, 60mm high, in capital letters, and using “Helvetica Neue LT COM 65 Md” font.
 - 2.2.2 On the rear windscreen, Driver Full Name plus Nickname combined must be White, 60mm high, in capital letters, and using “Helvetica Neue LT COM 65 Md” font, with a 10% slant to the right. If the full name is too long for the window width, the typeface can be squashed to fit accordingly without distorting the height.



2. DRIVER NICKNAME

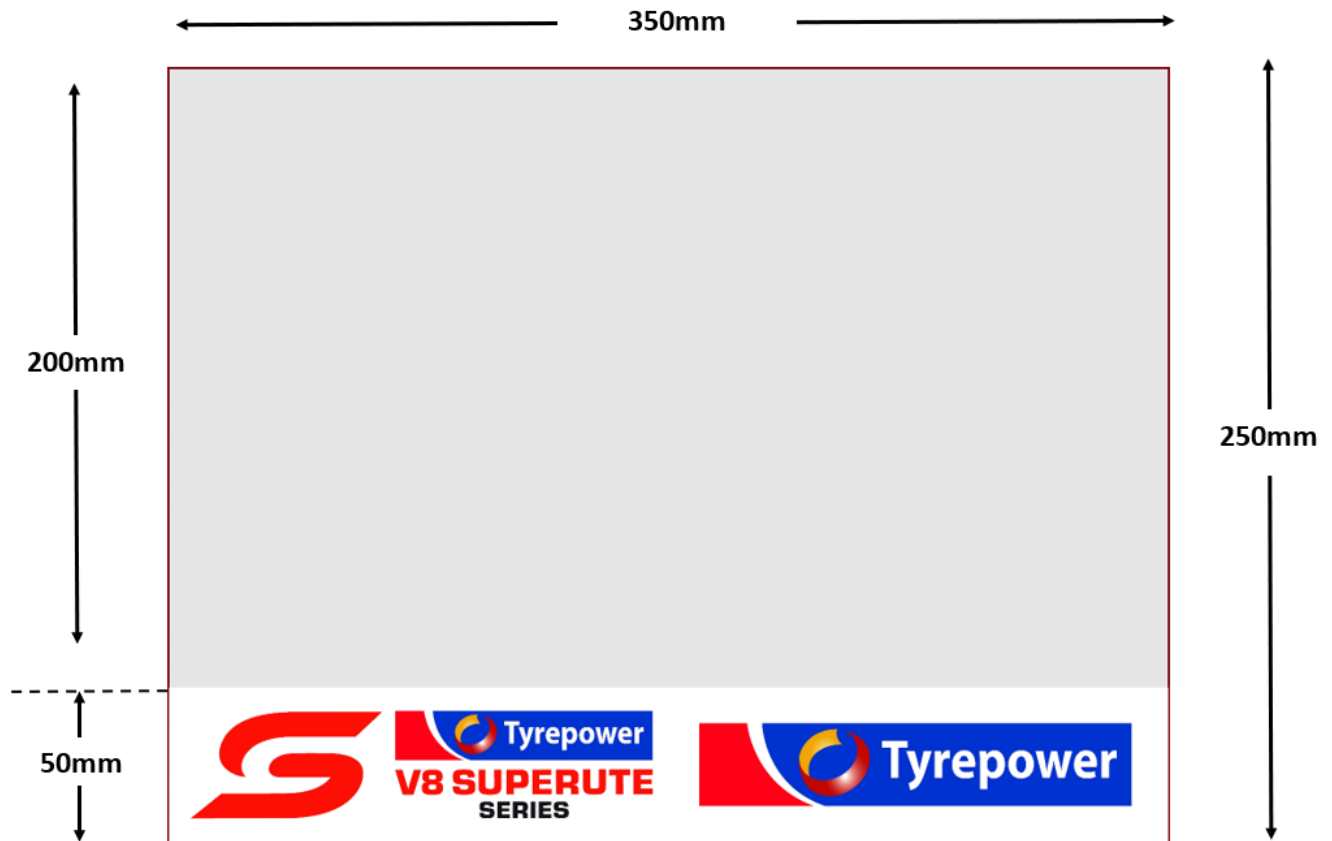
~~Driver Nickname must be displayed on both front and rear windscreens as per the following dimensions:~~

~~2.1 FRONT WINDOW — Driver Nickname only must be Dayglow Yellow, 60mm high, in capital letters, and using "Helvetica Neue LT COM 65 Md" font.~~

~~2.2 REAR WINDOW — Driver's Full Name plus Nickname combined (as per diagram in Attachment B) must be White, 60mm high, in capital letters, and using "Helvetica Neue LT COM 65 Md" font, with a 10% slant to the right. If the full name is too long for the window width, the typeface can be squashed to fit accordingly without distorting the height.~~

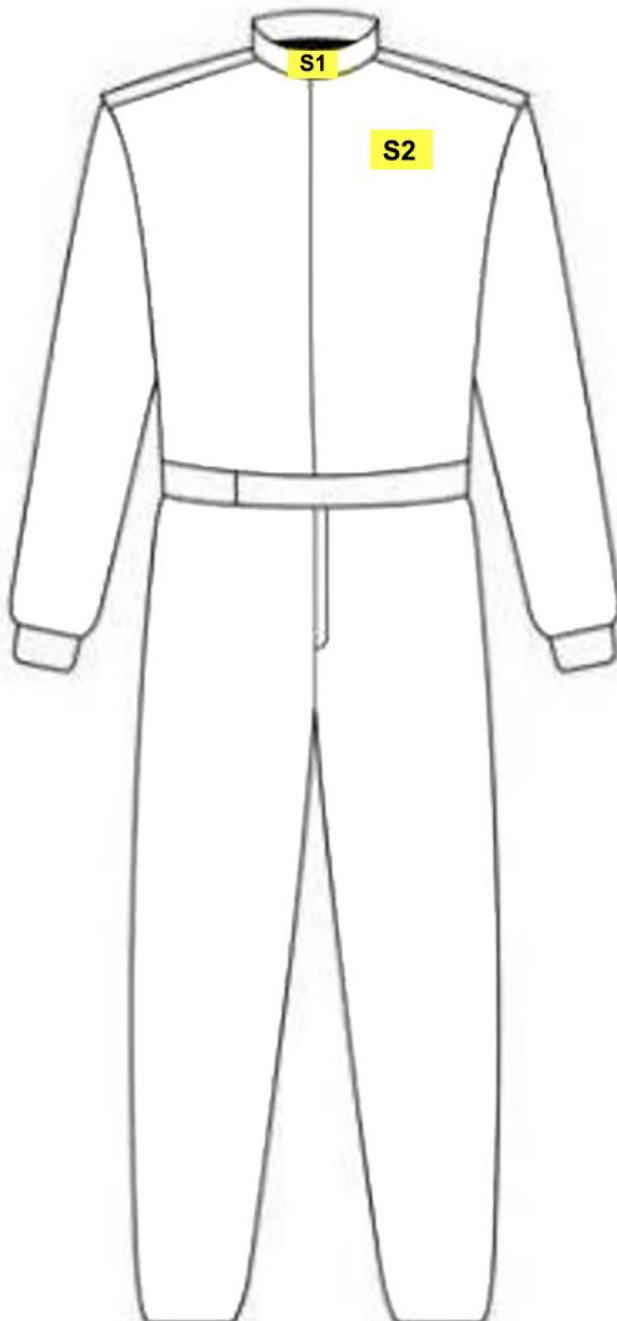
ATTACHMENT D

IN CAR SIGNAGE



ATTACHMENT E

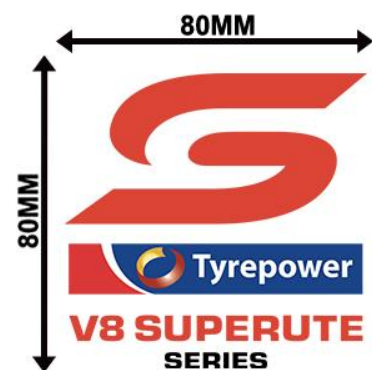
APPAREL SIGNAGE



S1



S2



2025 Tyrepower V8 SuperUte Series

Technical Regulations

T1 PREAMBLE

- 1.1 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.
- 1.2 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

- 2.1.1 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.
- 2.1.2 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.
- 2.1.3 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*

- 2.3.1 Each *Automobile* must comply with the minimum *Racing Weight* as specified in the current *BoP* document.
- 2.3.2 *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* or supplied by the *CM* as detailed in the relevant *Motorsport Australia Recognition Documents*.

T2.5 Control Component Sealing

- 2.5.1 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*.
- 2.5.2 Unless otherwise approved in writing by the *TD* or *TA*, each sealed *Control Component* must remain sealed for the duration of the *Series*.

- 2.5.4 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*.
- 2.5.5 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.
- 2.5.6 Where approval is given for an engine *Seal* to be removed by someone other than the control engine builder, the engine must be returned to the control engine builder for inspection and re-sealing or to be re-sealed by the *TD*.
- 2.5.7 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 Cage

- 3.1.1 No change or addition is permitted to be made to the safety cage design detailed in the relevant *Motorsport Australia Recognition Documents*.
- 3.1.2 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

- 4.1.1 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*.
- 4.1.2 Any plastic shrouding located in the engine bay may be removed.

T4.2 Replacement Engine

Unless otherwise approved in writing by the *TD* or *TA*, an engine may only be replaced with an engine that has been purchased from the *CM* and sealed by the category engine supplier, as detailed in the relevant *Motorsport Australia Recognition Documents*.

T4.3 Electronic Engine Control Unit (ECU)

- 4.3.1 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*.
- 4.3.2 Each sensor input and output to the ECU must be connected and operational at all times.
- 4.3.3 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
- 4.3.4 The *TA* reserves the right to randomly re-allocate the ECU of any *Automobile* at any time.

T4.4 Cooling System

- 4.4.1 Except for the water pump, cooling system components are free.
- 4.4.2 Subject to the prior approval of the *TD*, the fitment of a protective screen mounted in front of the radiator is permitted.
- 4.4.3 The thermostat is free.
- 4.4.4 Subject to the approval of the *TD*, 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.
- 4.4.5 The removal of any heater hose is permitted.

T5 SUSPENSION

T5.1 Camber

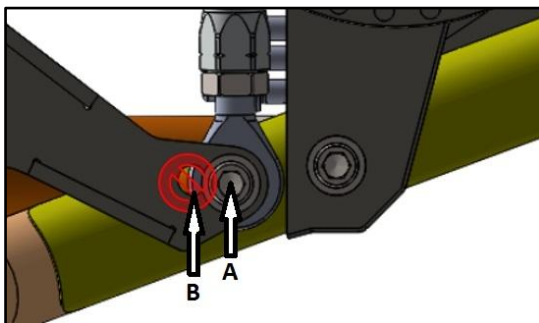
The maximum negative camber permitted for each front wheel is as specified in the *BoP* document.

T5.2 Rear Ride Height

- 5.2.1 The minimum rear ride height is [specified in the BoP document](#) ~~327 mm~~.
- 5.2.2 When measuring the *Automobile's* ride height, each tyre must be at a pressure of no more than 32 psi, and if less than that pressure, may be increased to that pressure.

T5.3 Rear Drop Links

- 5.3.1 The minimum drop link length is 168 mm +/-1 mm.
- 5.3.2 The maximum drop link length is 180 mm +/-1 mm.
- 5.3.3 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

- 5.5.1 The minimum trailing arm length is 715 mm.
- 5.5.2 The maximum trailing arm length is 725 mm.

T6 WHEELS

- 6.1 During each *Round*, each *Automobile* must only use the following *Wheel*:
- | | |
|---------------|----------------------------------|
| Manufacturer: | Lenso or PDXX Forged |
| Model: | TDR Racing or V8 SuperUte Series |
| Size: | 18 x 9.5 |
- 6.2 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.
- 6.3 Each wheel nut must be made from a ferrous material.
- 6.4 [A tether must be fitted to each wheel assembly to prevent a *Wheel* and wheel assembly detaching from the *Automobile*. The tether is to be attached to the *Chassis* on the front. The rear is to be connected via the *Chassis* to each side wheel assembly.](#)

T7 TYRES

- 7.1 During each *Round*, each *Automobile* must only use the following tyres:
- | | |
|---------------|------------|
| Manufacturer: | Yokohama |
| Model: | A050 |
| Size: | 255/40/R18 |
- 7.2 With the exception of wear resulting from normal usage, each tyre must remain unmodified and respect the manufacturer's recommendations.
- 7.3 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

- 8.1 Only fuel as supplied and dispensed by the official fuel supplier is permitted to be used.
- 8.2 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.
- 8.3 To enable fuel testing, the *TA* will supply a dry break fitting which must be installed as instructed by the *TA* after the fuel regulator on the return side.

T9 ELECTRICAL

T9.1 Electrical Safety Equipment

- 9.1.1 Each *Automobile* must be fitted with a rearward facing red rain light as detailed in the Technical Appendix - Schedule C of the *Manual*.
- 9.1.2 The rain light must be switched on whenever the *Automobile* is being driven on a wet *Track* or as otherwise directed by the Clerk of the Course or their nominee.
- 9.1.3 The *TD* will be the final arbiter in regard to the suitability of the rain light.

T9.2 Data

9.2.1 Unless otherwise approved in writing by the *CM*, only the following data storage devices are permitted to be used:

9.2.1.1 The Electronic Engine Control Unit (ECU) in accordance with Regulation T4.3;

9.2.1.2 The In-Car Camera in accordance with Regulation T9.3, and;

9.2.1.3 1 x MoTeC C125 and 1 x Haltech Dash.

9.2.1.4 Approved steering, brake pressure and gearbox temperature sensors for MoTeC dash.

9.2.2 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.

9.2.3 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 Clerk of the Course or their nominee and may be deemed as a breach of these regulations.

9.2.4 All logged data must be made available to the *CM*, Clerk of the Course or their nominee for judicial purposes.

T9.3 In-Car Cameras

9.3.1 Each *Automobile* must be fitted with a complete in-car camera system as specified in the 2025 Tyrepower V8 SuperUte Series Sporting Regulations.

9.3.2 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

9.4.1 The method of operation of the starter motor may be modified so long as it complies with the following:

9.4.1.1 The cranking signal may be moved from the OEM location to a switch; and

9.4.1.2 The switch must be positioned so that it can only be operated by the *Driver's* hand; and

9.4.1.3 The switch must not be mounted to the steering wheel; and

9.4.1.4 The switch may be connected directly to the OEM starter relay utilising 2 wires or directly to the starter.

T10 TIMING TRANSPONDER

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

T11 COACHWORK

T11.1 General

11.1.1 It is permitted to reshape the wheel arch beading against the inside of the mudguard and remove the plastic inner liner of the mudguard.

11.1.2 The front and rear windscreen must be of laminated glass construction or 6 mm polycarbonate as supplied by Racescreen.

- 11.1.3 Each side window must be laminated glass construction as supplied by the manufacturer or 4.5 mm polycarbonate as supplied by Racescreen.
- 11.1.4 The reinforcing of any jacking point under an *Automobile* is permitted by the addition of metal plate/s.
- 11.1.5 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*.
- 11.1.6 Each OEM component, which sole purpose is to locate the battery, is permitted to be removed.
- 11.1.7 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.

T11.2 Hard Cover

- 11.2.1 Any hard tonneau cover with an opening function 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.
- 11.2.2 If the hard cover is fixed directly to the ute tray by 8 or more M6 bolts, no tethers are required.



Tonneau Cover Tether

T12 COCKPIT

- 12.1 With the exception of the following, any other OEM component may be removed from the *Cockpit*:
 - 12.1.1 Dashboard (as depicted in the relevant Motorsport Australia Recognition Documents)
 - 12.1.2 Dashboard support structure

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*.
- 12.2 Only the following components are permitted to be added to the *Cockpit* of an *Automobile*:
 - 12.2.1 Safety equipment and structures
 - 12.2.2 Additional instruments and alarms, the sole purpose of which is to monitor fluid pressure and temperature
 - 12.2.3 A shift light for monitoring engine revs
 - 12.2.4 *Driver* comfort aids
 - 12.2.5 MoTeC C125 dash and data storage device
 - 12.2.6 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

13.1 Freedom of source of supply is granted for the following replacement parts:

- 13.1.1 Detachable body panels;
- 13.1.2 Light assemblies;
- 13.1.3 Fan belts;
- 13.1.4 Radiator hoses;
- 13.1.5 Fuel filters;
- 13.1.6 Light globes;
- 13.1.7 Gaskets;
- 13.1.8 Window glass; and
- 13.1.9 Nuts & bolts

T14 DRIVETRAIN

- 14.1 The rear differential centre must be as supplied by ATC (Australian Transmission Components).
- 14.2 The differential centre must not have a spool.
- 14.3 Provided that it is within PACE Innovations Pty Ltd specifications in the *Recognition Documents*, the differential housing is free.
- 14.4 Rear axles are free, must be parallel spline and made of solid material.
- 14.5 Rear diff camber setting is to be a maximum of negative 1.0 degrees. Measurements are to be made on the machined centre hub, using the Series-owned and assembled flat patch and scales at each Round as overseen by the TM.
- 14.6 Clutch must be supplied by Australia Transition Components (*Control Component Supplier*).
- 14.7 Gearbox must be supplied by Australian Transmission Components (*Control Component Supplier*).

T15 FIRE EXTINGUISHER

Each *Automobile* must be fitted with a plumbed-In extinguisher system in compliance with Technical Appendix - Schedule H of the *Manual*.

ATTACHMENT F

TIMING TRANSPONDER LOCATION

Each *Automobile* must be fitted with two different timing transponders (A and B as indicated below), with their positions for mounting on the *Automobile* as per the diagram:

A Dorian transponder

B MYLAPS transponder

