



**ARDC AUSTRALIAN  
PRODUCTION CAR  
ENDURANCE SERIES 26/27**



## ARDC Australian Production Car Endurance Series 2026 | 2027 Sporting Regulations



Version 1	Published 01/04/2026
Version 2	Published 25/05/2026

# ARDC Australian Production Car Endurance Series 2026 I 2027

## Sporting Regulations

These ARDC Australian Production Car Endurance Series 2026 I 2027 Sporting Regulations are published by Motorsport Australia (Registration Number 2026/015) and come into effect on 1 January 2026. They replace all previous Australian Production Car Series Sporting Regulations. Any subsequent Version of the Sporting Regulations published by Motorsport Australia will supersede the previous Version.

### VERSION CONTROL

Version	Date Published	Amended Articles
1	01 April 2026	
2	25 May 2026	S2.1.2.3, S12.3.4, S12.3.5, S12.3.8, S14.3.3

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

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

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# ARDC Australian Production Car Endurance Series 2026 I 2027

## Sporting Regulations

### S1 TITLE AND JURISDICTION

#### S1.1 Title

This *Series* will only be known as and referred to as the “ARDC Australian Production Car Endurance Series 2026 I 2027”.

#### S1.2 Authority / Jurisdiction

1.2.1 Each *Round* of the ARDC Australian Production Car Endurance Series 2026 I 2027 (*Series*) will be held under the FIA International Sporting Code including Appendices; the National Competition Rules (*NCR*) and Circuit Race Standing Regulations (*CRSR*) of *Motorsport Australia*; the Sporting Regulations issued for the *Series* by *Motorsport Australia*; the technical regulations published by *Motorsport Australia*; *Supplementary Regulations* issued by the *Organiser* for each *Round*; Bulletins issued by the Stewards and any Driver Briefing Instructions or any other instruction issued by the Race Director or the Clerk of the Course at an *Event*.

1.2.2 For *Round 4*, if there is any conflict between these Sporting Regulations and the *Event* regulations for the Bathurst 6 Hour, the Bathurst 6 Hour regulations will take precedence.

1.2.3 The *Series* has been sanctioned by *Motorsport Australia* as an Authorised Series.

1.2.4 Australian Racing Drivers Club Pty Ltd has been appointed as the Category Manager (*CM*) by *Motorsport Australia* for the *Series*.

**Contact Details:** Jason Brooks  
Australian Racing Drivers Club  
PO BOX 6747  
Blacktown NSW  
Email: [productioncars@ardc.com.au](mailto:productioncars@ardc.com.au)  
Ph: 0459 207 993

### S2 ADMINISTRATION

#### S2.1 Personnel

2.1.1 The following personnel 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*.

2.1.1.1 Category Administrator (*CA*) Sam Peters

2.1.2 The following personnel have been appointed to the *Series* by *Motorsport Australia* and have the authority to administer the various aspects of these regulations as detailed in the *CRSR*.

2.1.2.1 Race Director (*RD*) Jessica Nicholson

2.1.2.2 Technical Delegate (*TD*) Steve Caplice

2.1.2.3 Driving Standards Advisor (*DSA*) [Peter Dane-TBA](#)

2.1.2.4 Series Steward Kevin Hunter

### **S3 COMPETITOR ELIGIBILITY**

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

### **S4 AUTOMOBILE ELIGIBILITY**

#### **S4.1 Eligible Automobiles**

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

- 4.1.1.1 comply with the requirements of the Circuit Race Appendix, Group 3E – Series Production Car, Technical Regulations;
- 4.1.1.2 comply with the Technical Appendix; and
- 4.1.1.3 be a make/model that appears in the List of Eligible Automobiles as published in Attachment B of these regulations; and
- 4.1.1.4 be a closed or hardtop *Automobile*.

4.1.2 An *Automobile* not on the List of Eligible Automobiles will be considered upon application to *Motorsport Australia*.

4.1.3 At all times Motorsport *Australia* reserves the right to accept or reject any application for the inclusion of any make/model into the List of Eligible Automobiles.

**Note:** Before investing in the purchase and/or modification or preparation of any make/model which is not detailed in the List of Eligible Automobiles, it is advisable that the *Competitor* contacts the *CM* regarding its eligibility.

4.1.4 Individual classification of any make/model is subject to change at the joint discretion of the *CM* and *TD* prior to any *Round*.

4.1.5 Any variation sought to a specific model of *Automobile* must be approved, in writing, by *Motorsport Australia* prior to being permitted to compete at any *Round*.

#### **S4.2 Automobile Presentation**

Each *Automobile* must be presented in a professional manner at the commencement of each *Round*, including repair of any damage from the previous *Round*.

#### **S4.3 Replacement Automobile**

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

### **S5 DRIVER ELIGIBILITY**

#### **S5.1 General**

5.1.1 The minimum age to be eligible to drive a Group 3E *Automobile* is determined by the weight to power ratio of the *Automobile* calculated in accordance with the General Appendix – Competition Licence Regulations. The minimum ages are:

- 5.1.1.1 16 years for an *Automobile* with a weight/power ratio of less than 5.0 kg/kW; and
- 5.1.1.2 15 years for an *Automobile* with a weight/power ratio of more than 5.0 kg/kW (see note below for requirement at Mount Panorama).

5.1.2 The minimum Driver *Licence* requirement to be eligible to compete in the *Series* is determined by the weight to power ratio of the *Automobile* calculated in accordance with the General Appendix – Competition Licence Regulations. The minimum *Licence* requirements are:

5.1.2.1 Motorsport Australia Circuit Licence without Provisional endorsement for an *Automobile* with a weight/power ratio of less than 3.5 kg/kW; and

5.1.2.2 Motorsport Australia Circuit Licence with Provisional endorsement for an *Automobile* with a weight/power ratio of more than 3.5 kg/kW (see note below for requirement for Mount Panorama).

5.1.3 Each *Driver* must also be registered for the *Series* with the *CM*.

**Note:** A minimum age of 16 years and a Motorsport Australia Circuit Licence without Provisional endorsement or higher is required for any *Round* conducted at Mount Panorama.

### **S5.2 Substitute Driver**

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

### **S5.3 Cross entering of Drivers**

Cross entering of *Drivers* is prohibited.

## **S6 SERIES ROUNDS / REGISTRATION**

6.1 The *Series* will be conducted over 4 *Rounds* as detailed in the *Series* Calendar below.

6.2 Each race conducted as a part of the *Series* will count in determining the final results of the ARDC Australian Production Car Endurance Series 2026 | 2027.

6.3 To be eligible to score points in the *Series*, each *Competitor* must register each *Driver* with the *CM* at each *Round* in which they compete.

## **S7 SERIES CALENDAR**

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

<i>Round</i>	<i>Date</i>	<i>Circuit</i>
1	30 – 31 May 2026	Sydney Motorsport Park
2	7 – 9 August 2026	Sandown International Raceway
3	19 – 20 September 2026	Queensland Raceway
4	27 – 28 March 2027	Mount Panorama (Bathurst 6 Hour)

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

## **S8 ROUND FORMAT**

### **S8.1 General**

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

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

8.1.2.1 Practice Minimum of 1 x 20-minute practice session.

8.1.2.2 Qualifying 1 x 45-minute qualifying session.

8.1.2.3 Warm up A warm up session may be scheduled prior to a race where time is available.

8.1.2.4 Races *Round 1* 1 x 4-hour race

*Round 2* 1 x 3-hour race

*Round 3* 1 x 4-hour race

*Round 4* 1 x 6-hour race

## **S8.2 Multiple Drivers**

8.2.1 Except for *Round 4* (Bathurst 6 Hour), each *Automobile* must have a minimum of 2 and a maximum of 3 *Drivers* entered to compete at a *Round*.

8.2.2 For *Round 4* (Bathurst 6 Hour), the *Driver* requirements will be as stated in the *Supplementary Regulations* for that *Event*.

## **S8.3 Variation to Timetable**

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

# **S9 GRID DETERMINATION**

## **S9.1 Grid Determination**

9.1.1 Except for *Round 4* (Bathurst 6 Hour), the grid for each race will be determined as detailed in the *CRSR* based on the fastest lap time recorded by the *Nominated Start Driver* for each *Automobile* in the final results for the qualifying session. If 2 or more *Nominated Start Drivers* record equal fastest lap times in Qualifying, the *Automobile* of the first such *Driver* to record the time will be allocated the higher grid position.

9.1.2 For *Round 4* (Bathurst 6 Hour), the grid determination will be as stated in the *Supplementary Regulations* for that *Event*.

## **S9.2 Driver Qualification**

9.2.1 Except for *Round 4* (Bathurst 6 Hour), each *Driver* must meet the minimum qualifying criteria as detailed in the *CRSR* during the qualifying session.

9.2.2 For *Round 4* (Bathurst 6 Hour), the *Driver* qualification criteria will be as stated in the *Supplementary Regulations* for that *Event*.

# **S10 START PROCEDURE**

10.1 Except for *Round 4* (Bathurst 6 Hour), the *Start* procedure for each race will be as detailed in the *CRSR* – Non-Championship Start – Standing Start.

10.2 For *Round 4* (Bathurst 6 Hour), the *Start* procedure will be as stated in the *Supplementary Regulations* for that *Event*.

## S11 RACE FINISH

- 11.1 For *Rounds* 1 to 3, the chequered flag will be shown to the lead *Automobile* after the prescribed duration of the race has been completed and finishers will be classified as detailed in Article S12.3.3.
- 11.2 For *Round* 4 (Bathurst 6Hour), the race finish and classification will be in compliance with the *Supplementary Regulations* for that *Event*.

## S12 AWARDS AND POINTSCORE

### S12.1 Prizes and Trophies

- 12.1.1 1 trophy per *Automobile* will be presented by the *CM* for each *Round* as follows:

12.1.1.1 Outright: 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup>

12.1.1.2 Each Class: 1<sup>st</sup>

- 12.1.2 1 trophy per *Driver* will be presented by the *CM* for the *Series* as follows:

12.1.2.1 Outright: 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup>

12.1.2.2 Each Class: 1<sup>st</sup>

- 12.1.3 Any additional prize, trophy and/or award will be as determined by the *CM* and will be advised to each *Competitor*.

### S12.2 Series Conditions and Points

- 12.2.1 Outright – Each *Driver* who competes in the *Series* will be awarded points based on their outright finishing position in each race of the *Series*. The Winner of the ARDC Australian Production Car Endurance Series 2026 | 2027 will be awarded to the *Driver/s* who scores the highest outright points total for the *Series*. If *Drivers* competing together in the same *Automobile* for the *Series* score the same points at the conclusion of the *Series*, they will be awarded joint *Series* winners (Outright).

- 12.2.2 Classes – A Class award will be presented for each Class to each *Driver* who scores the highest outright points total in that Class for the *Series*. If *Drivers* competing together in the same *Automobile* for the *Series* score the same points at the conclusion of the *Series*, they will be awarded joint Class winners of the *Series*.

### S12.3 Point score

- 12.3.1 Points will be awarded to *Drivers* registered for the *Series* (refer S5.1.3) for the race at each *Round* as follows:

Position	Points	Position	Points	Position	Points	Position	Points	Position	Points
1 <sup>st</sup>	300	16 <sup>th</sup>	213	31 <sup>st</sup>	168	46 <sup>th</sup>	123	61 <sup>st</sup>	78
2 <sup>nd</sup>	288	17 <sup>th</sup>	210	32 <sup>nd</sup>	165	47 <sup>th</sup>	120	62 <sup>nd</sup>	75
3 <sup>rd</sup>	279	18 <sup>th</sup>	207	33 <sup>rd</sup>	162	48 <sup>th</sup>	117	63 <sup>rd</sup>	72
4 <sup>th</sup>	270	19 <sup>th</sup>	204	34 <sup>th</sup>	159	49 <sup>th</sup>	114	64 <sup>th</sup>	69
5 <sup>th</sup>	261	20 <sup>th</sup>	201	35 <sup>th</sup>	156	50 <sup>th</sup>	111	65 <sup>th</sup>	66
6 <sup>th</sup>	255	21 <sup>st</sup>	198	36 <sup>th</sup>	153	51 <sup>st</sup>	108	66 <sup>th</sup>	63
7 <sup>th</sup>	249	22 <sup>nd</sup>	195	37 <sup>th</sup>	150	52 <sup>nd</sup>	105	67 <sup>th</sup>	60
8 <sup>th</sup>	243	23 <sup>rd</sup>	192	38 <sup>th</sup>	147	53 <sup>rd</sup>	102	68 <sup>th</sup>	57
9 <sup>th</sup>	237	24 <sup>th</sup>	189	39 <sup>th</sup>	144	54 <sup>th</sup>	99	69 <sup>th</sup>	54
10 <sup>th</sup>	231	25 <sup>th</sup>	186	40 <sup>th</sup>	141	55 <sup>th</sup>	96	70 <sup>th</sup>	51
11 <sup>th</sup>	228	26 <sup>th</sup>	183	41 <sup>st</sup>	138	56 <sup>th</sup>	93	71 <sup>st</sup>	48
12 <sup>th</sup>	225	27 <sup>th</sup>	180	42 <sup>nd</sup>	135	57 <sup>th</sup>	90	72 <sup>nd</sup>	45
13 <sup>th</sup>	222	28 <sup>th</sup>	177	43 <sup>rd</sup>	132	58 <sup>th</sup>	87	DNF	0
14 <sup>th</sup>	219	29 <sup>th</sup>	174	44 <sup>th</sup>	129	59 <sup>th</sup>	84	DNS	0
15 <sup>th</sup>	216	30 <sup>th</sup>	171	45 <sup>th</sup>	126	60 <sup>th</sup>	81	-	-

- 12.3.2 Points will only be awarded to the *Drivers* of each *Automobile* (refer Article S12.3.4) classified as a finisher in the final results of the race.
- 12.3.3 To be classified as a finisher an *Automobile* must have crossed the *Finish Line* on the *Track* (i.e. not the *Pit Lane* or *Pit Entry Road*) under its own power and been credited with having completed at least 75% of the number of laps completed by the *Automobile*'s class winner of the race.
- 12.3.4 Each *Driver* who completes 1 or more laps of a race will be awarded the number of points allocated to the outright finishing position of that *Automobile* ~~outright and in its class~~ for ~~each~~ that race for determination of Outright and Class Series awards at that Round.
- 12.3.5 The Outright and Class results for each *Round* will be determined by the outright finishing position of each Automobile in the race ~~number of outright and class points scored by each Driver~~ at that *Round* ~~respectively~~.
- 12.3.6 The winner/s of the *Series* will be determined as detailed in Article S12.2.
- 12.3.7 If there is a tie at the conclusion of the *Series*, the final positions will be determined by comparing the race results achieved by each tied *Driver*, with the *Driver* with the highest number of outright 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 outright places (and so on) achieved by each tied *Driver* until each position has been determined.
- 12.3.8 Any *Driver* that is not registered for the *Series* (refer S5.1.3) will not be eligible to ~~score Series~~ be awarded points ~~for~~ (Outright or Class) Series awards. However, except for Round 4 (Bathurst 6 Hour), any such *Driver* will be eligible to win or place at a the Round based on their finishing position in the race at that Round ~~(Outright or Class)~~.

## **S13 EVENT OPERATIONS**

### **S13.1 Series Registration and Entry**

- 13.1.1 The ARDC APCES Registration Process will be used for registration to participate in the *Series*.
- 13.1.2 An Entry application for *Rounds* 1 to 3 must be submitted on the ARDC Online Entry System.
- 13.1.3 An Entry application for *Round* 4 (Bathurst 6 Hour) must be submitted as required by the Supplementary Regulations for that Event.
- 13.1.4 Document checking will be conducted by the *CA* prior to the first official *Track* session at each *Round*.

### **S13.2 Scrutineering**

- 13.2.1 In addition to their *Automobile*, each *Competitor* must have the following equipment inspected by the Chief Scrutineer or their nominee:
- 13.2.1.1 each *Driver*'s apparel.
  - 13.2.1.2 each refueller's apparel;
  - 13.2.1.3 *Pit Garage* fire extinguishers; and
  - 13.2.1.4 overhead refuelling rig.

### **S13.3 Driver/Team Manager Briefings**

- 13.3.1 Each *Driver* and Team Manager (i.e. an appropriately authorised representative of the *Competitor*, other than the *Driver*) must attend the compulsory *Driver/Team Manager Briefing/s*.
- 13.3.2 The time and location of the briefing/s will be detailed in the Supplementary Regulations for the Event.
- 13.3.3 The attendance sheet must be signed by the *Driver* and the Team Manager to confirm attendance.

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

#### **S13.4 Parc Fermé**

13.4.1 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 Officials) at the conclusion of each qualifying session without returning to the *Pit Garage* or paddock areas and without interference from any third party (other than an Official).

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

13.4.3 Only 1 team member per *Automobile* is permitted to enter Parc Fermé for the sole purpose of taking tyre pressures and must leave Parc Fermé immediately when completed.

13.4.4 An *Automobile* may not be removed from *Parc Fermé* except with the permission of the *TD* who must notify the *CA*.

#### **S13.5 Automatic Timing**

13.5.1 Each *Automobile* must be fitted with a timing transponder as required by the Organiser. This can be supplied by the *Competitor* or hired from the relevant supplier at each Circuit.

13.5.2 It is the responsibility of each *Competitor* to have the timing transponder supplied and fitted to each of their *Automobiles* before the first official *Track* session at each *Round*.

#### **S13.6 Practice and Qualifying**

13.6.1 Each lap of qualifying will be timed. The times achieved during qualifying sessions will be used to determine *Driver* qualification.

13.6.2 During qualifying, an *Automobile* may not return to the *Pit Garage*/paddock area without the express permission of the *TD*. If an *Automobile* exits *Pit Lane* to the *Pit Garage*/paddock area during qualifying it will be prohibited to re-join that session and will be subject to a penalty of *Disqualification* from the qualifying session.

#### **S13.7 Races**

13.7.1 The *Competitor* must nominate the *Driver* to *Start* the race (*Nominated Start Driver*) to the *CA* at least 1 hour before the scheduled *Start* of the race.

13.7.2 If the *CA* does not receive such nomination for an *Automobile*, then the first *Driver* listed on the Entry Form will be the *Nominated Start Driver*, and the grid determined as per Article S9.1 of these Regulations.

13.7.3 If the *Nominated Start Driver* does not *Start* the race, a *Pit Lane* drive through penalty may be imposed by the Stewards.

13.7.4 If an *Automobile* takes more than twice the time of the winning *Automobile*'s last lap time in the race to complete the last lap of the race, this lap will not be taken into account when determining the total race distance covered.

13.7.5 Any penalty requiring lap/s to be deleted will be applied at the conclusion of the race.

13.7.6 The pushing of an *Automobile* by the *Driver* or by another competing *Automobile* along the *Track* or pushing it across the Finish Line is prohibited and will result in the *Disqualification* of the *Automobile/s* concerned.

#### **S13.8 Pit Lane & Pit Crew Members**

13.8.1 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 at all times while in the *Pit Lane*.

- 13.8.2 It is the responsibility of the *Competitor* to ensure that each pit crew member associated with their *Automobile* complies with Article S13.8.1.
- 13.8.3 The Organiser reserves the right to refuse entry to the pit area to any person considered to be unsuitably dressed or not correctly identified.
- 13.8.4 Non-essential personnel, such as any sponsor, family member, or other guest, are prohibited to access the front 50% of any garage that opens onto *Pit Lane* at any time during *Track* activity that involves an *Automobile* from that garage.
- 13.8.5 The location of the *Prescribed Line* referred to in these regulations will be defined by the Race Director at the compulsory *Driver/Team Manager Briefings*.
- 13.8.6 A speed limit of 40km/h will apply in *Pit Lane* at all times. If the limit is exceeded at any time during the Event the Stewards may impose a penalty in accordance with the *CRSR*. The designated *Pit Lane* speed limit area will be defined by the speed restriction and derestriction lines, marked by appropriate signs, at either end of the *Pit Lane*.
- 13.8.7 A *Competitor* must not paint lines on any part of the *Pit Lane* surface.
- 13.8.8 No equipment is to be placed on the pit signalling wall at any time during the Event.
- 13.8.9 Only 3 persons per competing *Automobile* are permitted at the pit signalling wall at any time during an Event and are subject to the direction of officials. Any person at the pit signalling wall must stand back when not signalling in case of impact with the wall by an *Automobile*.
- 13.8.10 Smoking/Vaping is prohibited in *Pit Lane*, a *Pit Garage* and/or the paddock area at any time during the Event and is further prohibited if noted in the Supplementary Regulations for the Event.
- 13.8.11 No person under 16 years of age is permitted in *Pit Lane* unless entered as a *Driver* in an *Automobile* competing in that session.
- 13.8.12 Except to comply with Article S20.3 for use in night racing, no overhead boom or gantry is permitted in *Pit Lane*.
- 13.8.13 Each *Competitor* must appoint a Car Controller, who is nominated to the *CA*, for each *Automobile*.
- 13.8.14 At all times an *Automobile* is stationary in its *Pit Bay* it must remain under the control of the nominated Car Controller who must remain at the front of the *Automobile* in clear view of the *Driver* and is responsible for the departure of the *Automobile* at the completion of any pit stop. The Car Controller is prohibited to assist in any way with a pit stop and will not count in any following regulation regarding the number of persons permitted to assist with a pit stop.

### **S13.9 Major Repairs during a Race**

- 13.9.1 During a race, any *Automobile* requiring extended servicing or repairs must be moved into the *Pit Garage* for this servicing/repairs to be completed. Once the *Automobile* is moved into the *Pit Garage* the number of persons permitted to service the *Automobile* is free.
- 13.9.2 Subject to receiving the prior approval of the *TD*, if an *Automobile* requires repairs which cannot be carried out in the *Pit Garage*, it is permitted for that *Automobile* to be removed from the *Pit Garage* to the scrutineering bay or other suitable location approved by the *TD*. Once the repairs have been completed, the *Automobile* must be returned to its *Pit Bay* before it re-joins the *Track*. The removal and return of any *Automobile* in these circumstances must be carried out under the supervision of and subject to the instructions of the *TD* or nominee. A speed limit of 10km/h will apply in the paddock area at all times.

- 13.9.3 Any repairs carried out on an *Automobile* outside of the *Pit Lane* or other location approved by the *TD*, including an *Automobile* stopped on the *Track*, must only be carried out by the *Driver* alone using only tools or parts transported in the *Automobile*. Advice given to the *Driver* whether by electronic means or by voice, is not considered to contravene this regulation.
- 13.9.4 Replenishment of oil or water outside of the *Pit Lane* or other location approved by the *TD* is prohibited.
- 13.9.5 If an *Automobile* which has stopped on or near the *Track* has been removed by officials it will, when appropriate, be taken to the scrutineering bay where the *Competitor* will have the option to either:
- 13.9.5.1 Carry out repairs in the scrutineering bay;
  - 13.9.5.2 Move the *Automobile* to the *Pit Garage* or another location approved by the *TD* for repairs; or
  - 13.9.5.3 Withdraw the *Automobile* from the race by supplying written notice to the Secretary of the Event.
- 13.9.6 If an *Automobile* is to restart the race following repairs, it may only do so with the permission of the *RD* after having been scrutineered by the *TD* or nominee.

#### **S13.10 Removal of *Automobile* from the *Circuit Precinct***

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

#### **S13.11 Radio Communication to/from *Automobile***

Two-way radio communication between the *Driver* and a member of the pit crew is mandatory at all times whilst the *Automobile* is on the *Track*.

#### **S13.12 Race Management Channel (*RMC*)**

- 13.12.1 A minimum of 1 senior team member for each competing *Automobile* must monitor *RMC*, on a strictly listening basis only, at all times during any practice, qualifying or race.
- 13.12.2 This team member must monitor the *RMC* from at least 15 minutes prior to the scheduled *Start* time of each session or race until the conclusion of *Parc Fermé* for that session or race.
- 13.12.3 All relevant *Track* messages received on the *RMC* must be relayed to the *Driver* as well as the Team Manager.
- 13.12.4 The *RMC* frequency will be advised to each *Competitor* by the *CA* prior to the commencement of each *Round*.

## **S14 PIT STOPS**

### **S14.1 General Procedures**

- 14.1.1 Each pit stop (including a *CPS*) will be conducted in accordance with the requirements of the *CRSR* plus the following:
- 14.1.1.1 The use of reverse gear in *Pit Lane* is prohibited. If an *Automobile* passes its *Pit Bay*, it must be pushed back to the *Pit Bay* by the pit crew.
  - 14.1.1.2 Each *Competitor* must supply a minimum of 2 dry chemical powder type extinguishers in each of their *Automobile's* garage with a minimum capacity of 4.5kg each. One 9kg extinguisher is not acceptable.
  - 14.1.1.3 Except for electric cooling fans and battery powered hand tools, the use of any spark generating device or high temperature device is prohibited in the *Pit Garage* or in *Pit Lane*.
  - 14.1.1.4 The use of any device to artificially heat tyres and/or wheels is prohibited.

- 14.1.1.5 When an *Automobile* is off the ground, and other than during wheel and/or brake pad changing when any part of a person's body except hands and forearms are under any part of an *Automobile*, it is mandatory to use solid incompressible components capable of supporting that *Automobile*.
- 14.1.1.6 The use of an onboard jacking system is prohibited at any time. Each *Automobile* must only be lifted by the use of a commercially available standard trolley jack as approved by the *TD*.
- 14.1.1.7 A suitable pit stop sign must be provided by each *Competitor* for the Car Controller to display when their *Automobile* is entering *Pit Lane*. The *Automobile*'s competition number must be clearly displayed on the sign. Other detail such as team name or sponsor name may be added to the sign.
- 14.1.1.8 A pit stop procedure can be made up of the following activities:
- refuelling the *Automobile*, where permitted; and/or
  - servicing the *Automobile*.
- 14.1.1.9 Refuelling the *Automobile*, where required, must be the first activity performed. More than one activity cannot be performed at the same time. Refuelling must be completed before the second activity is started.
- 14.1.1.10 All crew (except the Car Controller) and equipment (except any wheel chock that is used exclusively to prevent the *Automobile* from rolling) must return behind the *Prescribed Line* before the pit stop can be considered completed. If the wheel chock is not removed, it must be restrained.
- 14.1.1.11 A *Driver* change may take place during either activity.
- 14.1.1.12 If refuelling is permitted during any session or race, the Car Controller must be attired as per the personnel carrying out the refuelling.
- 14.1.1.13 A maximum of 3 persons and their equipment may cross the *Prescribed Line* to assist with a pit stop by working on the *Automobile*. This number of personnel does not include the tyre technician (employed by or contracted to a tyre manufacturer), TV technician, any signal persons at the pit wall, *Driver* entering/exiting the *Automobile*, Driver Assistant, and Car Controller who must carry out their functions exclusively. Any tyre or TV technician and Driver Assistant across the *Prescribed Line* during refuelling must be attired as per the personnel carrying out the refuelling.
- 14.1.1.14 Any person who crosses the *Prescribed Line* and/or assists during the pit stop by passing or moving any tool and/or component over the *Prescribed Line* into *Pit Lane*, will be deemed as working on the *Automobile*.
- 14.1.1.15 Any person behind the *Prescribed Line* receiving any component or tool rolled or passed from *Pit Lane* over the *Prescribed Line* will not be deemed as working on the *Automobile*.
- 14.1.1.16 All personnel, except the Car Controller, and equipment must remain behind the *Prescribed Line* until the *Automobile* has come to a complete stop in its *Pit Bay*.
- 14.1.1.17 The Car Controller may only cross the *Prescribed Line* into *Pit Lane* 1 lap prior to the commencement of the pit stop.
- 14.1.1.18 Each *Automobile* must come to a complete stop in its *Pit Bay* prior to the *Driver* safety harness being unfastened.
- 14.1.1.19 During any pit stop all equipment including wheels, spare parts, wheel changing tools etc must be under the complete control of the persons permitted to work on the *Automobile*.
- 14.1.1.20 An *Automobile* which is driven over any equipment in *Pit Lane* or makes contact with any other *Automobile* or personnel in *Pit Lane* may receive a penalty as determined by the Stewards.

14.1.1.21 Except for a pit stop for refuelling as per Article S14.2, during any pit stop, the *Automobile's* engine may be left running. When the *Automobile* is ready to re-join the *Track*, the *Automobile* must only be re-started by on-board means without any outside assistance.

14.1.1.22 The *Driver's* safety harness must be fastened before the *Automobile* leaves its *Pit Bay*.

#### **S14.2 Refuelling the *Automobile***

14.2.1 Each *Automobile* must have its engine switched off and be stationary at all times during refuelling.

14.2.2 Refuelling of an *Automobile* during a pit stop must only be carried out on the *Pit Lane* apron with a dry break coupling and overhead refuelling rig in accordance with Circuit Race Appendix, Refuelling in the *Pit Lane*, Part 1 – National Competition and the following regulations.

14.2.3 Each person involved in refuelling the *Automobile* must wear apparel which complies with Circuit Race Appendix, Refuelling in *Pit Lane*.

14.2.4 The 3 persons as detailed in Article S14.2.5 must assist with refuelling each *Automobile*. In addition, the Car Controller, the Driver Assistant and others identified in Article S14.1.1.13 may also cross the *Prescribed Line*.

14.2.5 Each *Competitor* must appoint 1 person to carry out each of the following refuelling roles for each of their *Automobiles* to the *CA* prior to the start of *Competition*.

14.2.5.1 The refueller;

14.2.5.2 The fire attendant;

14.2.5.3 The emergency cut-off valve attendant.

14.2.6 At all times during any refuelling of an *Automobile*, each member of the refuelling crew must not carry out any activity other than that required for their specific nominated refuelling role. The fire attendant must be, positioned near the refuelling with an operational fire extinguisher of not less than 4.5kg capacity.

14.2.7 While in *Pit Lane*, the fuel delivery hose must at all times be held by the refueller.

14.2.8 Each overhead refuelling rig must comply with the requirements of Circuit Race Appendix, Refuelling in *Pit Lane*.

#### **S14.3 Servicing the *Automobile***

14.3.1 A maximum of 3 persons, excluding the Car Controller, Driver Assistant and others identified in Article S14.1.1.13, are permitted to assist with servicing the *Automobile*.

14.3.2 A maximum of 2 wheels may be jacked above the ground at any time during a pit stop.

14.3.3 A maximum of ~~4~~2 powered tool (hand or otherwise) per *Automobile* is permitted to be used to loosen or re-tension the wheel nuts.

#### **S14.4 Driver Change**

14.4.1 A *Driver* change may only take place on the *Pit Lane* apron under supervision of *Pit Lane* officials, even if an *Automobile* has been moved to the *Pit Garage* for an extended repair period.

14.4.2 A *Driver* change may be carried out at any time during a pit stop.

14.4.3 The *Driver* about to enter the *Automobile* must not cross the *Prescribed Line* into *Pit Lane* before the *Automobile* has come to a complete stop in its *Pit Bay*.

14.4.4 The *Driver* who has exited the *Automobile* must be behind the *Prescribed Line* before the *Automobile* is released from its *Pit Bay* at the conclusion of a pit stop.

14.4.5 The *Driver* exiting the *Automobile*, if assisting the *Driver* entering the *Automobile*, is not deemed to be working on the *Automobile*. It is permitted to use a Driver Assistant, in place of the exiting *Driver*. The exiting *Driver* or the Driver Assistant may assist with the *Driver* change and/or connect a cable to an *Automobile*'s Data/ECU system only. In these cases, the exiting *Driver* or the Driver Assistant will not be counted as one of the persons who are permitted to assist with the pit stop.

#### S14.5 Compulsory Pit Stop (CPS)

14.5.1 During each race, each *Automobile* must satisfactorily complete the minimum number of CPS as required in the table below with each CPS commenced during the prescribed CPS window.

Class	Number of CPS		
	3-hour race	4-hour race	6-hour race
X	3	4	As specified in the Bathurst 6 Hour regulations
A1	2	3	
A2	2	3	
B1	2	3	
B2	2	2	
C	2	2	
D	2	2	
E	2	2	

14.5.2 Unless specified otherwise in *Event* regulations, the prescribed CPS window will open and close at the official race time (as shown on the official timing screen) stated in the table below.

CPS window	Official Race Time		
	3-hour race	4-hour race	6-hour race
Open	20 minutes	20 minutes	As specified in the Bathurst 6 Hour regulations
Close	160 minutes	220 minutes	

**Note:** For *Rounds* 1 to 3, the official race time will commence when the *Start* signal is displayed (i.e. red *Start* lights extinguished)

14.5.3 Only 1 CPS is permitted during each Safety Car period.

14.5.4 There will be a board displayed at the Starter's podium to advise that the CPS window is open/closed and a siren sounded. This board will be displayed for 2 laps only after the opening and closing of the window. This board and siren are advisory only and do not have any regulatory effect.

14.5.5 A CPS will be deemed to have commenced when the *Automobile* crosses the timing line at pit entry or the speed restriction line if a timing line is not installed or functioning.

14.5.6 A CPS will be deemed to have been completed when the *Automobile* crosses the timing line at pit exit, or the speed derestriction line if a timing line is not installed or functioning and re-joins the *Track*.

14.5.7 A *Driver* change may be completed if required during any CPS.

14.5.8 Re-Fuelling in compliance with Circuit Race Appendix, Re-Fuelling in Pit Lane – PART 1 - Refuelling in Pit Lane at a National Competition and/or servicing are permitted during a CPS.

14.5.9 The penalty for commencing a CPS when the CPS window is closed will be 5 laps deleted from the *Automobile*'s total number of laps at the end of the race.

- 14.5.10 Failure to complete the required number of CPS will result in a penalty of 5 laps deleted from that *Automobile's* total number of laps at the end of the race.
- 14.5.11 The minimum *CPS* time is 1 minute and 30 seconds.
- 14.5.12 The minimum *CPS* time will be calculated from when an *Automobile* crosses the *Pit Lane* entry timing line, to when the *Automobile* crosses the *Pit Lane* exit timing line.
- 14.5.13 The location of these timing lines will be confirmed at the Driver Briefing.
- 14.5.14 The penalty for going under the minimum *CPS* time will be a *Pit Lane* drive through penalty.
- 14.5.15 The Chief Timekeeper will be the sole Judge of Fact in regard to *CPS* time.
- 14.5.16 Once the minimum number of *CPS* have been completed by the *Automobile*, the minimum *CPS* time will not apply to any further pit stop/s either for refuelling or servicing the *Automobile* and the time taken to complete the pit stop is free.
- 14.5.17 Discretionary Pit Stops (DPS) are unlimited and open for servicing, and refuelling and *Driver* changes.

## S15 MINIMUM / MAXIMUM DRIVING TIME

### S15.1 Driving Time

- 15.1.1 Driving time will be measured for each *Driver* from the commencement of the official race time, until the last time the *Driver* crosses the timing line at the *Pit Lane* entry before leaving the *Automobile* for a *Driver* change.
- 15.1.2 Subsequently, driving time will be measured for each *Driver* from the time that *Driver* first crosses the timing line at *Pit Lane* exit when joining the *Track* through pit exit after a *Driver* change, until the last time the *Driver* crosses the timing line at *Pit Lane* entry before leaving the *Automobile* for a *Driver* change or when the scheduled race time/duration expires.

### S15.2 Driving Time Limits

- 15.2.1 The driving time limits for each *Driver* are as stated in the table below:

Driving Time Limit	Time				6-hour race
	3-hour race		4-hour race		
	2 Drivers	3 Drivers	2 Drivers	3 Drivers	
Minimum cumulative	60 minutes	45 minutes	90 minutes	60 minutes	As specified in the Bathurst 6 Hour regulations
Maximum cumulative	120 minutes	90 minutes	150 minutes	120 minutes	
Minimum rest period	20 minutes	20 minutes	30 minutes	30 minutes	

- 15.2.2 The penalty for not achieving the minimum cumulative driving time is:

- 15.2.2.1 Up to 5 minutes less than the minimum time:

1 lap deleted from the *Automobile's* total number of laps at the end of the race.

- 15.2.2.2 More than 5 minutes less than the minimum time:

5 laps deleted from the *Automobile's* total number of laps at the end of the race for every additional 5 minutes, or part thereof, less than the minimum time.

15.2.3 The penalty for exceeding the maximum cumulative driving time is:

15.2.3.1 Up to 5 minutes more than the maximum time:

1 lap deleted from the *Automobile's* total number of laps at the end of the race.

15.2.3.2 More than 5 minutes more than the maximum time:

5 laps deleted from the *Automobile's* total number of laps at the end of the race for every additional 5 minutes, or part thereof, more than the maximum time.

15.2.4 The penalty for not achieving the minimum rest period between driving stints is:

3 laps deleted from the *Automobile's* total number of laps at the end of the race for every 3 minutes, or part thereof, less than the required minimum time.

**Note:** If an *Automobile* remains stationary for a continuous period exceeding the minimum rest period in the *Automobile's Pit Garage* and/or other location approved by the *TD* it will be deemed to satisfy the minimum rest period.

## S16 FUEL

### S16.1 General

16.1.1 Each *Automobile* must only use 98 octane fuel as supplied by the official fuel supplier, as nominated by the *CM*.

16.1.2 RaceFuels is the official fuel supplier.

Email: [fuelorder@racefuels.com.au](mailto:fuelorder@racefuels.com.au)

Phone: +61 (0)3 9706 5233

16.1.3 All fuel used at the *Event* MUST be purchased from RaceFuels either in advance or during the *Event* and delivered at the *Event*.

16.1.4 Unless advised otherwise In the *Supplementary Regulations* for the *Event*, fuel will only be dispensed to each *Competitor* in sealed 200 litre drums.

16.1.5 Each *Competitor* must have a hand pump to transfer the fuel to the overhead refuelling rig.

16.1.6 Each *Competitor* must register an account with RaceFuels prior to their first *Round*. Failure to do this may result in no fuel being available for the *Competitor*.

16.1.7 Fuel prices will be confirmed by RaceFuels and further Fuel information is available at [racefuels.com.au](http://racefuels.com.au)

16.1.8 A fuel sample may be taken from an *Automobile* at any time.

16.1.9 Each *Competitor* is responsible for a fuel sample being able to be obtained safely and promptly upon request by the *TD* or Chief Scrutineer.

16.1.10 All fuel sampled will be compared with that provided by the official fuel supplier. Any discrepancy will be reported to the Stewards by the *TD* or Chief Scrutineer and may result in a penalty as determined by the Stewards.

16.1.11 A specification analysis of the *Event* fuel, and distribution details will be available on request from the *CM*.

16.1.12 Refuelling and defuelling is prohibited during any practice or qualifying session, or before the completion of post-qualifying or post-race scrutineering.

## S16.2 Fuel Storage

- 16.2.1 Any area in which fuel is being stored must be:
- 16.2.1.1 Adequately ventilated and have unimpeded access; and
  - 16.2.1.2 Be clean and free of potentially flammable materials e.g., paper, rags, oily fabrics etc.
- 16.2.2 Fuel must only be stored or transferred at a temperature within 10 degrees Celsius (plus or minus) of ambient temperature.
- 16.2.3 Unless specified otherwise in the Supplementary Regulations, the maximum amount of fuel to be stored in each *Pit Garage* will be 205 litres. A *Pit Garage* is defined as the area provided by the Organiser as a single *Pit Garage* hire for one *Automobile*. This may vary between venues and will be advised in the Supplementary Regulations for the specific Event.
- 16.2.4 Any fuel in excess of the *Pit Garage* allowance must be stored in the bunded fuel storage area.
- 16.2.5 At least 2 x 4.5kg dry chemical fire extinguishers, in working order, must be provided by the *Competitor* for each of their competing *Automobiles*.

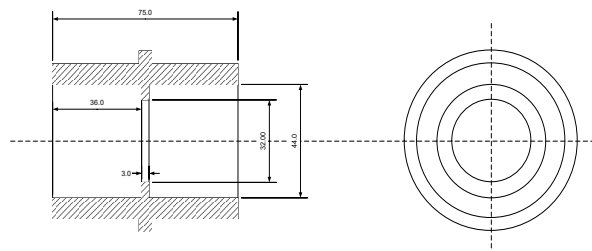
## S16.3 Refuelling – Garage/Paddock

- 16.3.1 When refuelling or undertaking any activity with fuel, each *Competitor* must comply with the following procedure:
- 16.3.1.1 The *Automobile's* engine must be switched off;
  - 16.3.1.2 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;
  - 16.3.1.3 The designated fire attendant must not perform any other task during the fuelling activity;
  - 16.3.1.4 A drip/catch mat/tray capable of containing any spillage must be positioned below the refuelling point of the *Automobile*.

# S17 OVERHEAD REFUELLING RIG

## S17.1 Construction

- 17.1.1 Each overhead refuelling rig must conform to the following:
- 17.1.1.1 All refuelling equipment must comply with Circuit Race Appendix, Refuelling in Pit Lane, Part 1 – National Competition.
  - 17.1.1.2 Each overhead refuelling rig must have a restrictor fitted between the exit of the refuelling rig hose and within 150 mm of the dry-break coupling through which all fuel being transferred to the *Automobile* must pass. The restrictor must be 75.0 mm long, be circular in section and have a maximum internal diameter of 32.0 mm. The 32.0 mm restriction must be maintained for a distance of 3.0 mm. The minimum internal diameter either side of the restriction is 44.0 mm, maintained for at least 36.0 mm. This restrictor must comply with the following drawing.



## **S17.2 Use of the Overhead Refuelling Rig**

- 17.2.1 The refuelling of an *Automobile* by use of an overhead refuelling rig is only permitted during a race or outside of any *Track* activity and then only following notification of a *Pit Lane* fire marshal and when the *Automobile* is in *Pit Lane*.
- 17.2.2 It is permitted to practice pit stops with the overhead refuelling rig in *Pit Lane*, outside of *Track* activity, provided that there is no fuel in the refuelling hose.
- 17.2.3 Each fuel drum must comply with AS2906.
- 17.2.4 It is prohibited to place any type of cover or shield over the overhead refuelling rig during a race.
- 17.2.5 The refilling of an overhead refuelling rig is prohibited during refuelling of an *Automobile* from that overhead refuelling rig.
- 17.2.6 Any refilling operations to the main reservoir must be carried out bearing in mind State or Territory Occupational Health and Safety regulations.
- 17.2.7 At all times when emptying or refilling an overhead refuelling rig in the *Pit Lane* all personnel must be fully attired in the apparel as per Circuit Race Appendix, Refuelling in *Pit Lane*. Each *Competitor* must also ensure that a similarly attired attendant, with a fire extinguisher in working order, is present

## **S18 TYRES**

- 18.1 Only Hankook Z221 R Spec Tyres supplied by the Official Tyre Provider may be used during the *Event*.
- 18.2 The Official Tyre Provider is:
  - Gary's Motorsport Tyres
  - 14 Holbeche Road, ARNDELL PARK NSW 2148
  - Mobile: +61 (0) 418 968 613
  - Email: [garydunlop@ozemail.com.au](mailto:garydunlop@ozemail.com.au)
- 18.3 A maximum of 24 tyres of which 24 may be new are permitted per *Automobile* for use during all qualifying sessions and the race at each *Round*.
- 18.4 Each new tyre will be allocated to a specific *Automobile* for exclusive use on that *Automobile* and recorded/marked by the Official Tyre Provider.
- 18.5 Tyres used for practice at the first *Round* at which an *Automobile* competes, may be new and/or used tyres and must be in compliance with Article 18.1. At each subsequent *Round*, tyres marked for a previous *Round* must be used for practice.
- 18.6 Prior to private practice at each *Round*, the *TD* will specify a time prior to qualifying when each *Competitor* must present to the *TD* each tyre for their *Automobile* for scanning/marking. These scanned/marked tyres will be the only tyres permitted to be used on that *Automobile* during any qualifying session and the race at that *Round*.
- 18.7 Each *Competitor* is responsible for ensuring that each tyre is scanned/marked or re-scanned/marked as appropriate. If a tyre is not scanned/marked for any reason or the barcode or markings become illegible, the *Competitor* must notify the *TD* or their nominee immediately.
- 18.8 A *Competitor* is permitted to replace 1 scanned/marked tyre per *Automobile*, if the *TD* is satisfied that due to exceptional circumstances, the tyre in question can no longer be used. The *TD* will ensure that the tyre to be replaced has been rendered unusable and that the replacement tyre is of the same specification and of similar wear to the tyre being replaced.

- 18.9 If a *Competitor* is permitted to replace a scanned/marked tyre, the *Automobile* concerned must *Start* the race from the rear of the grid. If the replacement occurs during the race, 30 seconds will be added to the race time for that *Automobile*. For clarification, any tyre that is not scanned/marked for that *Round* prior to qualifying will be considered a replacement tyre even if it is within the permitted maximum number of tyres for the *Round*.
- 18.10 Any heating or chemical treatment of tyres prior to an *Event* is prohibited.
- 18.11 The use of any tyre heating, heat retention device or chemical treatment during an *Event* is prohibited.
- 18.12 It is prohibited to use any device that automatically controls the tyre pressure of a fitted tyre.
- 18.13 If qualifying and/or racing are scheduled on more than 1 day at any *Round*, the *TD* may impound any tyre overnight at their sole discretion.
- 18.14 At no time may a tyre be worn below the tread wear indicator. With the exception of the shoulder of a tyre, in each area of a tyre where there is no tread wear indicator, the standard tread pattern must be clearly visible.

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

## **S19 BALANCE OF PERFORMANCE (BOP)**

- 19.1 An *Automobile* may be subject to a Balance of Performance (*BoP*) adjustment which may take the form of a change to any of the following:
- 19.1.1 *Automobile* weight – weight may be added to the actual weight of the *Automobile* as measured by the *TD* at the Event;
  - 19.1.2 Maximum allowable boost;
  - 19.1.3 Minimum ride height;
  - 19.1.4 Number and/or length of CPS;
  - 19.1.5 Fuel tank capacity.
- 19.2 Any application of *BoP* will be advised by the *TD* and will be published in a Bulletin.
- 19.3 The *TD* reserves the right to apply a *BoP* adjustment/s up to 2 hours prior to the commencement of each race.

## **S20 AUTOMOBILE MARKINGS**

### **S20.1 Automobile Markings and Series identification**

- 20.1.1 In addition to the requirements detailed below and in Attachment A of these regulations, each *Automobile* must comply with Technical Appendix - Schedule K.
- 20.1.2 The front windscreen strip of each *Automobile* is to be left vacant for the *Series* sponsor. 250 mm from bottom of strip to top of windscreen – decals to be supplied by the *CM*.
- Note:** The windscreen banner must be placed on the windscreen glass not the metal roof space above the windscreen.
- 20.1.3 Each side number panel must be a white panel 260 mm high x 380 mm wide and placed 10 mm to 20 mm back from the front door line – to be supplied by the *CM*.
- 20.1.4 Each competition number must be black, 220 mm high x 260 mm wide and in Helvetica Bold Italic – to be supplied by the *Competitor*.

- 20.1.5 The class of the *Automobile* entered must be placed on the bottom right-hand side of the number panel 80 mm high and in black Helvetica Bold Italic. For example, “A1” – to be supplied by the *Competitor*.
- 20.1.6 A panel above the side number panel must be left vacant for the *Series* commercial partners. 100 mm high x 380 mm wide – to be supplied by the *CM*.
- 20.1.7 A panel 100 mm high x 380 mm wide below the side number panel must be left vacant for the *Series* commercial partners – decals to be supplied by the *CM*.
- 20.1.8 A panel 100 mm high x 380 mm wide on each corner of the front and rear bumper (4 locations) must be left vacant for the *Series* sponsor – to be supplied by the *CM*.
- 20.1.9 The front and rear number plates must be left vacant for class commercial partners. 130 mm high x 400 mm wide – to be supplied by *CM*.
- 20.1.10 A panel 100 mm high x 380 mm wide on each side skirt behind the front wheels must be left vacant for the *Series* commercial partners – decals to be supplied by the *CM*.
- 20.1.11 A panel on each rear side window or panel must be left vacant for the Motorsport Australia decal – to be supplied by the *CM*.
- 20.1.12 Front windscreen number and class letter – day glo Helvetica Bold. 150 mm high for number, 80 mm high for class letter – to be placed 25 mm from the left side of the windscreen and 25 mm below the bottom of the windscreen strip.
- 20.1.13 Rear windscreen number and class letter – day glo Helvetica Bold. 150 mm high for number, 80 mm high for class letter – to be placed 25 mm from the bottom of the rear windscreen strip and 25 mm from the right-hand side.

## **S20.2 Competition Numbers**

- 20.2.1 The allocation of a competition number for each *Automobile* is solely the responsibility of the *CM*, which will maintain a register of all competition numbers allocated to, or reserved for, any *Automobile*. This allocation will be based upon the competition number requested by the *Competitor* at the time of Registration for the *Series*.
- 20.2.2 The Number “1” will be reserved for the outright *Series* winner from the previous year with their number from the previous year being retired for the current year.

## **S20.3 Night Racing Requirements**

- 20.3.1 Each door handle, battery isolation and kill switch as well as window net release mechanism must be highlighted with reflective tape.
- 20.3.2 A pit boom can be utilised for lighting of the *Pit Bay* area only.

# **S21 DATA LOGGING AND PRESSURE MONITORING DATA LOGGER**

## **S21.1 General**

- 21.1.1 Each *Automobile* fitted with a forced induction engine must be fitted with a pressure monitoring data logger.
- 21.1.2 Each pressure monitoring data logger must be installed in accordance with all instructions issued by the pressure monitoring data logger supplier and the *TD* and must remain fully operational to record the inlet manifold pressure of the *Automobile* for the duration of each practice session, qualifying session and race.
- 21.1.3 Access to the logged data recorded by the pressure monitoring data logger must be provided to the *TD* at any time upon request.

- 21.1.4 Downloading of logged data by a *Competitor*, or their representative, is prohibited until 30 minutes have elapsed from the completion of a practice session, qualifying session or race.
- 21.1.5 The pressure monitoring data logger detailed in these regulations is the only device that can be used to determine the compliance of each forced induction *Automobile* with the maximum inlet manifold pressure detailed in its Motorsport Australia Vehicle Recognition Document – Group 3E.
- 21.1.6 The *TD* is the sole arbiter with regard to the interpretation of any data recorded by the pressure monitoring data logger and the determination of compliance of each *Automobile*.
- 21.1.7 Any non- compliance with any of the above, will be reported to the Stewards with a recommendation of *Disqualification* from the relevant session.
- 21.1.8 The *TD* may exchange a *Competitor's* pressure monitoring data logger for one owned by the *CM* at any time.
- 21.1.9 The pressure monitoring data logger for the *Series* is the Motor Sport Electronics – BM2012 Boost Monitor, which must have a manufactured date after 01 January 2012. This boost monitor is available from:

Motor Sport Electronics Pty Ltd

19 View St, Camden

NSW 2570

Email: [sales@msedata.com.au](mailto:sales@msedata.com.au)

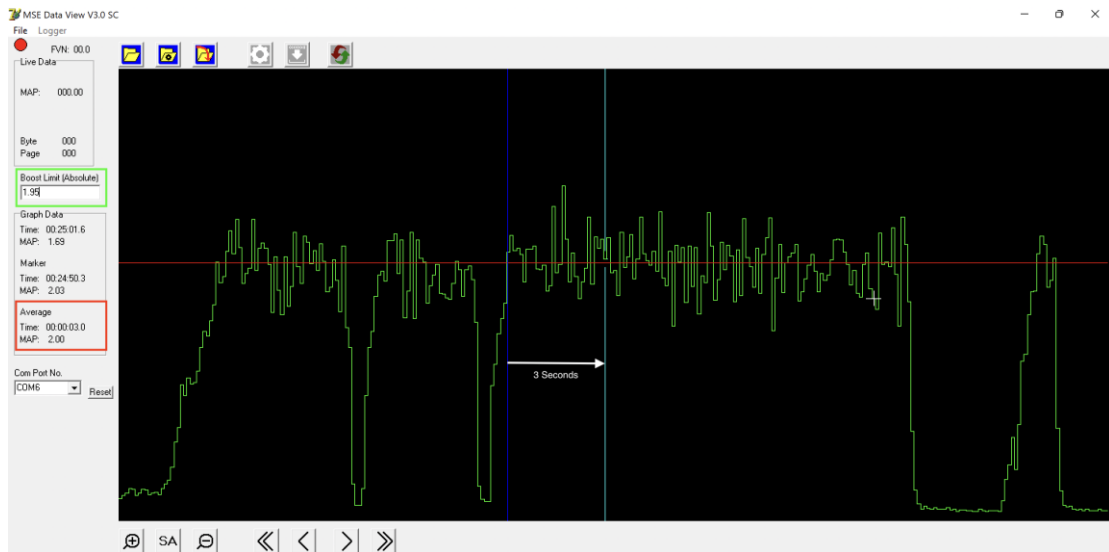
Mob: 0402 102 553

[www.msedata.com.au](http://www.msedata.com.au)

- 21.1.10 Access to any form of recorded or logged data for an *Automobile* must be provided to the *TD* at any time upon request. This may include any data that is recorded or logged for an engine, a *Chassis* or suspension component or any other form of data that is recorded or logged for that *Automobile*.

## **S21.2 Data Interpretation**

- 21.2.1 The *TD* will apply the following method to determine if the manifold boost pressure data logged by the Boost Monitor fitted to an *Automobile* exceeds the Maximum Manifold Boost Pressure permitted for that *Automobile* (refer Attachment B):
- 21.2.1.1 Data will be interpreted over a 3 second period;
- 21.2.1.2 The 3 second period will be taken from any point in the data in which the manifold pressure exceeds 1 bar of absolute pressure;
- 21.2.1.3 The data will be averaged over this 3 second period using the average determined by the MSE unit/software;
- 21.2.1.4 An interpretation tolerance of +0.03 bar will be used to cover any interpretation variance over the average figure;
- 21.2.1.5 The average manifold boost pressure found using the method described above, must not exceed the *Automobile's* Maximum Manifold Boost Pressure more than 3 times in any single session (e.g. a qualifying session or a race)
- 21.2.1.6 As an example, the below shows an average over 3 seconds of MAP: 2.00 and a Boost Limit (Absolute) of 1.95. With the addition of the interpretation tolerance of +0.03 bar this reading would be determined as being over the permitted Maximum Manifold Boost Pressure.



## S22 TESTING RESTRICTIONS

Unless authorised in writing by the *CM*, any *Automobile* or *Driver* associated with the *Series* is prohibited to drive on any *Circuit* that is hosting a *Round* in any *Automobile* entered in the *Series* after midnight on the Friday of the week preceding the commencement of the relevant *Round*. The *CM* will be the sole arbiter as to whether an *Automobile* or *Driver* is associated with the *Series*.

## S23 SEALING OF AUTOMOBILES/COMPONENTS

- 23.1.1 The engine fitted to each *Automobile* must have been sealed by the *TD* or a nominated sealer approved by the *CM*, prior to the commencement of qualifying at each *Round*.
- 23.1.2 The *TD* may seal any drive train and engine part during a *Round* for inspection between *Rounds*.
- 23.1.3 No *Seal* may be removed without the prior permission of the *TD*.
- 23.1.4 Where a sealed component has been determined to be ineligible by the Stewards, the Stewards may, at their discretion, impose a penalty of *Disqualification* of the *Automobile* from the results of all previous *Rounds* in which the sealed component was identified as having been used on that *Automobile*.
- 23.1.5 It is the responsibility of the *Competitor* to have appropriate holes in relevant components to enable the fixing of *Seals*.

## S24 VIDEO CAMERA AND RECORDING DEVICE

- 24.1 Each *Automobile* entered in the *Series* must be fitted with a fully operational digital video camera and recording device and any associated camera equipment to ensure the full functionality and recording capability of the camera in each practice/qualifying session and race.
- 24.2 The camera system must be supplied by the *Competitor* and authorised by the *CM*.
- 24.3 The camera and its associated equipment must be installed in the *Automobile* with the camera pointed in a forward direction with a field of vision sufficiently wide to record clearly, and without obstruction at all times, the *Driver's* view of the *Track* ahead.
- 24.4 Each *Competitor* is required to ensure that the camera is switched on and functioning in the correct manner prior to the *Automobile* entering the *Track* for each practice/qualifying session and race.

- 24.5 Access to the camera must be provided to personnel authorised by the *CA* at any time upon request.
- 24.6 No person other than personnel authorised by the *CA* will have access to the camera for 30 minutes after the conclusion of any *Track* activity.
- 24.7 Each *Competitor* is permitted access to any video image recorded by a camera in their *Automobile*, however the footage is “strictly for private purposes”; that is, it cannot be sold, licensed, broadcast, published, commercially exploited or otherwise publicly distributed.
- 24.8 Each *Competitor* must have a minimum of 2 flash cards per *Automobile* with the competition number marked or tagged on each card for identification.
- 24.9 When requested, each *Competitor* must immediately provide the flash card to the *RD, TD, DSA* or Stewards.
- 24.10 The fitment of any other camera and/or recording device to an *Automobile* is subject to the prior approval of the *CM* and the installation is subject to the approval of the *TD*.
- 24.11 Failure to have a fully functional device in place, or to refuse access to, or comply fully with any of the above, will result in the matter being referred to the Stewards and an appropriate penalty may be imposed.

# ATTACHMENT A

## Automobile Marking



## ATTACHMENT B

### List of Eligible Automobiles – Class X

CLASS X - Ultimate Performance					
Make	Model	Designation	Recognition Document No	Maximum Manifold Boost Pressure (bar)	Minimum Racing Weight (kg)
Alfa Romeo	Giulia Quadrifoglio	952		TBA	1543
Audi	RS3	8V		TBA	1534
Audi	TT RS Plus	FV MY18		TBA	1448
BMW	M2 Coupe	F87 LCI Competition	3-21-013B	1.55	1496
BMW	M3	F80, F80 LCI Competition	3-18-011B	1.79	1478
BMW	M4	F82	3-17-002B	1.79	1473
BMW	M3	G80 Manual		TBA	1602
BMW	M4	G82 Manual		TBA	1598
BMW	M2	G87	3-24-005A	TBA	1602
Holden	HSV GTS	VF MY14	3-14-006B	0.92	1750

## ATTACHMENT B

### List of Eligible Automobiles – Class A1

CLASS A1 - Extreme Performance Forced Induction					
Make	Model	Designation	Recognition Document No	Maximum Manifold Pressure (bar)	Minimum Racing Weight (kg)
Audi	TT RS Plus	8J	3-21-002	1.25	1448
BMW	1M	E82	3-12-003	0.95	1462
BMW	M2	F87 N55	3-24-003A	1.1	1460
BMW	M135i	F20	3-14-004	1.95 (absolute)	1398
BMW	M140i	F20	3-23-001A	1.25	1418
BMW	M235i	F22		TBA	1423
BMW	M240i	F22	3-22-001	TBA	1438
BMW	M240i X-Drive	G42	3-25-007A	TBA	1593
BMW	M340i X-Drive	G20		TBA	1723
BMW	M340i	F30	3-24-008A	TBA	1487
Ford	FPV F6	FG	3-10-009	0.91	1696
Ford	FPV GT-F	FG2	3-17-008	0.75	1748
Ford	XR6 Turbo Sprint	FGX		1.20	1651
Ford	XR8	FGX		TBA	1736
Ford	FPV F6 Typhoon	BF2		TBA	1672
Ford	FPV GT-P	FG	3-09-008	TBA	1754
Ford	FPV GT R-Spec	FG2	3-14-007	TBA	1710
Ford	Focus RS	LZ	3-17-007	1.85	1521
Mercedes-Benz	AMG A45(2016)	W176 MY16	3-17-004	1.80	1480
Mercedes-Benz	AMG A45	W176 MY13	3-16-004	1.80	1480
Mitsubishi	Lancer Evo X	RS	3-09-030	1.40	1486
Mitsubishi	Lancer Evo IX	RS, GSR	3-09-028	1.21	1450
Mitsubishi	Lancer Evo VIII	RS	3-09-029	1.21	1466
Mitsubishi	Lancer Evo VII	RS		1.21	
Mitsubishi	Lancer Evo VI	6.5 TME		1.21	1330
Mitsubishi	Lancer Evo V	RS		1.02	1192
Subaru	Impreza WRX Sti	GK MY15	3-17-003	1.31	1470
Subaru	Impreza WRX Sti	G-3 MY10	3-09-037	1.31	1395
Toyota	Yaris GR	XPA1G	3-22-005	1.41	1290
Volkswagen	Golf R	Series 8	3-25-006A	1.70	1497

## ATTACHMENT B

### List of Eligible Automobiles – Class A2

CLASS A2 - Extreme Performance Naturally Aspirated					
Make	Model	Designation	Recognition Document No	Maximum Manifold Pressure (bar)	Minimum Racing Weight (kg)
Audi	RS4	B8		N/A	1718
Audi	S4	B7 V8		N/A	1579
Audi	S5	8T V8		N/A	1568
Ford	Mustang GT	FM	3-19-007B	N/A	1632
Ford	Mustang GT	FN	3-20-005B	N/A	1661
Ford	Mustang Mach 1	FN	3-21-011B	N/A	1681
Ford	Mustang Bullitt	FN	3-20-007	N/A	1661
Holden	HSV GTS	VY/VY2	3-09-018	N/A	1581
Holden	HSV GTS Coupe	V2		N/A	1565
Holden	HSV GTO Coupe. GTS Coupe	VZ	3-09-017NN	N/A	1560
Holden	HSV R8 Clubsport	VZ	3-18-008	N/A	1591
Holden	HSV R8 Clubsport	VF	3-18-021B	N/A	1644
Holden	HSV R8 Clubsport	VE/VE2	3-09-018NN	N/A	1707
Holden	HSV GTS	VE/VE2	3-11-007	N/A	1707
Holden	HSV GTS	VX	3-19-019	N/A	1590
Holden	SS, SSV Redline (6.2)	VF II	3-18-022	N/A	1675
HSV Chevrolet	Camaro	2SS	3-24-001B	N/A	1599
Lexus	RC RCF	USC10R	3-19-011	N/A	1741
Mercedes-Benz	C63	W204	3-18-009	N/A	1663

## ATTACHMENT B

### List of Eligible Automobiles – Class B1

CLASS B1 - High Performance Forced Induction					
Make	Model	Designation	Recognition Document No	Maximum Manifold Pressure (bar)	Minimum Racing Weight (kg)
Audi	S1	8X		TBA	1360
Audi	TT	FV3		TBA	1390
Audi	TTS	FV3	3-21-004	1.30	1430
BMW	135i	E82	3-09-042B	0.80	1425
BMW	340i Non M	F30	3-25-002A	1.25	1502
BMW	335i	E90, E92	3-09-004	0.80	1480
Ford	XR6 Turbo	BF/BF2	3-09-006	0.64	1646
Ford	Focus RS	LV		TBA	1455
Honda	Civic Type R	FK8	3-21-001	1.60	1390
Kia	Stinger	CK 3.3 P GDI	3-26-001A	TBA	1715
Mitsubishi	Lancer Evo X MR	CJ AU TC-SST	3-24-009A	1.40	1486
Peugeot	308 Gti 270	T9	3-21-102	TBA	1178
Renault	Megane RS 275 Trophy R	X95		TBA	1247
Subaru	Impreza WRX Sti	GD	3-21-006	1.0	1437
Subaru	Impreza WRX	G-3 MY09	3-09-036	TBA	1370
Toyota	Corolla GR GTS	GZEA14R		TBA	1452
Volkswagen	Golf R	Series 7.5	3-19-008	1.50	1448
Volkswagen	Golf R	Series 7		TBA	1435

## ATTACHMENT B

### List of Eligible Automobiles – Class B2

CLASS B2 - High Performance Naturally Aspirated					
Make	Model	Designation	Recognition Document No	Maximum Manifold Pressure (bar)	Minimum Racing Weight (kg)
BMW	M3	E46	3-18-007	N/A	1452
BMW	M3	E90	3-25-003	N/A	1524
BMW	M3	E92	3-18-016	N/A	1517
Ford	XR8	BF, BF2	3-9-007	N/A	1646
Ford	XR8	FG	3-9-009NN	N/A	
Ford	FPV GT, GT-P	BA, BA2	3-09-005	N/A	1687
Ford	FPV GT, GT-P	BF, BF2		N/A	1700
Holden	Commodore SS	VX		N/A	1542
Holden	HSV R8 Clubsport	VX		N/A	
Holden	Commodore SS, SV	VY		N/A	1565
Holden	Commodore SS, SV, SS-Z	VZ	3-09-014	N/A	1565
Holden	Commodore SSV-Redline	VE	3-19-002	N/A	1618
Holden	Commodore SSV-Z	VE	3-19-004	N/A	1659
Holden	Commodore SS, SSV Redline, SSV CL	VF (6.0)	3-17-006B	N/A	1626

## ATTACHMENT B

### List of Eligible Automobiles – Class C

CLASS C - Performance					
Make	Model	Designation	Recognition Document No	Maximum Manifold Pressure (bar)	Minimum Racing Weight (kg)
Alfa Romeo	Guilietta QV 1.8	Series 2	3-17-001	1.50	1299
Audi	TT	3.2 Quattro MY05		N/A	1410
BMW	M3	E36 3.2L	3-19-015	N/A	1448
BMW	M3	E36 3.0L	3-19-016	N/A	1448
BMW	330i	G20	3-24-002A	1.50	1433
Ford	Mustang Eco-Boost	FN		TBA	1612
Holden	Astra HSV VXR	AH	3-11-004	1.20	1333
Holden	Astra HSV VXR	PJ	3-20-001	1.50	1489
Hyundai	i30N	PDE	3-18-015	2.205 (absolute)	1408
Hyundai	i30N Sedan	CN7	3-25-001A	1.42	1440
Mazda	3 MPS	BL	3-11-002	1.10	1420
Mazda	3 MPS	BK 3A, 3B	3-09-025	1.10	1403
Mazda	6 MPS	6A	3-12-010	1.10	1534
Mini	Cooper S JCW	F56		TBA	1180
Mini	Cooper S JCW	R56	3-13-014B	1.50	1120
Mini	Cooper S	F56		TBA	1135
Renault	Megane RS 265	X95	3-14-005	1.55	1374
Renault	Megane RS 265 Trophy R	X95	3-21-003	1.55	1247
Renault	Clio RS200 Sport	X98	3-19-013	2.00	1176
Volkswagen	Scirocco R	Gen 3	3-19-005	1.20	1351
Volkswagen	Golf GTi	Gen 7	3-19-020	1.20	1337
Volkswagen	Golf GTi	Gen 7 MY15 Manual	3-21-008	1.20	1313
Volkswagen	Golf GTi Performance Pack	Gen 7	3-21-005	1.20	1377
Volkswagen	Golf R	Gen 6	3-19-001	1.20	1472
Volkswagen	Golf GTi TCR	Gen 7.5	3-21-007	1.50	1387
Volkswagen	Golf GTi 40 year	Gen 7	3-22-006	1.45	1357

## ATTACHMENT B

### List of Eligible Automobiles – Class D

CLASS D - Production					
Make	Model	Designation	Recognition Document No	Maximum Manifold Pressure (bar)	Minimum Racing Weight (kg)
Abarth	595	Series 4		TBA	1075
Alfa Romeo	Mito Sport	Series 1		TBA	1142
BMW	125i	E82	N3-22-001	N/A	1375
BMW	130i	E87	3-09-001	N/A	1355
BMW	120i	F20		TBA	1348
Ford	Fiesta ST	WZ	3-18-020	1.50	1172
Honda	Integra Type R	DC2	3-18-023	N/A	1087
Honda	Integra Type R	DC5	3-09-015	N/A	1160
Honda	Integra Type S	DC5	3-09-016	N/A	1230
Hyundai	Veloster SR Turbo	FS	3-24-007A	1.20	1277
Kia	Proceed GT	JD	3-17-005	1.20	1280
Mazda	RX-8 GT	FE Series 2	3-11-003	N/A	1377
Mazda	RX-8 Series 1	RX8A	3-19-010	N/A	1299
Mazda	6 Diesel	GJ	3-13-011	2.70 (absolute)	1471
Mini	Cooper S	R56	3-21-009	TBA	1120
Mini	Cooper S	R53	3-21-010	TBA	1110
Nissan	Pulsar SSS	N14	3-18-024	N/A	1141
Nissan	Pulsar	N15	3-18-010	N/A	1102
Renault	Clio Sport 197	X85	3-10-012	N/A	1221
Subaru	BRZ	Z-1	3-19-022	N/A	1255
Subaru	BRZ	2012-16	3-24-006A	N/A	1200
Subaru	BRZ (2.4)	TS	3-25-005A	N/A	1256
Suzuki	Swift Sport	AZ		TBA	945
Suzuki	Swift Turbo	AZ	3-22-003	TBA	945
Toyota	Camry	GSV70R		N/A	1552
Toyota	Camry	XV20		N/A	1345
Toyota	Celica SX	ZR	3-09-038	N/A	1085
Toyota	86 GT	ZN SER	3-19-009	N/A	1179
Toyota	86 GTS	ZN SER	3-13-009	N/A	1198
Toyota	86 GT	ZN 2018	3-20-002	N/A	1218
Toyota	86 GTS	ZN 2018	3-20-003	N/A	1215
Toyota	GR 86	ZN8 GTS	3-25-004A	N/A	1228
Volkswagen	Golf 110Tsi	Series 7.5		TBA	1241
Volkswagen	Golf GTi	Gen 5	3-19-023	1.00	1340
Volkswagen	Golf GTi	Gen 6		TBA	1360
Volkswagen	Polo GTi	AW	3-22-002	1.35	1302
Volkswagen	Polo GTi	AE		TBA	1326

## ATTACHMENT B

### List of Eligible Automobiles – Class E

CLASS E - Compact					
Make	Model	Designation	Recognition Document No	Maximum Manifold Pressure (bar)	Minimum Racing Weight (kg)
Audi	A1 30TFSI	GB		TBA	1235
BMW	118i	F40		TBA	1290
BMW	325i	E46		N/A	1400
BMW	325Ti	E46		N/A	1380
BMW	328Ci	E46		N/A	1412
Ford	Fiesta Sport	WZ		N/A	1106
Ford	Fiesta XR4	WQ	3-10-024	N/A	1067
Holden	Cruze CD	JG		TBA	1461
Honda	Accord Euro	CL9		N/A	1375
Honda	Civic VTi	11 Gen		TBA	1358
Honda	Jazz VTi	GF		N/A	1094
Hyundai	i30	PD V4		N/A	1327
Hyundai	Getz	TB	3-17-009	N/A	1077
Kia	Rio GT-Line	YB		TBA	1197
Mazda	2 GT	DL		N/A	1075
Mazda	2	DJ, DE		N/A	980
Mazda	3	3C		N/A	1240
Mazda	3 SP23	BK Series 1, Series 2	3-19-012B	N/A	1227
Mazda	3 SP25	BL Series 1, Series 2	3-18-018	N/A	1305
Mazda	3 SP G2S	BP		N/A	1345
Proton	Satria GTi	BS	3-11-001	N/A	1163
Renault	Clio Formula	B98 Phase 2		TBA	1142
Suzuki	Swift Sport	FZ	3-19-006	N/A	1030
Suzuki	Swift Sport	EZ RS416	3-18-017	N/A	1067
Toyota	Corolla SX	MZEA12R		N/A	1390
Toyota	Corolla Sportivo	ZZE123R	3-09-010	N/A	1163
Toyota	Echo	10 SER	3-09-039	N/A	884
Toyota	Yaris ZR	MXPA10R		N/A	1055
Toyota	Yaris YRX	NCP91R	3-10-011	N/A	1094
Volkswagen	Polo 85Tsi	AW		TBA	1154
Volkswagen	Polo 85Tsi	AE		TBA	1185
Volkswagen	Polo GTi	9N		1.00	1190
Volkswagen	Golf 110Tsi	Series 8		TBA	1290

## ATTACHMENT C

### Definitions

**BoP:** Balance of Performance

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

**CM:** Category Manager for the *Series* appointed by *Motorsport Australia*

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

**DSA:** Driving Standards Advisor for the *Series* appointed by *Motorsport Australia*

**Nominated Start Driver:** The *Driver* nominated to the *CA* by the *Competitor* to *Start* a race

**Prescribed Line:** A real or imaginary line across the front of the *Pit Garages* which designates the start of the *Working Lane*

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

**RMC:** Race Management Channel

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

**Series:** ARDC Australian Production Car Endurance Series 2026 | 2027

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