



***RX8 CUP***

# **2025 NSW State RX8 Cup Series Regulations**

## **Version 8.0**

**RX8 Cup P/L**

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# Version Control

Version Number	Approval Date	Notes
2.1	1 February 2019	2019
2.2	11 May 2019	Various changes to sporting and technical regulations.
2.3	1 June 2019	Change to Brake Ducting Regulation T16 (vii)
2.4	27 Sep 2019	Changes to Tyre Regulation T15 (vii)
3.0	27 July 2020	Various changes to sporting and technical regulations.
4.1	10 Jan. 2021	Various changes to sporting and technical regulations.
5.1	Jan 2022	Update to Sporting and Technical Regulations.
5.2	04 June, 2022	Various changes to sporting and technical regulations.
5.3	20 June, 2022	Various changes to sporting and technical regulations, and addition of Demerit Point System
6.0	January, 2023	Various changes to sporting and technical regulations
6.1	July, 2023	Various changes to technical regulations
7.0	January, 2024	Various changes to Sporting & Technical Regulations
8.0	March, 2025	Various changes to Sporting & Technical Regulations

# 2025 Motorsport Australia NSW State RX8 Cup Series

## Sporting Regulations

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### S1. VISION

**S1.1** The aim is to develop the most cost-effective grass roots motor sport series in NSW. Modifications permitted to the vehicle/s are outlined within these regulations.

S1.1.2 The intent of the following regulations is to enable competitors to adequately prepare a production Mazda RX8 series 1 manual transmission (2003-2008) for competition. The Motorsport Australia NSW State RX8 Cup Series is intended to be a circuit racing group for Mazda RX8's that have controlled parameters installed to promote and easily manage parity for performance and for vehicle components. The Motorsport Australia NSW RX8 Cup is an entry level motor sport class.

### S2. TITLE AND JURISDICTION

#### S2.1 Title

This Series will only be known as and referred to as the "2025 Motorsport Australia NSW State RX8 Cup Series" (Series).

#### S2.2 Authority / Jurisdiction

S2.2.1 Each event in the Series shall be conducted under the provisions of the FIA International Sporting Code including Appendices; the National Competition Rules (NCR) and Circuit Race Standing Regulations (CRSR) of Motorsport Australia; these Sporting and Technical Regulations; Supplementary and Further 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.

S2.2.2 The Series is organised by RX8 Cup Pty Ltd (Series Organiser). The Category Manager (CM) for the Series:

Contact Details      Andrew Bollom      0418 963 110 [categorymanager@rx8cup.com.au](mailto:categorymanager@rx8cup.com.au)

### S3. ADMINISTRATION

S3.1 The following personnel in S3.1.1 have been appointed to the Series by the CM and have the authority to administer the various aspects of these Regulations as detailed in the CRSR.

S3.1.1 Technical Officers	Jon Waterhouse	0418 418 966
	John Garay	0439 918 528 (Motorsport Australia)
	Ric Shaw	0418 649 320

S3.1.2 Media Officer	Tom Shaw	0477 212 125 <a href="mailto:media@rx8cup.com.au">media@rx8cup.com.au</a>
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S3.1.3 Driving Standards Adviser (DSA)	Nick Goring	0431 504 101
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S3.1.4 Registration for the Series is an agreement by Competitors that they will comply with the regulations of the Series. Individuals appointed to undertake a function as an Officer of the Series may be nominated from time to time by a Bulletin from the Stewards provided at the Event.

#### Category Manager

- Overall constitution and direction of the series;
- Liaison with Motorsport Australia to facilitate entry to the series;
- Negotiations with sponsors and other interested parties;
- Chair of the Competitors Advisory Committee,
- Engage scrutineer to mark tyres for competition use.

#### Technical Officer

- To ensure compliance with Technical Regulations together with the scrutineers;
- To advise Competitors Advisory Committee on relevant matters;
- To maintain records regarding vehicle specifications;
- To examine inspect and test vehicles under the auspice of the scrutineers;
- To engage the scrutineers to mark tyres for competition use.

#### Driving Standards Advisor (DSA)

- To advise Competitors Advisory Committee on relevant matters;
- To undertake observations of driver behaviour and advise the Stewards accordingly.

#### Points Scoring Officer

- To maintain records of performance in accordance with the Sporting Regulations.

### **S4. COMPETITOR ELIGIBILITY**

To be eligible to compete in the Series, each Competitor must hold a Motorsport Australia Competitor Licence and be party to an Entry Agreement with the CM.

S4.1 A driver will only be considered as being registered to compete in the series following:

- Payment of the applicable registration fee; and
- Acceptance of registration from the Series Organisers.

### **S5. AUTOMOBILE ELIGIBILITY**

S5.1 Eligible Automobiles

S5.1.1 To be eligible to compete in the Series each Automobile must:

- S5.1.1.1 Be a production Mazda RX8 series 1 manual transmission (2003-2008).
- S5.1.1.2 Comply with the requirements of the Series Technical Regulations
- S5.1.1.3 Comply with the requirements of the Circuit Race Appendix, Group E – Series Production Car, Technical requirements of the Manual.

### **S6. DRIVER ELIGIBILITY**

S6.1 The minimum Driver Licence requirement to be eligible to compete in the Series is a Motorsport Australia Circuit Licence.

S6.1.1 Cross entering of Drivers is prohibited.

### **S7. RELIEF DRIVER**

S7.1.2 The entry form for an Event may permit the use of a Relief Driver. The entry process may include costs and requirements for a relief driver.

S7.1.3 The relief driver must participate in at least one practice or qualifying session prior to the race to be allowed to start in a race.

S7.1.4 The relief driver is not eligible for any championship points and is not eligible for any meeting aggregate placing including the "Over 50's" class.

S7.1.5 Relief driver/s shall start races at the rear of the grid, and behind all Series entered and non-relief Drivers. Where more than one relief driver is competing the Stewards shall allocate the grid starting position based on the vehicles qualifying and/or racing performance and any observations of the relief driver during practice, qualifying or race sessions.

S7.1.6 Testing Regulations apply to the relief driver.

## S8. SERIES CALENDAR

The Series will be conducted over the following Events:

Round	Location	Dates
1	Winton, VIC – NSW MRC Round	9/10/11 May 2025
2	SMP – NSW MRC Round	21 June 2025
3	SMP – NSW MRC Round	29/30/31 August 2025
4	SMP – NSW MRC Round	26/27/28 September 2025

Please note that this calendar is subject to change, only upon prior approval by Motorsport Australia.

## S9. PENALTIES

- S9.1 The Stewards may impose penalties for any breach of the Regulation that they determine appropriate.
- S9.2 To provide guidance and consistency, the table below provides indicative penalties as issued by the Stewards, however, the Guidelines within the CRSRs are to be maintained as consistent penalties.
- S9.3 Actions that may bring the Series into disrepute are a breach of these regulations. Without limiting the application of this provision such actions could include, but are not limited to, aggressive behaviors, improper and or offensive commentary on social media.
- S9.5 The following penalties may apply after stewards' consideration:

Breach	Recommended Penalties
Failure to submit vehicle for examination as directed	Up to and including disqualification from the Event
Minor breach of Technical Regulations. Vehicle presented with obvious body damage.	Warning and direction to comply, Up to and including disqualification from the Event
Major breach of Technical Regulations.	Up to and including disqualification from the Event
Vehicle found to be under weight.	Vehicle Directed to rear of grid for following race and loss of points for any race where the vehicle was under weight, and up to and including disqualification from that race.
Breach of testing regulation S16	Penalty dependent on assessed seriousness of the breach, may include <ul style="list-style-type: none"><li>• Rear of Grid in each race of that Event</li><li>• Up to and including disqualification from the Event</li></ul>

<b>Breach</b>	<b>Recommended Penalties</b>
Bringing the Series into disrepute eg Social Media, Print Media. An example of these, is posting content or discussing accidents or incidents.	Penalty dependent on assessed serious of breach, may include <ul style="list-style-type: none"> <li>• Warning</li> <li>• Up to and including disqualification from the Event</li> <li>• Up to and including removal of the right to participate at a future Event as decided only by a Motorsport Australia Tribunal after being requested by the Stewards.</li> </ul>
Removing the vehicle from the meeting in Contravention of S20.7	<ul style="list-style-type: none"> <li>• Up to and including disqualification from the Event</li> </ul>
Failure to Attend 1 <sup>st</sup> , 2 <sup>nd</sup> & 3 <sup>rd</sup> podium Presentation in Driving suit in contravention of S1.21	Loss of 10 Series points from the Driver's points tally
Failure to have or supply in Car footage in Contravention of S14	Penalty dependent on assessed serious of breach, may include, <ul style="list-style-type: none"> <li>• Rear of Grid or time penalty of 15secs to that race</li> <li>• Up to and including disqualification from that race or Event</li> </ul>
Driver Code of Conduct Driving Standards	<p>One (1) Demerit point will be applied for each breach Three (3) Demerit points total will result in the entry being refused at the drivers next entered round. The driver will be prevented competing further at the round that the third (3rd) point is applied.</p> <ul style="list-style-type: none"> <li>• Up to and including disqualification from the Event•</li> </ul>

## **S10. DRIVER CODE OF CONDUCT – DRIVING STANDARDS**

S10.1 Participation in any Event is required to be in a spirit of courtesy and respect, any unsportsmanlike conduct, or activity bringing the Series into disrepute, whether during racing or at any other time may be deemed a breach of the Regulations and maybe penalised by the Stewards. The “Driving Standards Booklet” must be adhered to at all times. The “Code of Conduct” document must be adhered to at all times. These documents are made available to competitors upon registration to the Series. Please click on the relevant links or go to the RX8 Cup website in the Regulation section:

- Click on this link [Driver Standards Booklet](#). Note this document has changed.
- Click on this Link [Code of Conduct](#). Note this document has changed.

## **S11. DEMERIT SYSTEM**

S11.1 There is a demerit points system in place for breach of “Driver Standards” and “Code of Conduct”. For every breach that is decided by the stewards, one (1) demerit point will be applied to the driver and this shall be noted within the stewards’ decision. A driver that earns three (3) demerit points in total, will not be able to participate in the next Event in the Series. Points will be carried over from the season to the next season for a period of 12 months from the date each point is decided, and applied until the third demerit point penalty has been applied.

S11.2 One (1) Demerit point will be issued for each breach, as decided by the stewards.

S11.3 Three (3) Demerit points in total will result in the next entry being refused at the next entered round. The driver will be prevented from competing further at the round within that where the third (3rd) point is applied.

## **S12. TIMING**

S12.1 Whilst participating in a competition, including during practice, vehicles must be fitted with and utilise official timing devices. Timing devices must be located in the passenger foot well area with the exception that:

- Dorian timers must be located on the underside of the floor no further forward than the firewall, and no further rearward than the front squab of the passenger seat and on the passenger side of the transmission tunnel.
- MyLaps timers must be mounted on the passenger side safety cage front leg.

## **S13. COMMUNICATIONS**

S13 Race vehicle to race vehicle communication is not permitted, pit to race vehicle and race vehicle to pit is permitted via radio system and pit board.

## **S14. CAMERAS**

S14.1 All Race Vehicles must operate a camera mounted facing forward inside the vehicle. Cameras must record the forward view through the windscreen and driver's hands in ALL practice, qualifying and race sessions.

S14.2 Each competitor must hold a minimum 2 memory cards per vehicle with the competitor number marked or tagged on each card.

S14.3 Each Competitors is required to ensure the camera is switched on and functioning in the correct manor prior to the Automobile entering the Track for each practice/qualifying session and race. When requested, each competitor must immediately provide the memory card to the Clerk of Course or the Stewards.

S14.4 Unless otherwise approved by the scrutineers or the stewards, the data stored on each memory card may not be deleted/cleared until after the completion of each Event.

S14.5 The footage from any camera maybe used by the competitor for non-commercial purposes and must not be transferred, sold or given to any party not having executed the media rights and usage agreement with the Category Manger or their designated production company. Footage must not show data of any description other than time and date.

S14.6 Real time or live posting of any recorded material is prohibited.

## **S15. DATA LOGGING**

S15.1 Data logging is not permitted.

## **S16. TESTING**

S16.1 Testing is prohibited for both drivers entered for the round and vehicles entered for the round at the venue of any scheduled round Within a week (7 days) before competition or practice. Drivers may not drive at the venue, in any vehicle, within the period from and including the Friday prior to the day the Event commences unless authorised in writing by the Category Manager.

S16.2 Drivers are discouraged from driving another race vehicle at the Event. Race vehicles may not be driven at the venue by any person within the period from and including the Friday prior to the day the Event commences unless authorised in writing by the Category Manager

## **S17. PROTESTS & APPEALS**

S17.1 May be lodged in accordance with the NCR.

## **S18. SERIES SPONSOR SIGNAGE**

S18.1 Series sponsor signage must be displayed by all vehicles when undertaking competition or used in display purposes.

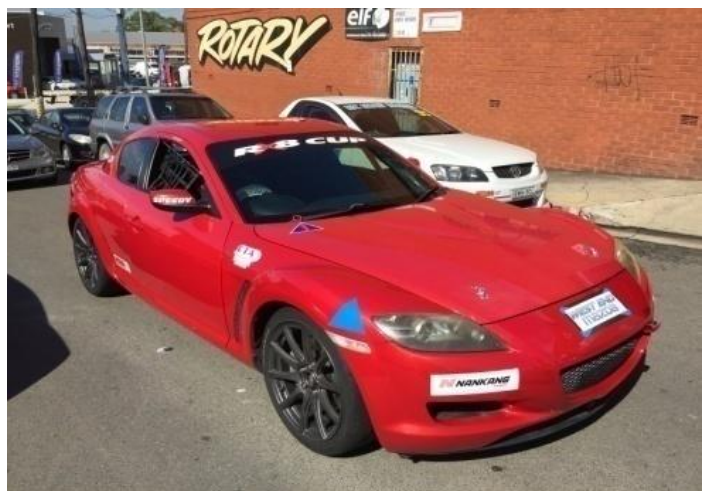
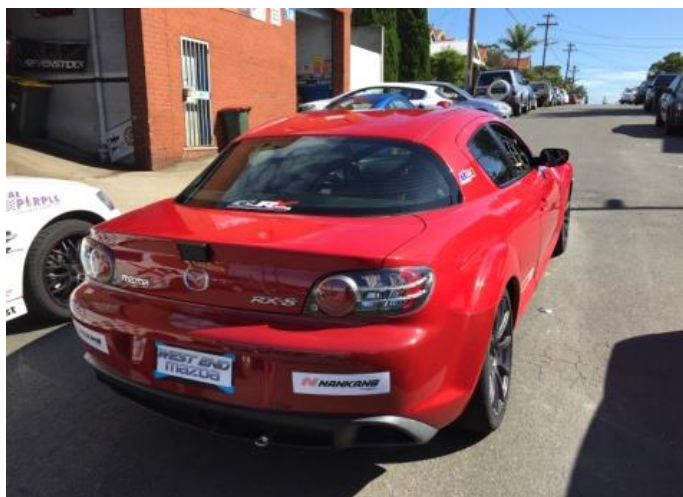
S18.2 Articles S18.3 – S18.9 of the Sporting Regulations provides detail of the signage and location.

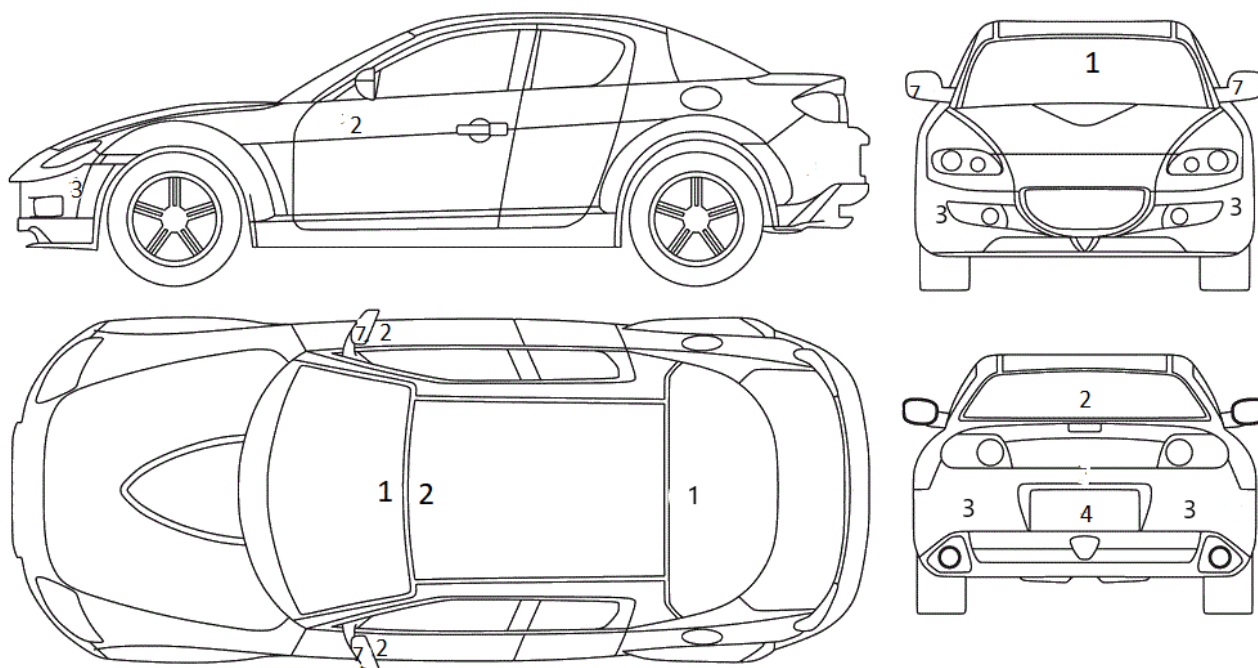
S18.3 The Series organisers will provide one set of Series stickers at the beginning of the season. The competitor must pay for any stickers, where there is a cost to the Series organisers, for any replacement stickers required during the year.



- S18.4 No competitor shall display any signage on the vehicle which would be in direct competition to a Series sponsor unless permitted by the Series Organisers in writing. Competitors may not advertise on their series competition vehicles any brand signage for products that are similar to, or adjudged by the Category Manager as being similar to or considered as an alternate brand to those brands and suppliers who are providing series “Control Items”, unless permitted by the Series organisers in writing.
- S18.5 All Competitors must have an “A” board sign on display at the pit area during all sessions. A-Boards must have the “RX8 Cup” signage banner across the top of both sides, 90mm high. “Nankang Tyres” signage must be on both sides of the board. The signage only will be supplied by the Series Organisers.
- S18.6 Competitors shall display an “A” board in proximity to their pit garage with information about the driver, sponsors and vehicle displayed thereon.
- S18.7 Series sponsor signage must be displayed on all cars during the event. Only signage supplied by Series Organisers is to be used. No signage is to be modified (i.e. not to be cut).
- S18.8 All vehicles must have a “Dash sign” attached to the dash in view of the in-car camera, this will be supplied by the Series Organiser. No signage is to be removed from the “Dash Sign” as supplied, but competitors may add signage. The competitor’s competition number must be shown on the “Dash sign”, numbers to be 40mm tall in “White”.
- S18.9 Areas set aside for Sponsor Signage and the relevant signage to be applied are:

1	RX8 CUP	Location 1 – Front & rear windscreen banner. A-board both sides, In car Dash Board
2	Sponsor TBA	Location 2 above door Panels, on roof above front windscreen
3	Nankang	Location 3 - Facing forwards and backwards on the bumper bars (not to be cut). A-boards both sides.
4	West End Mazda.	Location 4 - Rear Number Plate only
5	MCA Suspension	On 2 Visible Locations (suggest C Pillar)
6	Circo Brake pads	On 2 Visible Locations (suggest C Pillar)
7	Speedy Wheels	Location 7 - Mirrors





## S19. POINT SYSTEM / RACE FORMAT

S19.1 A maximum of 121 points is available for each Event. This is based on four “Sprint” races normally of 20 minutes duration. Where an Event has a combined sprint and endurance race, each sprint race shall conform to the point’s allocation in the table below and the balance shall be allocated to the endurance race. E.g.: An Event with one sprint race and one endurance race would equate to 30 points for the winner of the sprint race and 90 points for the winner of the endurance race, extrapolated to all other places. Points towards the title of 2025 Motorsport Australia NSW State RX8 Cup Series Champion are only tallied from those listed in S8 of these regulations.

S19.2 Should more than one competitor attain the same number of Series Championship Points, series placings will be determined by the number of first place finishes during Series competitions listed in S8 of the Regulations during the year. Should more than one competitor attain the same number of Series Championship Points during a race meeting, placings for that meeting will be determined by the number of first places finishes during the meeting. A similar mechanism shall be utilised for 2nd and 3rd place ties.

S19.3 Points are awarded for each race subject to the official classifications and any penalties imposed under the NCR’s.

S19.4 Trophies and or awards for each Event will be awarded in accordance with points attained at each Event. All races on the official timetable of an Event listed in S8 shall be considered to determine the awards for that Event.

S19.5 A separate points system is awarded for competitors over 50 years of age. The system will be the same as Series point system. Only drivers over the age of 50 years will be awarded points, relief drivers are not entitled to these points regardless of age.

S19.6 The point system is scored as follows:

Qualifying Performance	Points
Fastest Lap time of a Qualifying Session of an Event	1

<b>Race Finish Place</b>	<b>Points</b>
1st	30
2nd	28
3rd	26
4th	24
5th	22
6th	20
7th	18
8th	16
9th	14
10th	12
11th	10
12th	9
13th	8
14th	7
15th	6
16th	5
17th	4
18th	3
19th	2
20th	1
All other finishers	1

## **S20. GENERAL PROVISIONS**

- S20.1 Modifications to these regulations will be determined by the Competitors Advisory Committee in conjunction with the Category Manager and any changes must be approved by Motorsport Australia.
- S20.2 All Competitors must officially enter the series to compete in the Series. A competition number will be provided upon registration for the Series. No triple digit numbers or numbers starting with "0" are permitted. Points can only be accrued by competing in a registered competition vehicle. There is a Series point score by which a winner will be recognised for the NSW State Championship by Motorsport Australia as per S19.1 and S19.2 above.
- S20.3 Competition vehicle numbers will be issued on application for registration, with Number 1, being reserved for the current overall series winner.
- S20.4 Starting positions shall be determined by qualifying performance for the first race of an Event and by a "progressive" grid thereafter.
- S20.5 Safety Equipment as prescribed by the NCR must be worn by all competitors.
- S20.6 All competitors must utilise their allocated pit location unless approval is granted by the Category Manager. All vehicles must only ever be pushed backwards into their allocated pit location.
- S20.7 Once the vehicle has arrived at the Event and been scrutineered, it shall not be removed from the Event location without the permission of a Series official.

- S20.8 All drivers must wear their race suit properly closed at all on track presentations or awards (podiums).
- S20.9 All competitors are to strictly adhere to Motorsport Australia “Parc Ferme” rules. These rules are enforced during Qualifying and at the end of Qualifying and immediately after every race. Race vehicles must not be touched or approached by crew other than one (1) crew member to check tyre pressures only. Bonnets or boot lids are not to be opened. Drivers are not to touch the vehicle other than to check tyre pressures. No race vehicle is to return to its pit garage or enter their pit garage unless given permission by an official scrutineer.
- All race vehicles must be presented to Parc Ferme / scrutineering at the completion of the qualifying session. Race vehicles must not enter their pit during a qualifying session on pain of being disqualified from the results of that session. The only work allowed to be performed during qualifying is the changing of a tyre with a marked tyre for the Event, or adjusting tyre pressures.
- S20.10 All race vehicles must comply to all technical regulations during all sessions.

## Technical Regulations

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### T1. General Provisions:

Contact the Technical Officer or Category Manager to clarify any questions you may have.

- (i) In accordance with the Philosophy of the Series, the Technical Regulations seek to set cost effective racing of eligible vehicles. To the end the Series is based on regulations within Motorsport Australia 3E. These regulations provide for further limiting modifications from that 3E specification. All general Motorsport Australia regulations apply to all eligible vehicles.
- (ii) Any modification of an eligible vehicle is expressly forbidden, save for the modifications contained within these regulations. (“If the rules don’t say you can, then you can’t”)
- (iii) Where an item is noted as a “Controlled Item”, such items must be purchased from Ric Shaw Performance (35 Parramatta Rd, Five Dock, NSW 2046. Ph 0297167690) at the competitor pricing for such items. “Controlled Items” are noted in Schedule 1 of the Technical Regulations. No modifications may be made to Controlled Items. Servicing of Controlled Items must be done through Ric Shaw Performance. “Optional control items” are listed in Technical Schedule 1, these items may be used and must be purchased through Ric Shaw Performance.
- (iv) Unless specified otherwise, tolerances for machining and weighing of engine components will be in accordance with General Requirements for Cars and Drivers (Motorsport Australia Manual of Motorsport).
- (v) Where an item is required to be OEM, this means that the item must be an original Mazda supplied component for a Series 1 RX8 with manual transmission, Australian Delivered. No painting or coating is permitted to the OEM item.

### T2. Vehicle Eligibility:

- (i) Only Australian Delivered 2003 to start of 2008 Mazda RX8 Series 1 manual transmission vehicles are eligible for this Series.

### T3. Scrutineering:

- (i) Scrutineering at each Event will be conducted in accordance with the Motorsport Australia Targeted Scrutiny System.
- (ii) It is the Competitors responsibility to present their vehicle for scrutineering at the appropriate times in a complete and finished state, in ‘ready to race’ condition including each marking and seal on

the vehicle in accordance with the Sporting and Technical Regulations and Technical Appendix, Schedule K of the Manual and an operating timing transmitter in position on the vehicle.

#### **T4. Vehicle Competition Weight:**

- (i) Vehicle Competition Weight is 1360 kgs with Driver and Driver Safety equipment.
- (ii) This Vehicle Competition Weight is as measured by scales provided at each facility. Where there may be disparity of the scales it is the competitor's responsibility to correlate the vehicle weight to ensure compliance with regulation T4 (i).
- (iii) The Vehicle Competition Weight must be complied with at all times and sessions during an Event, including Endurance events.
- (iv) The stewards may impose a penalty for a breach of this regulation.
- (v) Ballast may be added to the vehicle to attain the Vehicle Competition Weight. Where utilized, Ballast must be a unitary block, save that this block may itself be composed of individual components. Retention of ballast shall be by a minimum of Class 8.8 M6 bolts & lock nuts up to a single ballast weight of 18kg and a minimum of M8 bolts & lock nuts for a single ballast weight of 18kg to 65Kg. A reinforcing steel plate of at least 75mm x 50mm x 3mm under each bolt and nut shall be present. When a single bolt is used, it shall be centrally located in the ballast. Where the ballast top face surface area exceeds the surface area size of a reinforcement plate by 2 1/2 times, then a minimum of two bolts shall be used and located evenly across the ballast. Ballast shall not exceed 65kgs in single unit, where more than 65kgs is required, there shall be more than one ballast unit fitted.

#### **T5. Non-Genuine Parts:**

- (i) Freedom of source of supply is granted for all fasteners, belts, gaskets, flexible hoses, liquid carrying pipes, mechanical cables, bearings, clamps, spark plugs, spark plug leads, filters, batteries, battery cables, globes and light emitting diodes, fuses, electro mechanical relays and windscreen glass provided no additional modifications are made to facilitate the fitment of the replacement part.
- (ii) The fitment of heated windscreens and associated necessary wiring and fittings is permitted.
- (iii) No changes or additions to wiring, brackets may be made to facilitate the fitment of items mentioned in T5 (i).
- (iv) Subject to a bulletin from the stewards. The use of imported non-genuine Mazda replacement body panels is permitted provided that the Technical Officer is advised of such use and determines that no performance advantage accrues. The Technical Officer may approve such panels even where there are minor cosmetic differences to the Australian sourced panels.
- (v) Ignition coils may be changed for only direct fitting items manufactured for an RX8. No modifications are permitted with wiring or mounting of the replacement coil.
- (vi) The battery tray can be replaced with a stronger material to mount the battery. This must not serve as any other function. The original position must be retained. The method of attaching the battery to the tray is free providing it serves no other function and meets the General regulations under Motorsport Australia.

#### **T6. Safety Cage:**

- (i) Vehicles must be fitted with a National level safety cage. Each safety cage must have a Motorsport Australia/CAMS issued ROPS/Safety Cage registration sticker issued by Motorsport

Australia/CAMS attached to the Safety Cage. Both Weld in and Bolt in cages are compliant. AGI cages are recommended.

- (ii) Safety cages must not protrude through the firewall into the engine bay or be part of the engine bay.

## **T7. Engine:**

- (i) All new engines must be assembled with a technical officer or scrutineer present. All used engines must be inspected and sealed by a scrutineer before being fitted. Any previously sealed competition engine must be inspected before being fitted to another vehicle.
- (ii) All engine seal may only be broken with a technical official AND scrutineer present.
- (iii) All engines must be sealed by a scrutineer.
- (iv) The dampening material of the engine mounts is free provided the location, position and orientation of the engine remains as manufacturer specified. The alloy mount section may be modified by adding material to strengthen it as long as no other function is facilitated.
- (v) Save where freedom is otherwise granted in these regulations, all engine components must be OEM and of standard original state. Machining and or lapping of side cast iron plates is allowed only to resurface the material as part of engine reconditioning, no added lining of any material is allowed to any component. Nitriding of cast side plates is permitted.
- (vi) All inlet and exhaust port dimensions must be OEM. No porting or honing or polishing of any description is permitted.
- (vii) It is permitted to remove material from the rotating assembly for the purpose of balancing, other than the Eccentric shaft. No more than 2 % of manufacturer specified weight is permitted to be removed for this purpose from any one component of the rotating assembly. Material may not be removed from the side face of either rotor. No material is allowed to be removed for the purpose of fitting any compression seal. Non genuine compression seals may be used but must be of metallic material.
- (viii) The method of ignition and fuel injection timing and triggering must not be modified.
- (ix) Flywheels must be OEM and no modifications are permitted.
- (x) Eccentric shafts must be OEM and no modifications are permitted.
- (xi) Engine Rotors must be OEM RX8 and no modifications are permitted. Only OEM bearings for any 13b engine including OEM competition bearings are permitted.
- (xii) An oil separator tank may be added to the crankcase breather line. The OEM windscreen water bottle maybe removed to provide space for an alloy separator tank.
- (xiii) All new engines must be assembled in the presence of a Technical Officer and then sealed by a scrutineer. Used / second hand engines not previously rebuilt or sealed must be inspected and sealed before being fitted. A new or used previously sealed engine from a different competitor or car may need to be inspected by the Technical Officer and scrutineer before a new seal is fitted; in this case a new seal must be fitted before the engine is used in competition.
- (xiv) Oil coolers may be replaced and/or added provided that the sole purpose of each cooler is to reduce oil temperature. Each cooler and associated component must remain inside the external bodywork of the vehicle.
- (xv) The engine sump may be modified or replaced to allow greater volume of oil and the associated pickup may be modified or replaced.

- (xvi) All plastic shrouding located in the engine bay, the sole purpose of which is aesthetic, may be removed. Soundproofing material fitted in the engine bay and to the underside of the bonnet that is not visible from the exterior of the vehicle may be removed.

## **T8. Throttle**

- (i) The throttle body, fuel rail, injectors, fuel regulator, fuel pump and supporting components must be standard OEM and no modifications are permitted.
- (ii) The Intake manifold system and all intake components must be OEM save that the controlled unit "Air Intake System" must be utilised. (See Schedule 1). The orientation of the OEM "MAF" meter must be in the OEM position.
- (iii) The control Intake System must be fitted up stream of the convoluted rubber intake pipe on the throttle body. The following OEM parts must be removed:
  - 1. Complete air box and under tray.
  - 2. Complete snorkel pipe with flap.
  - 3. Plastic panel under snorkel.
  - 4. Plastic box section on bar support in front of snorkel.

## **T9. Pulleys**

- (i) Any pulley connected with the water pump and alternator is free.
- (ii) The Crank Pulley is free.
- (iii) Drive belts associated with these pulleys are free provided that the same number of ribs is utilized.

## **T10. Engine Control Unit (ECU)**

- (i) The ECU must be OEM and no modifications are permitted.
- (ii) It is not permitted to reflash or reprogram the ECU other than by the Technical Officer and a scrutineer.
- (iii) The control software and firmware flashed or programmed by the Technical Officer and a scrutineer is owned and installed by the Series Organiser and access may be locked
- (iv) The Technical Officer and scrutineers reserve 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 Technical Officer and a scrutineer.
- (v) It is not permitted to adapt any additional components to the ECU.
- (vi) It is not permitted to have anything plugged into the OBD port of the race vehicle at any time other than the OBD plug from a Microtech race dash unit with the data logging function removed. Adaptors and extensions are not permitted. The OBD plug must be accessible to the scrutineer at all times.
- (vii) The ECU must be in standard OEM mounting location and must provide access for the scrutineer to connect to the ECU.
- (viii) The scrutineers with the authority of the stewards may issue any competitor with a "Control" ECU. If issued to a competitor, it must be fitted before further competition will be permitted.
- (viii) The Technical Officer may reset errors and fault codes for competitors at his discretion.

## **T11. Engine Cooling System**

- (i) Radiators are free provided the width, height and position of the replacement radiator identical with the OEM radiator. If a replacement radiator is installed, no removal or modification of housings brackets or supports is permitted save that the plastic fan shroud may be modified.



- (ii) Water Pumps must remain OEM or a direct OEM replacement type save that the impeller of a water pump is free.
- (iii) The water and oil thermostats so far as operation and method of control are free.
- (iv) The method of operation of the standard engine cooling fan/s is free.
- (v) Radiator caps are free.
- (vi) It is permitted to fit a protective screen mounted in front of the radiator and any oil coolers, provided no additional modifications are made to facilitate the fitment.

## **T12. Exhaust System**

- (i) The OEM exhaust manifold must be retained, and no modification is permitted.
- (ii) The Exhaust System, including the "Controlled Item" muffler is a "Controlled Item" No modifications are permitted.
- (iii) The "Controlled Item" exhaust system and muffler must be fitted downstream of the first joint at the end of the exhaust manifold.
- (iv) The Exhaust must not emit noise in excess of 95db @ 30m.
- (v) External heat wrap material may be used on the "Controlled Item" exhaust system only.
- (vi) The exhaust system must exit on the passenger's side of the vehicle at the rear.
- (vii) An additional exhaust hanger may be added to the exhaust system. Provided that this must be placed directly under the OEM exhaust mount on the torque arm. To facilitate this mounting metal may only be added to the exhaust system. No modification is permitted to the vehicle itself. Only an OEM style rubber hanger may be used for mounting.

## **T13. Air Conditioning System**

- (i) Any components solely associated with the air conditioning system of the vehicle may be removed from the engine compartment only.

## **T14. Transmission.**

All Differentials must be sealed by a scrutineer. Seals may only be broken and removed by a scrutineer.

- (i) Transmission including Gearbox and Differential must be OEM.
- (ii) All components of the transmission and differential must be of OEM manufactured origin other than components authorized by RX8 Cup p/l and supplied by Ric Shaw Performance p/l. Components are listed in Technical Schedule 1.
- (iii) The gearbox must have 6 forward gears and a working reverse gear and include only ratios of the OEM transmission system. This includes third gear ratios 1.536 or 1.645
- (iv) Modifications to the transmission or differential are not permitted other than the use of components in Technical Schedule 1.
- (v) The gear shifter must be OEM. "Synchro Saver" units are permitted to be fitted to the gear stick. Short shift kits are prohibited.
- (vi) Notwithstanding the provisions of this section the gear knob is free.
- (vii) Notwithstanding the provisions of this section a single gearbox oil cooler is permitted.



- (viii) The method of coupling in the differential must be OEM and no modifications are permitted. The use of components listed in Technical Schedule 1 may be utilized.
- (ix) The final drive ratio must be 4.44 to 1.
- (x) Notwithstanding the provisions of this section a single differential oil cooler is permitted.
- (xi) Notwithstanding the provisions of this section the fitment of an extension to the transmission or differential breather using a short length of hose feeding into a catch can is permitted.
- (xii) Notwithstanding the provisions of this section the dampening or elastomer material used in the mounting of the transmission is free save that the location and position of the mounts are to remain as OEM
- (xiii) The Transmission clutch driven plate is free provided the number of plates remains in accordance with OEM specification. Notwithstanding this provision the plate must not include a carbon material.
- (xiv) The pressure plate must be OEM type save that a heavy-duty diaphragm may be fitted.
- (xv) The use of a 2008 to 2012 Series 2 RX8 starter motor is permitted.

## **T15. Suspension**

- (i) The front and rear suspension and associated suspension pivot points must remain in the OEM location. No modification to location is permitted save that offset bushes used to further the adjustments from original points.
- (ii) Wheel alignment settings are free with in the offset adjustments at the OEM adjustable points.
- (iii) No other modifications to any other OEM component, associated with suspension or wheel/tyre alignment and location is permitted. Components must not be painted or coated.
- (iv) Springs are a "Controlled Item". Only the controlled item may be used and the spring rates must be fitted as supplied (Front rate 14kg and Rear rate 8kg). Modifying spring rates is not permitted.
- (v) Sway bars must be OEM. No modifications are permitted to the sway bars or the method of attachment. Only rubber or neoprene mounting bushes are permitted.
- (vi) Shock absorbers/coil over are a "Controlled Item" No modifications to the "Controlled Item" are permitted. Servicing of any "Control suspension item" must be done by returning it to the Series Organiser. Control suspension items cannot be fitted to another competitor's vehicle without permission from the Technical Officer.
- (vii) Elastomeric suspension pivot point bush and sub frame mounting bush are free, save that any replacement material must be elastomeric. The use of "Ultra High Molecular Weight Polyethylene" is not allowed
- (viii) If a suspension bush incorporates an outer metal shell and/or a central crush tube, each of these components will be regarded as part of the bush.
- (ix) Should a suspension bush be integrated with a secondary component, such as a suspension arm, any solid part and the elastomeric material shall be regarded as the bush.
- (x) Ride height of the suspension system is free provided that the minimum ground clearance, save for the exhaust or any mounting point of the exhaust, shall be 100 millimeters. This ride height shall be measured with the driver and his associated competition equipment in the vehicle and the front wheels in the straight-ahead position. Tyre pressures are not accounted for when the ride height is checked unless a tyre is completely flat from a mechanical issue. (The tyre maybe re

inflated by the officials to be checked for leaks.) Ride height is measured between the front and rear wheel centers.

## **T16. Wheels and Tyres**

- (i) Wheels are a “Controlled Item”.
- (ii) Wheels and Tyres must not protrude past the guard.
- (iii) Wheels maybe painted to change the color only.
- (iv) Wheel spacers are not permitted.
- (v) Wheel nuts must be open ended. It is permitted to replace any wheel nut provided that the replacement is of a ferrous material and the outer end is not enclosed.
- (vi) Tyres are a “Controlled Item” and only “Heat Patched” tyres may be used, unless authorized by the scrutineers.
- (vii) Tyres may only be marked by the scrutineers. Tyres must be fitted with the heat patch facing outwards. Competitors must make sure tyre markings stay visible at all times or request re-marking by the scrutineers.
- (viii) A maximum of four (4) tyres may be used for Qualifying and Racing at each round of the championship. The tyres may be new or previously used, save that a maximum of four (4) new tyres may be used at each round. Four (4) tyres are to be marked for a round of the championship prior to Qualifying. Where used tyres are to be utilised, these must have been marked at a previous meeting, and maybe tyres marked for any vehicle at the meeting where they were marked. The scrutineers by way of requesting the stewards to issue a bulletin may provide dispensation to this rule in the case of a new competitor to the Series.
- (ix) Only previously used tyres may be used in practice. These must be previously marked from another event in the championship. These may be from another competitor. Only marked and heat patched tyres may be used in competition.
- (x) No modifications are permitted to tyres, including “Buffing”, scraping with any tools, re-shaping or chemical or heat treatment. Removal of road debris is permitted by use of gloved hands only.
- (xi) At no time may any tread wear indicator be exposed. With the exception of the shoulder of a tyre, in each area of a tyre where there is no tread wear indicator, the original tread pattern must be clearly visible.
- (xii) In the advent that a competitor is unable to use any 4 of the marked tyres for the round due to damage, dangerous conditions or excessive wear the stewards after receiving a report from the scrutineer may approve the substitution with a used tyre of similar condition. Only damaged, dangerous or excessively worn tyres may be submitted for substitution. The substituted tyre will be marked accordingly and be used for all further competition at that round. Competitors requiring a substitution will start the following race rear of grid.
- (xiii) All tyres that are to be marked must be off the race car and placed flat on the ground at the entrance to the competitors pit area at the completion of the last practice session within 15 mins after the end of the session.
- (xiii) All competitors are to have “official markings” on tyres maintained by the scrutineers.

## **T17. Brakes**

- (i) Disc rotors are a “Controlled item” (DBA brand) and must not be modified. Slotted and drilled or plain rotors are permitted. Two-piece rotors are not permitted. Disc rotors must be of OEM size.
- (ii) Brake pads are a “Controlled Item”(Circo brand) and must not be modified. Shims may not be added to backing plates.
- (iii) Brake fluid pipes and hoses are free. The brake master cylinder and Booster must be OEM. The Vacuum booster must operate as designed by the manufacturer.
- (iv) The ABS system must be retained and operational in accordance with OEM specifications.
- (v) The mechanical parking brake must be retained and be operational in accordance with OEM specifications.
- (vi) Brake backing plates may be removed. Ducting backing plates must be the same thickness as OEM.
- (vii) Brake ducting is permitted to the front brake assembly only. Any ducting must remain within the confines of the body work and is not permitted to extend below the front bumper bar and no modification including the cutting of holes is permitted to the front bumper bar. The removal of the OEM auxiliary lights is permitted. The plastic under tray may have two (2) holes up to 3” in diameter made to facilitate the ducting only. The plastic inner guards may have one (1) hole in each up to 3” in diameter to facilitate the ducting only.
- (viii) All other brake components must be unmodified and OEM.
- (ix) Brake calipers may be painted.

## **T18. Fuel System**

- (i) Only the OEM fuel tank may be used. No additional Fuel Tanks may be fitted. No modifications may be made to the fuel tank or refueling system save that a recognized “dry break” refueling system may be fitted. See the Motorsport Australia regulations on dry break fuel systems. Fuel capacity may be increased by fitment of a dry break system. No surge tank fitment is permitted.
- (ii) All fuel used at any activity associated with competition including testing must be only commercially available 98 Octane petrol. No fuel additives are permitted save that lubricants suitable for engine seals may be added. The octane rating must not be increased by any lubricant added.
- (iii) The fuel pump must be OEM item and must be mounted in the OEM position inside the fuel tank. Modifications are not permitted to the fuel pump or fuel system save that a secondary fuel pump may be fitted within the fuel tank. This secondary fuel pump may only operate in a way that assists with movement of fuel within the tank and may not feed to the engine. This pump must operate only when the OEM fuel pump operates.
- (iii) Control fuel may be regulated by the scrutineers and enforced via regulations at the discretion of the Series Organiser after approval by Motorsport Australia.

## **T19. Electrical System**

- (i) The use of any data storage device or Telemetry, including but not limited to “multi display dashes”, that is connected to the vehicle is not permitted at any time during a meeting, including practice for that meeting.
- (ii) Telephones are not permitted in the race vehicle.

- (iii) Instruments that record and hold a peak value are permitted. Only the Microtech dash unit plugged into the OBD port is permitted to be used as long as the data logging function is removed. No other dash units are allowed. Adaptors or extensions in the OBD port are not permitted.
- (vi) The wiring in the OEM loom to the OBD port must not be modified or have any additions made to it.
- (v) The battery must be in the OEM location. Batteries are free in dimension and weight. The method of affixing the battery to the battery tray is free. Also see T5 (vi).
- (vi) The alternator must be in the OEM location and operational at all times when the engine is operating. The Alternator must be OEM.
- (vii) Ignition coils are free, provided that no modification may be made to attachment points and no addition of wiring may be made to facilitate fitment. (Coils must be manufactured as a direct replacement part).
- (viii) Front corner blinkers may be replaced with blank mouldings of the same shape and size and painted / coloured. The corner blinker locations must be filled with a blank moulding or working blinker.
- (viii) A Rain Light must be fitted as per the Manual of Motorsport Technical Appendix - Schedule C. The rain light may be illuminated by the vehicle park / headlight circuit.
- (x) The Dynamic Stability Control (DCS) may be deactivated permanently by means of "re wiring" the OEM button, this must only control the OEM DSC and not have any other purpose or effect.
- (xi) The following separate electrical sensors / gauges may be added for the drivers' reference only:
  - Engine Oil Pressure
  - Engine Water Temperature
  - Engine Oil Temperature
  - Engine RPM/ Shift Lights
  - Gearbox Temperature
  - Differential Temperature

## **T20. Bodywork & Exterior**

- (i) Except where expressly permitted, the bodywork of the vehicle must be unmodified.
- (ii) The jacking points may be strengthened by the addition of metal plate/s, and or relocated and/or increased in number provided that each jacking point does not exceed a surface area of more than 150mm x 150mm and follows the contours of the original structure (sill panel).
- (iii) The vehicle must have a black competition number with white background. The competition number must be located on each side of the vehicle and on the forward most part of the front door. Triple digit numbers are not allowed. Numbers beginning with 0 are not allowed. Size and font of these numbers shall be in accordance with Schedule K on the General requirements for Cars and Drivers (Motorsport Australia MANUAL OF MOTORSPORT).
- (iv) The vehicle must have a florescent yellow number on the upper left part of the front and rear windscreen displaying the competition number Size and font of these numbers shall be in accordance with Schedule K on the General requirements for Cars and Drivers (Motorsport Australia MANUAL OF MOTORSPORT).
- (v) The vehicle must be fitted with a visible towing point (capable of accepting a 40mm OD cylindrical test object) fitted forward of the front axle and rearward of the rear axle and capable of towing the automobile on a sealed surface with its wheels locked. Where a tow point is obscured, each tow

point shall be marked with the word "TOW" of a contrasting colour marking the location of each tow point. The tow points must be of a soft webbing design fit for purpose. No solid tow hooks.

- (vi) Inner Plastic guards shall be retained. Rear "carpet" lined inner guards only may be removed.
- (vii) Australian release OEM series 1 body kits may be fitted; however, Series 2 GT parts are expressly not permitted. When fitting OEM series 1 body kits the minimum ride height must be retained.
- (viii) Under body braces that run under the exhaust may be removed only.
- (ix) The exhaust is not part of the Vehicle ride height, minimum height is 100mm with driver in the car and with tyres at any temperature or pressure. A flat tyre may be taken into consideration by the scrutineer.
- (x) The plastic radiator grill may be drilled to allow air flow directly to the radiator, the cross-hatch structure of the plastic grill must be retained. A 13mm hole is suggested inside the cross hatch.
- (xi) On board jacking systems used to lift the vehicle are strictly forbidden.
- (xii) Bumper bars may be attached by means of aftermarket methods such as bolts and clips.
- (xiii) The front guard indicator assemblies may be replaced with solid plastic units and not function as a light.
- (xiv) The rear wing is a control item. See Technical Regulations Schedule 1. The fitting of the rear wing must be carried out as per Technical Regulations Schedule 3. The rear wing may be painted or vinyl wrapped. Adjustment of the rear wing is allowed. No further modifications of this item are allowed.

## **T21. Interior**

- (i) The vehicle must be fitted with and the driver must use a safety harness in compliance with Schedule I of the General Requirements of Automobiles contained within the Motorsport Australia Manual of Motorsport. Window nets may be attached to the door frame.
- (ii) The steering wheel may be replaced by one which is at least 300mm diameter. It is permitted to add a steering wheel boss, incorporating a quick release mechanism, to enable the fitment of a permissible steering wheel.
- (iii) All driving controls must retain OEM location and function other than radio and climate control. Footrests and heat protection panels may be added to the driver's foot well cavity.
- (iv) The OEM Pedals must be retained, and the location of the brake and clutch pedals must remain in OEM position and of OEM operation. Packers may be used to alter the position of the OEM accelerator pedal for the purpose of changing height in relation to other pedals. Pedal pads on the clutch, brake and accelerator may be added or modified.
- (v) Instruments are free, but the OEM dash must be retained in its OEM location. Any holes in the dash resulting from the removal of instruments must be neatly closed by the addition of a closing panel. Where possible, all replacement instruments must be mounted in the dash where the OEM instruments were situated. Where the OEM dash incorporates an integral console connecting to the transmission tunnel this panel must be retained.
- (vi) Floor carpet and associated "underfelt", sound deadening and roof linings and roof trims may be removed.
- (vii) OEM Door trims must be retained and may only be modified for fitment of the safety Cage or driver's seat.

- (viii) The rear parcel shelf plastic may be removed. In the case of a “Dry Break” fuel system being fitted the rear bulk head must be blocked off to separate any fuel components from the driver cabin area.
- (viii) All seats may be removed. The seat for the driver shall be replaced by one that is compliant with the FIA 8855/99 standard or FIA 8862 – 2009 Standard. The seat may incorporate carbon fibre or carbon/Kevlar® material. The use of a seat that complies with the FIA 8862 – 2009 Standard, or a seat that complies with the FIA 8855/99 Standard and which incorporates a side head support structure, is strongly recommended. Original seat mountings may be replaced or modified and/or other mountings added to mount a seat. The modifying of OEM seat mounting points is permitted, including cutting or reforming so as to permit the mounting of a compliant seat. Notwithstanding this provision any modification must result in a mounting point within 150 mm of the OEM mounting point.
- (ix) All OEM passenger restraint systems may be removed.
- (x) All boot lining and associated trim and spare wheel/mounting and wheel changing equipment may be removed.
- (xi) The radio system including speakers, aerial and associated wiring may be removed.
- (xii) The center console must be retained.
- (xiii) The steering shroud may be removed for fitment of instruments.
- (xiv) Fog and or driving lights which are separate from the main lighting system may be removed.
- (xv) Internal cockpit lights may be removed.
- (xvi) Accessories which do not increase performance (e.g., additional lamps, mirrors, etc.) may be added but must be declared to the Technical Officer and scrutineers.
- (xvii) OEM side rear-vision mirrors must be fitted and be unmodified. OEM internal, i.e. windscreen mounted rear vision mirrors may be replaced.
- (xviii) Heated front windscreens are permitted.
- (xix) Rear quarter windows in the rear doors may be replaced with clear polycarbonate material which must be fitted with a ventilation duct.
- (xx) Sunroofs may be replaced with polycarbonate material.

## **T22. Sealing of Components**

- (i) It is the Competitors responsibility to ensure that each of the sealed components that is required to be sealed, is done so in accordance with Technical Regulation Schedule 2, by the correct authority prior to or during the first event which the vehicle competes.
- (ii) To facilitate the fitment of component seals, prior to presenting the components for sealing it is the Competitors responsibility to ensure that the appropriate holes have been drilled into the relevant components.
- (iii) Unless otherwise approved by a scrutineer, each sealed component must remain sealed for the duration of the season.
- (iv) Unless otherwise approved by the scrutineer, a sealed component must only be removed by a scrutineer.
- (v) If a vehicle is found not to have a seal fitted in accordance with the regulations, or the seal is deemed to be incorrect and/or has been tampered with, the Competitor will be referred to the Stewards by the scrutineer.
- (vi) Assembly of components to be sealed must be witnessed by a Technical Officer together with a scrutineer.

## T23. General Presentation of Vehicle

- (i) Vehicles must be presented for competition in a clean and presentable manner, penalties may apply if vehicle is not presented in a clean & presentable manner.
- (ii) Vehicles presented at the start of a meeting with obvious body damage will be penalized.
- (ii) Vehicles must have all series regulation sticker applied as per Schedule 2. No stickers are to be modified and are not to be cut.

## Technical Regulations Schedule 1 - Controlled Items / Optional Control Items

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In accordance with T1 (iii) the following are controlled items, purchased through Ric Shaw Performance p/l only.

ITEM	DETAILS
Wheels	Speedy Wheels Carbines (18 x 8 Offset +45)
Tyres	Nankang AR1. (Heat patch for RX8 Cup applied) -Size 235/40/18
Brake Pads / Disc Rotors	Front: Circo S99 for the front brakes Rear: Circo S83 for the rear brakes. DBA one-piece rotors.
Exhaust System	As supplied by Ric Shaw Performance
Suspension	Springs - MCA (Front 14KG Rear 8KG) Shock Absorbers/ Coil Overs - MCA
Air Intake	As supplied by Ric Shaw Performance, not to be painted coated or modified Utilising only K&N Filter Part # RU3130
Rear Wing	As supplied by Ric Shaw Performance. Painting or Vinyl Wrapping permitted. See Technical Regulations Schedule 3

In accordance with T1 (iii) the following are Optional control items, purchased through Ric Shaw Performance p/l only.

ITEM	DETAILS
Differentials	Clutch plates, 2 per differential centre
Gear Box	Gear Stick Bushes Synchro Saver Modified Lay shaft to retain 4 <sup>th</sup> gear.

## Technical Regulations Schedule 2 - Component Sealing

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- (i) In accordance with Technical regulation T22 the following indicates the components that must be drilled to allow for the fitment of an engine and differential seal.
- (ii) Engine and Differential
- (iii) All Components are to be sealed by a technical officer **and** scrutineer while being assembled. Seals must be fitted to compete in competition. Seals may only be removed by the scrutineers.
- (iv) Pictures of where the holes are to be pre-drilled for the seals to be installed.



Holes to be drilled for engine seal



Bolts to be drilled for Diff seal



## Technical Regulations Schedule 3 – Rear Wing Placement

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- (i) To be mounted centralized on the boot lid. This should also be centralized from one side to the other.
- (ii) The wing should be mounted as close as possible to the rear of the boot lid.

Rear Wing Placement



Rear Wing Placement

