



## 2025 Battery World Aussie Racing Cars Super Series

### Sporting and Technical Regulations



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# 2025 Battery World Aussie Racing Cars Super Series

## Sporting & Technical Regulations

These 2025 Battery World Aussie Racing Cars Super Series Sporting and Technical Regulations are published by *Motorsport Australia* (Registration Number 2025/007) and come into effect on 1 January 2025. They replace all previous Aussie Racing Cars 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

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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 Battery World Aussie Racing Cars Super Series

## Sporting Regulations

### 1. TITLE AND JURISDICTION

#### 1.1 Title

This *Series* will only be known as and referred to as the “2025 Battery World Aussie Racing Cars Super Series”.

#### 1.2 Authority / Jurisdiction

1.2.1 Each *Round* in the 2025 Battery World Aussie Racing Cars Super Series (*Series*) will be held in accordance with the FIA International Sporting Code including Appendices; the National Competition Rules (*NCR*) and Circuit Race Standing Regulations (*CRSR*) of *Motorsport Australia*; the Sporting and Technical Regulations issued for this *Series* by *Motorsport Australia*; *Supplementary Regulations* issued by the *Organiser* for each *Round*; Bulletins issued by the Stewards and any Driver Briefing Notes and instructions issued by the Race Director or the Clerk of the Course at an *Event* and the individual contract that a *Competitor* holds with *ARC* (the Category Agreements).

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

1.2.3 The Category and *Series* owner is Aussie Racing Cars Pty Ltd (ABN 50 094 079 071)

Contact Details:

Email. [race@aussieracingcars.com.au](mailto:race@aussieracingcars.com.au)

1.2.4 *Motorsport Australia* confirms the rights of Aussie Racing Cars Pty Ltd (*ARC*) as owners of the commercial rights to the organisation and promoting of motor racing for small size motorcycle engine powered racing cars (i.e. Aussie Racing Cars) and confirms *ARC*’s position as the Category Manager (*CM*) for this national *Series*.

### 2. ADMINISTRATION

#### 2.1 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	Race Director ( <i>RD</i> )	Robert Thiry
2.1.1.2	Deputy Race Director ( <i>DRD</i> )	Jennifer Campbell
2.1.1.3	Technical Delegate ( <i>TD</i> )	Steve Caplice
2.1.1.4	Category Administrator ( <i>CA</i> )	Brad Ward

2.1.2 All enquiries about any aspect of the Category or *Series* must be directed to the *CM*.

### 3. COMPETITOR ELIGIBILITY

3.1 To be eligible to compete in the *Series*, each *Competitor* must hold a current Motorsport Australia Competitor Licence and a current Category and Car Ownership Agreement “the Category Agreement” with *ARC* and the ARC Code of Conduct Agreement “ARC Code of Conduct”.

- 3.2 Each *Competitor's* eligibility for the *Series* is contingent on compliance with the terms of their Category Agreement and the ARC Code of Conduct. If the Category Agreement is terminated or withdrawn for whatever reason or the ARC Code of Conduct is breached, the *Competitor's* entry in the *Series* is also subject to withdrawal at the *CM's* ultimate discretion.

#### 4. **AUTOMOBILE ELIGIBILITY**

Each *Automobile* must comply with the requirements of the 2025 Battery World Aussie Racing Cars Super Series Technical Regulations and be registered with the *CM* to be eligible to compete in the *Series*.

Each *Automobile* must comply with the Technical Appendix of the *Manual*.

##### 4.1 **Replacement *Automobile***

An *Automobile* that has entered to compete at that *Round* may only be replaced with the express permission of the *CM*.

#### 5. **DRIVER ELIGIBILITY**

##### 5.1 **Competition Licence**

- 5.1.1 To be eligible to compete in the *Series*, each *Driver* must be a minimum of 15 years of age and hold a current Motorsport Australia Circuit Licence with a Provisional endorsement or higher and be registered with the *CM*.
- 5.1.2 To be eligible to compete in any *Round* conducted at Mt Panorama, Bathurst, a *Driver* must be a minimum of 16 years of age and hold a current Motorsport Australia Circuit Licence without a Provisional endorsement or higher.

##### 5.2 **Team Classification**

- 5.2.1 Prior to entering the *Series*, a *Competitor* may register with the *CM* as a Two Driver Team which enables 2 *Drivers* to be awarded *Series* points for competing in the same *Automobile* under the following conditions:
- 5.2.1.1 The names of the *Drivers* must be registered with the *CM* prior to the scheduled commencement of the *Series*.
- 5.2.1.2 Only 1 registered *Driver* may compete in the *Automobile* at each *Round*.
- 5.2.1.3 The *Driver* for each *Round* must be nominated to the *CM* prior to the commencement of each *Round*.
- 5.2.1.4 *Series* points will be awarded to each registered *Driver* based on their *Automobile's* race results (as per Reg 11.2) regardless of which *Driver* is competing in the *Automobile* at a particular *Round*.
- 5.2.1.5 A *Competitor* that fails to comply with the above conditions will have the Two Driver Team classification removed by the *CM* and *Series* points will be reallocated only to the *Driver* who competed at the relevant *Round*.

##### 5.3 **Substitute *Driver***

A *Competitor* may nominate a suitably qualified substitute *Driver* who may be permitted to compete in the remainder of the *Event* subject to the approval of the *CM* and the Stewards.

## 6. SERIES ROUNDS / REGISTRATION

### 6.1 Rounds

6.1.1 The *Series* will be conducted over 7 *Rounds* as detailed in the *Series* Calendar below.

6.1.2 Each race conducted as a part of the *Series* will count in determining the final results.

### 6.2 Registration

Each *Competitor* participating in all or part of the *Series* is required to register their entry with the *CM* and to pay the relevant registration fee.

## 7. SERIES CALENDAR

Round	Date	Circuit
1	21 – 23 March	Sydney Motorsport Park
2	9 – 11 May	Symmons Plains Raceway
3	6 – 8 June	CARCO.com.au Raceway
4	25 – 27 July	Sandown Raceway
5	12 – 14 September	Shell V-Power Motorsport Park
6	<del>3 – 5</del> 24 – 26 October	<del>Surfers Paradise One Raceway</del>
7	27 – 30 November	Adelaide Parklands

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

## 8. ROUND FORMAT

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 Round Format

8.1.1 Generally, the format for each *Round* will be as follows:

8.1.1.1 Practice 1 x 20-minute practice session.

8.1.1.2 Qualifying 1 x 20-minute qualifying session.

8.1.1.3 Races 4 races (number and length to be negotiated with the *Organiser*).

### 8.2 Variations to Timetable

The timetable may be varied at any time due to exceptional circumstances only with the prior approval of the Stewards.

## 9. GRID DETERMINATION

### 9.1 Race 1 and Race 2 (Race 1 when there are 3 races scheduled for a *Round*).

The grid for Races 1 and 2 will be determined as detailed in the *CRSR*.

## 9.2 Race 3 (Race 2 when there are 3 races scheduled for a *Round*).

9.2.1 The grid for Race 3 will be determined by either of the following methods on agreement at each *Round* between the *RD* and *CM*.

9.2.1.1 As detailed in the *CRSR*; or

9.2.1.2 As detailed in the *CRSR* except that a maximum of the top 15 finishing positions from Race 2 will be reversed. The actual number of positions to be reversed will be determined by the *RD* and *CM* at each *Round*.

## 9.3 Race 4 (Race 3 when there are 3 races scheduled for a *Round*).

9.3.1 The grid for Race 4 will be determined by the total number of outright points achieved by each *Driver* in Races 1, 2 and 3. The *Driver* with the highest total number of points at the conclusion of Race 3 will be placed in grid position 1, the *Driver* with the second highest total number of points will be placed in grid position 2, and so on.

9.3.2 The grid positions for any *Drivers* tied on points at the conclusion of Race 3 will be determined by comparing the results of each of the tied *Drivers* in Race 3 of that *Round*. The higher grid position will be awarded to the higher placed finisher in Race 3.

# 10. START PROCEDURE

The *Start* procedure for each race will be as detailed in the *CRSR* – Non-Championship Start – Standing start.

# 11. AWARDS AND POINTSCORE

## 11.1 Prizes and Trophies

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

## 11.2 Series Pointscore

11.2.1 Except for the final race of each *Round*, points will be awarded to each *Driver* (both finishers and non-finishers) for each race in the *Series* based on their position as listed on the race results as follows:

Position	Points	Position	Points	Position	Points	Position	Points
1 <sup>st</sup>	51	11 <sup>th</sup>	41	21 <sup>st</sup>	31	31 <sup>st</sup>	21
2 <sup>nd</sup>	50	12 <sup>th</sup>	40	22 <sup>nd</sup>	30	32 <sup>nd</sup>	20
3 <sup>rd</sup>	49	13 <sup>th</sup>	39	23 <sup>rd</sup>	29	33 <sup>rd</sup>	19
4 <sup>th</sup>	48	14 <sup>th</sup>	38	24 <sup>th</sup>	28	34 <sup>th</sup>	18
5 <sup>th</sup>	47	15 <sup>th</sup>	37	25 <sup>th</sup>	27	35 <sup>th</sup>	17
6 <sup>th</sup>	46	16 <sup>th</sup>	36	26 <sup>th</sup>	26	36 <sup>th</sup>	16
7 <sup>th</sup>	45	17 <sup>th</sup>	35	27 <sup>th</sup>	25	37 <sup>th</sup>	15
8 <sup>th</sup>	44	18 <sup>th</sup>	34	28 <sup>th</sup>	24	38 <sup>th</sup>	14
9 <sup>th</sup>	43	19 <sup>th</sup>	33	29 <sup>th</sup>	23	39 <sup>th</sup>	13
10 <sup>th</sup>	42	20 <sup>th</sup>	32	30 <sup>th</sup>	22	40 <sup>th</sup>	12

11.2.2 For the final race of each *Round*, points awarded will be double the points value as detailed above.

11.2.3 The results for each *Round* will be determined by the number of points scored by each *Driver* at that *Round*.



- 11.2.4 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 of the tied *Drivers* in the final race of that *Round*. The higher place in the *Round* results will be awarded to the *Driver* with the higher position in the final race.
- 11.2.5 At the conclusion of each *Round*, *Series* points will be awarded to each *Driver* based on the results of that *Round*. *Series* points will be awarded as detailed in the table in 11.2.1.
- 11.2.6 At the end of the *Series*, each *Driver's* "Series points total" will be calculated as follows:  
the total of the *Series* points awarded to that *Driver* for each *Round*; minus  
the *Series* points awarded to that *Driver* for their lowest point scoring *Round* at which they have competed; minus  
any *Series* penalty points imposed on that *Driver* (refer Sporting 11.5).
- 11.2.7 The *Driver* gaining the highest "Series points total" ~~over the 7 Rounds~~ will be declared the winner of the *Series*.
- 11.2.8 If there is a tie at the end of the *Series*, 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.

### 11.3 Masters Cup

- 11.3.1 The Masters Cup will be open to any *Driver* who competes in a 1940 Ford or an FJ Holden bodied *Automobile* or is over the age of 35 years.
- 11.3.2 Points will be awarded for the Masters Cup to each eligible *Driver* (both finishers and non-finishers) for each race at a *Round* based on their position relative to other eligible *Drivers* as listed on the race results as follows:

Position	Points	Position	Points
1 <sup>st</sup>	25	9 <sup>th</sup>	7
2 <sup>nd</sup>	20	10 <sup>th</sup>	6
3 <sup>rd</sup>	16	11 <sup>th</sup>	5
4 <sup>th</sup>	13	12 <sup>th</sup>	4
5 <sup>th</sup>	11	13 <sup>th</sup>	3
6 <sup>th</sup>	10	14 <sup>th</sup>	2
7 <sup>th</sup>	9	15 <sup>th</sup> and over	1
8 <sup>th</sup>	8		

- 11.3.3 The results for the Masters Cup at each *Round* will be determined by the number of points scored by each eligible *Driver* at that *Round*.
- 11.3.4 At the conclusion of each *Round*, Masters Cup series points will be awarded to each eligible *Driver* based on the results for the Masters Cup at that *Round*. Masters Cup series points will be awarded as detailed in the table in 11.3.2.
- 11.3.5 At the end of the *Series*, each *Driver's* "Masters Cup series points total" will be calculated as follows:  
the total of the Masters Cup series points awarded to that *Driver* for each *Round*; minus  
the Masters Cup series points awarded to that *Driver* for their lowest point scoring *Round* at which they have competed; minus  
any *Series* penalty points imposed on that *Driver* (refer Sporting 11.5).

11.3.6 The *Driver* gaining the highest “Masters Cup series points total” ~~over the 7 Rounds~~ will be declared the winner of the Masters Cup.

#### 11.4 Gold Cup

11.4.1 The Gold Cup will be open to any *Driver* who is over the age of 45 years.

11.4.2 Points as detailed in the table in 11.3.2 will be awarded for the Gold Cup to each eligible *Driver* (both finishers and non-finishers) for each race at a *Round* based on their position relative to other eligible *Drivers* as listed on the race results.

11.4.3 The results for the Gold Cup at each *Round* will be determined by the number of points scored by each eligible *Driver* at that *Round*.

11.4.4 At the conclusion of each *Round*, Gold Cup series points will be awarded to each eligible *Driver* based on the results for the Gold Cup at that *Round*. Gold Cup series points will be awarded as detailed in the table in 11.3.2.

11.4.5 At the end of the Series, each *Driver*’s “Gold Cup series points total” will be calculated as follows:

the total of the Gold Cup series points awarded to that *Driver* for each *Round*; minus  
the Gold Cup series points awarded to that *Driver* for their lowest point scoring *Round* at which  
they have competed; minus  
any Series penalty points imposed on that *Driver* (refer Sporting 11.5).

11.4.6 The *Driver* gaining the highest “Gold Cup series points total” ~~over the 7 Rounds~~ will be declared the winner of the Gold Cup.

#### 11.5 Penalty Points

Any loss of *Series* points imposed as a penalty must be deducted from the “*Series* points total” at the end of the *Series* prior to determining final positions for the *Series*. These points must also be deducted prior to determining final positions for any other award in connection with the *Series* (e.g. Masters Cup, Gold Cup).

## 12. EVENT OPERATIONS

### 12.1 Series Registration and Entry

12.1.1 The *Series* will operate under the Motorsport Australia Series Registration and Entry Process.

12.1.2 Series Registration and Entry Forms will be available from the *CM* who will submit an official entry list to the Secretary of the Event.

12.1.3 The Secretary of the Event will confirm that each entered *Competitor* and *Driver* hold the appropriate *Licence* by using the *Motorsport Australia* on-line licence checker.

12.1.4 The *CM* will also conduct document checking to confirm *Licence*, log book, Category Agreement and Code of Conduct details prior to each *Event*.

### 12.2 Drivers Briefing

12.2.1 Each *Driver* must attend the compulsory *Drivers*’ briefing.

12.2.2 The time and location of this briefing will be detailed in the *Supplementary Regulations* for the *Event*.

12.2.3 The attendance sheet must be signed by the *Driver* to confirm attendance.

12.2.4 Other compulsory briefings may be convened as required and will be advised to each *Competitor* accordingly.

### **12.3 *Parc Fermé***

12.3.1 The *TD* will determine the dates and times for post-session or post-race *Parc Fermé* to occur.

12.3.2 When advised by the *TD*:

12.3.2.1 Each *Automobile*, including those remaining in *Pit Lane*, must proceed directly to the designated *Parc Fermé* area via the most direct route (or as directed by the *TD*) at the conclusion of qualifying, without returning to pit or paddock areas and without interference from any third party (other than an Official).

12.3.2.2 Each *Automobile* completing each race must proceed directly to the designated *Parc Fermé* area (or as directed by the *TD*) at the conclusion of the race, without returning to pit or paddock areas and without interference from any third party (other than an Official).

12.3.3 An *Automobile* may not be removed from *Parc Fermé* except with the express permission of the *TD*.

### **12.4 Practice**

The order in which each *Automobile* must proceed onto the *Track* at the commencement of each practice session will be determined by the *CM* in consultation with the *TD* and advised to each *Competitor* by the *TD*.

### **12.5 Qualifying**

12.5.1 During qualifying, an *Automobile* may not return to the paddock/garage area without the express permission of the *TD*.

12.5.2 If an *Automobile* exits *Pit Lane* to the paddock/garage area during qualifying it will be prohibited to rejoin that session and subject to a penalty of *Disqualification* from that session.

12.5.3 The order in which each *Automobile* must proceed onto the *Track* at the commencement of each qualifying session will be determined by the *CM* in consultation with the *TD* and advised to each *Competitor* by the *TD*.

### **12.6 *Pit Lane***

Each pit crew member is required to sign a Pit Lane Indemnity Form prior to the first *Track* session and to display identification as and if required by the *Organiser*.

### **12.7 Removal of *Automobiles* from the *Circuit***

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

### **12.8 Safety Car**

12.8.1 The Safety Car will be utilised as detailed in the *CRSR* except as follows:

When the Safety Car is deployed, each *Automobile* must form up behind the Safety Car in race order in a 2 x 2 formation with the race leader on the pole position side of the *Track*. When the Safety Car withdraws, this formation must be maintained, the leading *Automobile* must maintain the speed of the Safety Car before it withdrew and each *Automobile* must remain within 3 *Automobile* lengths of the *Automobile* in front until it has crossed the *Control Line*.

12.8.2 Any variation to this procedure will be advised at the *Driver's Briefing* prior to each *Round*.

### 13. TYRES

- 13.1 Each *Automobile* must be fitted with Yokohama Advan 205/60R13 A048 K9730 Soft tyres only at all times during each *Round*.
- 13.2 Each *Automobile* must be fitted with marked tyres only during each qualifying session and race at each *Round*.
- 13.3 Each marked tyre must be a new, unused tyre purchased and fitted by the Yokohama Tyre dealer (nominated by the *CM*) at the *Round* at which the tyre will be used.
- 13.4 There is no limit to the number of tyres that can be marked for an *Automobile* at a *Round*.
- 13.5 The *TD* (or their nominee) will mark a minimum of 4 tyres for each *Automobile* prior to the first qualifying session at each *Round*.
- 13.6 It is the responsibility of each *Competitor* to ensure that only tyres marked for their *Automobile* for a particular *Round* are fitted to that *Automobile* at any time during each qualifying session and race at that *Round*.
- 13.7 A marked tyre damaged during a qualifying session or race may be replaced by a used tyre of similar wear at the discretion of the *TD*.
- 13.8 An unmarked, new or used tyre or previously marked tyre from another *Round* may be used during any practice session.
- 13.9 A tyre marked for a *Round* is prohibited to be used during any practice session at that *Round*.
- 13.10 With the exception of the shoulders of a tyre, at no time prior to the commencement of any race, practice or qualifying session may any tread wear indicator be exposed.
- 13.11 Tyres must only be inflated with air.
- 13.12 With the exception of wear resulting from normal usage, each tyre must remain unmodified.
- 13.13 The removal of tyre “build up” from any tyre by any means, other than driving the *Automobile*, is prohibited.
- 13.14 The use of any tyre heating, heat retention device or chemical treatment is prohibited.

**Please Note:** The *TD* will be sole arbiter with regard to the interpretation and application of these tyre regulations. Any decision made by the *TD* in this regard will not be the subject of any protest or appeal.

### 14. FUEL

#### 14.1 General

- 14.1.1 For the duration of any *Round*, each *Competitor* must only use fuel that complies with the definition of Commercial Fuel as defined in the *Manual*.
- 14.1.2 **Note:** With the exception of ambient atmospheric air and the specified fuel, no other substance may be added to the intake charge of the engine.

#### 14.2 Refuelling – Garage/Paddock

- 14.2.1 When refuelling or undertaking any activity with fuel, each *Competitor* must comply with the following procedure:
  - 14.2.1.1 The *Automobile*’s engine must be switched off;

- 14.2.1.2 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;
- 14.2.1.3 The designated fire attendant must not perform any other task during the refuelling procedure; and
- 14.2.1.4 A drip/catch mat/tray capable of containing any spillage must be positioned below the refuelling point of the *Automobile*.









## 15. AUTOMOBILE MARKINGS

### 15.1 Automobile Markings and Series identification

In addition to the requirements detailed below, each *Automobile* must comply with Technical Appendix - Schedule K of the *Manual*.

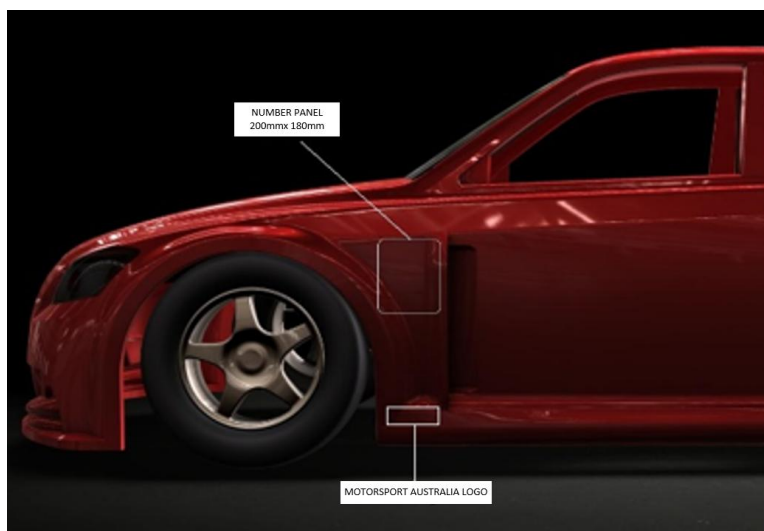
### 15.2 Sponsor Signage

- 15.2.1 Any *Automobile* may be required to carry such sponsor signage as requested by the *CM* at any time.
- 15.2.2 Unless otherwise directed in writing by the *CM*, the following advertising space/properties are reserved for the exclusive use of the *CM* to promote *Series* partners and sponsors. At any time during the duration of the *Series* (i.e. from 21 March 2025 to 30 November 2025) any *Automobile* registered for the *Series* or individual *Round/s* must ensure that the applicable brand/logo as listed below is fitted to the *Automobile* at all times

Location	Brand/logo
Front bumper (centre)	 
Front bumper (each side)	
Front windscreen banner	
Rear windscreen banner	 As required by CM
Directly above windscreen on roof	 
A-pillar	

### 15.3 Competition Number

- 15.3.1 The *CM* will maintain a register of all competition numbers and these are the only competition numbers that are permitted to be used in the *Series*.
- 15.3.2 Each competition number must be affixed to each *Automobile* as detailed below:
  - 15.3.2.1 **Roof number** – the number must be 200 mm high on a disk 400 mm in diameter placed in the centre of the roof to be read from the front.
  - 15.3.2.2 **Side numbers** – The number must be a minimum 180 mm high on a background with a minimum height of 200 mm. The background width must be at least 20 mm wider than the centralised number. The number must be located on a predominately flat area as close as is practicable in the area adjacent to the base of the A pillar as per the diagram shown below.



- 15.3.2.3 **Motorsport Australia Logo** - To be positioned as per the diagram shown above.
- 15.3.2.4 **Bonnet Number** - The use of a competition number on the bonnet is optional.
- 15.3.2.5 **Front screen number and *Driver's* name** – The use of a front screen competition number is mandatory and the *Driver's* name is optional. The number must be 35 mm high in fluoro yellow and be positioned on the right hand side of the windscreen 10 mm below the top black out strip. The *Driver's* name, if used, must be 18 mm high in fluoro yellow centralised below the number.
- 15.3.2.6 **Rear screen number and *Driver's* name** – The use of a rear screen competition number and *Driver's* name are optional. If used, the dimensions and colour must be as per the front screen but positioned on the lower edge in the centre.

## 16. IN-CAR CAMERAS

- 16.1 In-car cameras are permitted, subject to their installation being approved by the Chief Scrutineer.
- 16.2 If an in-car camera is fitted it must be switched on and functioning for the entirety of any *Track* session.
- 16.3 A *Competitor* must immediately provide any in-car camera storage device to the *RD* or *DRD* on request.

# 2025 Battery World Aussie Racing Cars Super Series

## Technical Regulations

### 1. GENERAL

- 1.1 Aussie Racing Cars are manufactured and supplied by Aussie Racing Cars Pty Ltd or its authorised agent (*Manufacturer*).  
Contact Details: Aussie Racing Cars Pty Ltd  
Email. [race@aussieracingcars.com.au](mailto:race@aussieracingcars.com.au)
- 1.2 Each *Automobile* must remain in compliance with these Technical Regulations at all times during each *Round*.
- 1.3 Each *Automobile* must remain as supplied or approved by the *Manufacturer* and apart from adjustments being made, where provision for such adjustments is provided by the *Manufacturer*, must not be modified.
- 1.4 Any modification, including but not limited to any cutting, drilling or welding of the *Bodywork* and/or *Chassis* is prohibited.
- 1.5 Unless authorised by the *Manufacturer*, the addition of ancillary equipment, including but not limited to, gauges and monitoring devices, is prohibited.

### 2. COMPLIANCE

- 2.1 An *Automobile* or any component thereof nominated by the *TD* and advised to the *Competitor* may be impounded for the purpose of post *Event* examination for technical compliance. Any disassembly or re-assembly cost required to enable a component to be impounded will be the responsibility of the *Competitor*.
- 2.2 Any dispute regarding the eligibility of an *Automobile* (or a component thereof) will be assessed, where appropriate, by a comparison of the item in question with a sample component supplied by the *Manufacturer*.

### 3. ENGINE AND TRANSMISSION

#### 3.1 General

- 3.1.1 The engine and gearbox must be a standard Yamaha FJ/XJR un-modified unit as fitted by Yamaha to the production motorcycle save for specific permitted ~~optional~~ modifications ~~as approved in these regulations and either supplied by the official engine service facility which includes fitment of a water-cooled cylinder, pinning of camshafts, fitment of additional clutch spring and installation of gear selector pin strengthening plate. This includes carburettors, except for the fitment of jets and needles as permitted in Article 3.4~~

#### ~~3.2~~ 3.1.2 Engine

- ~~3.2.1~~ 3.1.2 If the engine is water-cooled, the installation of a water-cooled cylinder barrel ~~by the Manufacturer~~ is mandatory.

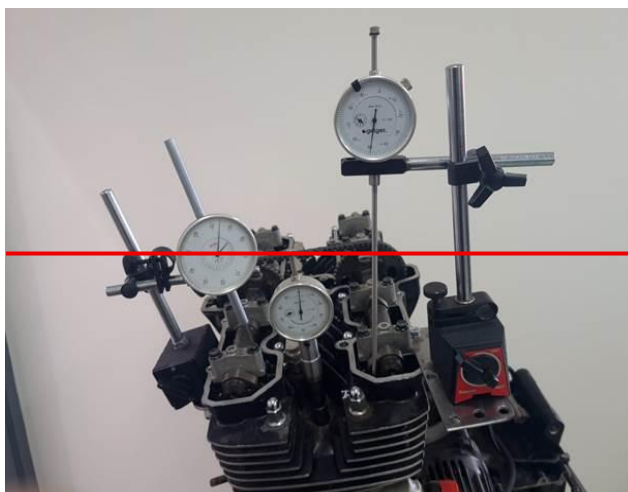
- ~~3.2.2~~ ~~Only an engine supplied and approved by the Manufacturer will be eligible for use in a Competition.~~

### 3.2 Cylinder Block

- 3.2.1 A water-cooled cylinder may be installed.
- 3.2.2 Cylinder bore may be increased up to a maximum of 82 mm, resulting in a total maximum engine displacement of 1347 cc.
- 3.2.3 Pistons may be replaced with commercially available, un-modified components.
- 3.2.4 Piston rings may be replaced.

### 3.3 Cylinder Head

- 3.3.1 The cylinder head must be a standard Yamaha XJR component displaying original Yamaha casting marks and remain un-modified, except for:
  - 3.3.1.1 Valve seats may be machined; and
  - 3.3.1.2 Valve springs are free;
- 3.3.2 Camshafts must be standard Yamaha XJR and remain un-modified, except for:
  - 3.3.2.1 Camshaft may be pinned; and
  - 3.3.2.2 Camshaft timing is free.
- ~~3.3.3 — Each engine must comply with the camshaft positions below which may be checked by the Valve Lift at TDC (Top Dead Centre) process (refer representative image below):~~
  - ~~3.3.3.1 — Inlet valve lift at TDC (overlap stroke) must be 0.050" ± 0.001" (as measured with 0.006" ± 0.001" valve lash)~~
  - ~~3.3.3.2 — Exhaust valve lift at TDC (overlap stroke) must be 0.075" ± 0.003" (as measured with 0.006" ± 0.001" valve lash)~~



- ~~3.3.4 — An engine that is serviced and/or reconditioned by the official engine service facility will automatically comply with the requirements of Article 3.2.3~~

### 3.4 Sump

- 3.4.1 The engine must utilise a conventional wet sump lubrication system.
- 3.4.2 Oil must be retained in the sump and circulated by a single internal oil pump.
- 3.4.3 Baffles installed inside the standard Yamaha XJR sump are free.



### 3.5 Carburettor

3.5.1 Carburettor must be a standard Yamaha XJR un-modified unit, except that:

3.5.1.1 Jet sizing is free; and

3.5.1.2 Jet manufacturer is free.

### 3.6 Gearbox/Clutch

3.6.1 Gearbox/Clutch must be a standard Yamaha XJR unmodified unit, except that:

3.6.1.1 A gear selector pin strengthening plate may be installed;

3.6.1.2 An additional clutch spring may be installed; and

3.6.1.3 Where OEM Yamaha gearbox components are unavailable, ARC may approve aftermarket components providing that they are mechanically identical to the original. Each approval must be in writing and signed by the CM and TD.

### 3.7 Ignition Systems

3.7.1 An engine may be fitted with 1 of the 2 ignition systems outlined below:

3.7.1.1 Yamaha Standard Ignition

The ignition system and base pick up must be standard Yamaha FJ/XJR un-modified unit as fitted by Yamaha to the production motorcycle.

3.7.1.2 Aussie Racing Cars Approved Aftermarket Digital Ignition System

The ignition system must be as supplied by the *Manufacturer*. The base pick up must be installed such that the 35 degree mark on the base pick up plate is in line with the 2 engine halves.

### ~~3.8 Carburettors~~

~~Any carburettor jet for metering fuel must be between Yamaha numbers 105 and 140 and the needle may not be reduced to less than 25% of the original diameter.~~

### 3.9 Non Genuine Parts

An engine gasket and oil filter may be of non-genuine manufacture but must be mechanically identical to genuine Yamaha products.

### ~~3.10 Engine Reconditioning and Servicing~~

~~3.10.1 An engine must only be serviced or re-conditioned by the official category engine service facility.~~

~~3.10.2 The complete engine must be inspected and sealed prior to use in a Competition.~~

~~3.10.3 An engine that has no Seals, or Seals that have been subject to tampering with will not be eligible to compete.~~

## 4. REAR AXLE AND FINAL DRIVE

The final drive ratio must be 2.5:1.

## 5. SUSPENSION ADJUSTMENTS

5.1 The suspension may be adjusted only by the means provided by the *Manufacturer*, and only within the limits of the standard mechanical components.

5.2 Each spring must remain standard as supplied by the *Manufacturer*.

- 5.3 Except for the installation of new *Seals* as part of normal servicing performed by the official category shock absorber service facility, each shock absorber must remain standard as supplied by the *Manufacturer*.

## 6. ELECTRICAL

The electrical isolation switch must remain as provided by the *Manufacturer*.

## 7. DATA LOGGING

Unless specifically authorised by the *Manufacturer*, the use of any device or instrument capable of storing or transmitting any form of data collected from the *Automobile* is prohibited.

## 8. REPAIRS

- 8.1 Repairs may be necessary as a result of damage in a *Competition* or through normal wear and tear.
- 8.2 Minor repairs to *Coachwork* may be made by a *Competitor*, provided that the repaired structure respects the design parameters of the original undamaged component and is acceptable to the *Manufacturer*. The highest standard of presentation is only acceptable.
- 8.3 Any *Coachwork* repair not of a minor nature, identified as such by the *Manufacturer*, and repairs to any other component of the *Automobile* must be performed by the *Manufacturer* or its approved repairer.

## 9. BRAKES

### 9.1 Brake Pads

The only brake pads that are permitted to be fitted are as follows:

Front: part number ARC BR-PAD-FP  
Rear: free

### 9.2 Brake Rotors

The only brake rotors that are permitted to be fitted are as follows:

	Calliper type	Part No.
Front	AP	RDA679 D or S
	Other than AP	RDA118 D or S
Rear	All	ARC RDA188 D or S

### 9.3 Adjustable Brake Bias

- 9.3.1 The only brake bias adjuster that is permitted to be fitted is ARC part number C-BBA.
- 9.3.2 The adjuster must only be fitted in the position approved by the *Manufacturer* such that bias adjustments cannot be made while the *Driver* is seated in the race position with the seat belts fastened.

## 10. MINIMUM WEIGHT

At no time may the minimum *Racing Weight* of an *Automobile* be less than 595 kg. This weight must be achieved with the *Driver* and all of their equipment.

## 11. FIRE EXTINGUISHER

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

## ATTACHMENT A

### Definitions

**ARC:** Aussie Racing Cars Pty Ltd

**Authorised Series:** A National Series authorised by *Motorsport Australia*

**CA:** Category Administrator for the *Series* appointed by the *CM*

**CM:** Category Manager for the *Series*

**CRSR:** Circuit Race Standing Regulations published by *Motorsport Australia*

**DRD:** Deputy Race Director for the *Series* appointed by *Motorsport Australia*

**Manufacturer:** Aussie Racing Cars Pty Ltd or its authorised agent

**RD:** Race Director for the *Series* appointed by *Motorsport Australia*

**Round:** A round of the *Series*

**Series:** 2025 Battery World Aussie Racing Cars Super Series

**TD:** Technical Delegate for the *Series* appointed by *Motorsport Australia*