



2025 Australian Production Car Championship

Sporting Regulations

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2025 Australian Production Car Championship

Sporting Regulations

S1 TITLE & JURISDICTION

S1.1 Title

This Championship will only be known as and referred to as the “2025 Australian Production Car Championship”, hereinafter referred to as APCC.

S1.2 Jurisdiction

- (a) Each Round in the APCC will be conducted under the provisions of the National Competition Rules (NCR's) and the Standing Regulations (SR's) of the Australian Auto-Sport Alliance (AASA) (available for inspection at website www.aasa.com.au), these Regulations, Supplementary and Further Regulations issued by the organiser of each Meeting and any Bulletins authorised by the Stewards of the Meeting and any Driver Briefing Notes issued by the Clerk of the Course at a Meeting.

- (b) Production Car Racing Pty Ltd is the Category Manager (CM) for this Championship.

Contact Details:

Category Administrator: Elina Begg & Shelly Ives
Production Car Racing Pty Ltd
2/475 Scottsdale Drive
Varsity Lakes QLD
Telephone: 0483 035 466
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S2 ADMINISTRATION

S2.1 Personnel

The following personnel have been appointed to the APCC by the CM and have the authority to administer the various aspects of these regulations, manage the APC point score and act as Category Administrator where required.

- (a) Category Administrator (CA) Elina Begg & Shelly Ives
(b) Race Director (RD) Stephen Whyte
(c) Technical Delegate (TD) Richard Whyte
(d) Driving Standards Advisor (DS) TBA

S3 DRIVER ELIGIBILITY

- (a) To be eligible to compete in the APCC, each Driver must hold a current AASA National Racing Licence.
- (b) A driver may be prohibited from competing in any Round of the APCC if the CM considers the driver has brought the category into disrepute or has outstanding debts owing to the category or its suppliers.

S3.1 Replacement Drivers

Prior to the commencement of the first (1st) Qualifying Session at each Round of the APCC, a replacement Driver may be permitted to compete in the remainder of the meeting subject to the approval of the Stewards of the Meeting and the CM or CA.

S3.2 Multiple Drivers

Each Car may have up to three (3) Drivers entered to compete at a Round.

S3.3 Cross Entering of Drivers

The Cross Entering of Drivers is prohibited.

S4 ENTRANT ELIGIBILITY

- (a) A Team may be prohibited from competing in any Round of the APCC if the CM considers the entrant has bought the category into disrepute or has outstanding debts owing to the category or its suppliers.

S5 ELIGIBLE CARS

R5.1 Eligibility

- (a) Each car must have a current AASA Vehicle Passport to be eligible to compete in the APCC.
- (b) Each car must comply with the provisions of the relevant technical regulations and the relevant eligibility documents to be eligible to compete in the APCC.
- (c) Each car must be a make/model that appears in the List of Eligible Cars as detailed in Attachment B of these Regulations and must be a Closed or Hardtop Car.
- (e) Individual classification of any make/model of car is subject to change at the joint discretion of the CM and TD prior to any Round.
- (f) Any variation sought to a specific model of Car must be approved, in writing, by CM prior to being permitted to compete at any Round.
- (g) Any Car not on the List of Eligible Cars will be considered upon application to the AASA using the New Car Eligibility Request Form. At all times the AASA reserves the right to accept or reject any application for the inclusion of any make/model into the List of Eligible Cars.

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

- (h) Individual classification of any make/model of car is subject to change at the joint discretion of the CM and TD prior to any Round.
- (i) Any variation sought to a specific model of Car must be approved, in writing using the New Car Eligibility Request Form indicating the variation to the previously approved car, by the AASA prior to it being permitted to compete at any Round.

S5.2 Presentation of Car

Each Car competing at a Round must be presented in a clean and undamaged condition at the commencement of each Round, including repair of any damage from the previous Round.

S5.3 Replacement Cars

- (a) Following the commencement of the first (1st) qualifying session at a Round, any car that has been entered to compete at that Round may not be replaced with another car.

S5.4 Plumbed-In On-Board Fire Extinguisher System

- (a) It is mandatory to fit a plumbed-in on-board fire extinguisher and activation system, in accordance with NCR Appendix 3: Fire Suppression Systems.
- (b) Each plumbed-in on-board fire extinguisher system fitted must remain compliant with the relevant extinguisher system standard (i.e. FIA or SFI 17.1) including any necessary service requirements.

S6 CHAMPIONSHIP ROUNDS/REGISTRATION

- (a) The Championship will consist of five (5) Rounds as detailed in the Championship Calendar below (R7.1).

- (b) Each Race conducted as a part of the Championship will count in determining the final results and point score.
- (c) Each Entrant and/or Driver participating in all or part of the Championship will enter with APC.
- (d) A competition number for the Car will be confirmed upon entry

S7 CHAMPIONSHIP CALENDAR/ROUNDS

S7.1 Championship Calendar

- (a) The Championship will be conducted over the following Rounds and Formats:

Round	Date	Venue	Format
1	May 30 th – June 1 st	Sydney Motorsport Park, NSW	2 x 30 min 1 x 2 hour
2	June 28 th – 30 th	Queensland Raceway' QLD	2 x 30 min 1 x 2 hour
3	August 15 th – 17 th	Queensland Raceway QLD	2 x 30 min 1 x 3 hour
4	October 31 st – November 2 nd	Winton Motor Raceway, VIC	2 x 30 min 1 x 2 hour

- (b) The Championship Calendar and/or Format may be subject to change. The CM will advise each Entrant and/or Driver of any change. Every effort will be made by the CM to limit any changes as a result of force majeure.

S7.2 Round Formats

- (a) The number, length and format of On 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 a Meeting.
- (b) Generally, the format for each Round will be as follows:
 - (i) Practice 1 x 20-minute practice sessions (minimum)
 - (ii) Qualifying 1 x 30-minute qualifying session.
 - (III) Warm up A warm up session may be scheduled prior to a race where time is available.
 - (iv) 1 x 2hr enduro and 2 x 30 minute races (Driver A and B)
- (d) In exceptional circumstances session/s and/or race/s may be altered due to force majeure in which case Entrants/Drivers will be advised as soon as possible by the CM and/or a Bulletin.
- (e) Because of broadcast media commitments races will be “time certain” to ensure that the program time is not impacted.

S8 GRID DETERMINATION

- (a) The grid for each race will be as detailed in AASA Standing Regulation 2.15 – Grid Positions.

S9 START PROCEDURES

- (a) The start procedure for each race will be as detailed in AASA Standing Regulations 2.20 Standing Start.

S10 AWARDS AND POINTSCORE

S10.1 Prizes and Trophies

- (a) One (1) Trophy per Car will be presented by the CM for each Round as follows:
 - (i) Outright: 1st, 2nd & 3rd
 - (ii) Each Class: 1st, 2nd & 3rd
- (b) One (1) Trophy per Driver will be presented by the CM for the Championship as follows:

- (i) Outright: 1st, 2nd, & 3rd
- (ii) Each Class: 1st, 2nd & 3rd
- (c) Each Entrant/Driver will be advised of any additional prize, trophy and/or award determined by the CM.

S10.2 Conditions and Points

- (a) Outright – Each Driver who competes in the Championship (excluding Class I) will be awarded points based on their outright finishing position (excluding Class I) in each race of the Championship. ~~The lowest outright point scoring Round for each Driver will not be included when determining that Driver's outright points total for the Championship.~~
 - (i) The Winner of the 2025 Australian Production Cars Championship will be awarded to the Driver/s who scores the highest outright points total for the Championship.
 - (ii) If Drivers competing together in the same Car for the Championship score the same points at the conclusion of the Championship, they will be awarded joint (Outright) Championship winners.
- (b) Classes – Each Driver who competes in the Championship will be awarded points based on their finishing position relative to the other Drivers in their Class for each race of the Championship. ~~The lowest class point scoring Round for each Driver will not be included when determining that Driver's class points total for the Championship.~~
 - (i) A Class award will be presented to each Driver who scores the highest points total for each Class for the Championship.
 - (ii) If Drivers competing together in the same Car for the Championship score the same points at the conclusion of the Championship, they will be awarded joint Class winners of the Championship.
- (f) Point score

Points will be awarded to Drivers for each race in each Round as follows:

Finishing position	Points per race	
	30-minute race	2-hour race
1st	36	72
2nd	31	62
3rd	27	54
4th	23	46
5th	21	42
6th	19	38
7th	17	34
8th	15	30
9th	13	26
10th	11	22
11th	9	18
12th	7	14
13th	5	10
Each other finisher	2	4

- (i) Points will only be awarded to the Drivers of Cars (refer S11.3.4) classified as finishers in the final results of each race.
- (g) To be classified as a finisher a Car must have crossed the Control (Finish) Line on the Track (i.e., not the Pit Lane or Pit Entry Road) under its own power and have been credited with having completed at least 75% of the distance completed by the Car's class winner of the race.
- (h) If more than one (1) Driver is entered to drive a Car, each Driver who completes one (1) or more laps of a race will be awarded the number of points allocated to the finishing position of that Car outright and in its class for each race at that Round.
- (i) In addition to R10.2(h) above, two (2) points will be awarded to the Driver/s of each Car that records the fastest qualifying lap time within each Class at that Round **as well as the fastest time in outright qualifying, i.e. pole position race 1.**
- (j) The results for each Round will be determined by the number of outright and class points scored by each Driver at that Round respectively.
- (k) If there is a tie at the end of any Round, the final positions for that Round will be determined by comparing the results of each tied Driver in the final race of that Round. The higher place in the results for the Round will be awarded to the Driver with the higher finishing position in the final race.
- (l) The winner/s of the Championship will be determined as detailed in Item R10.2.
 - (i) If there is a tie at the conclusion of the Championship, 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 Championship position.
 - (ii) If at this stage a tie still exists, it will be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied Driver until each position has been determined.
- (m) Any Driver that only competes in the Final Round and has not competed in any Round prior to the last Round or does not meet the requirements of R10.2(c) will not be eligible to score Championship points (Outright or Class). However, any such Driver will be eligible to win or place at the Round based on their finishing position (Outright or Class).

S11 EVENT OPERATIONS

S11.1 Championship Registration and Entry

- (a) Registration with the CM for each Round of the Championship is compulsory.
- (b) Championship Entry Forms will be available from the CM.
- (c) A competition number for the Driver's Car will be confirmed upon receipt of registration payment.
- (d) Any Driver who fails to register seven (7) days prior to the intended date of a Round may not be eligible to score points in that Round of the Championship (at the discretion of the CM).

S11.2 Scrutineering

- (a) Details re. scrutineering will be available in the Supplementary Regulations for each Round.

S11.3 Driver/Team Manager Briefings

- (a) Each Driver and Team Manager (i.e. an appropriately authorised representative, other than the Driver) must attend the compulsory Driver/Team Manager Briefing/s.
- (b) The time and location of the briefing/s will be detailed in the Supplementary Regulations for the Event.

- (c) The attendance sheet must be signed by the Driver and the Team Manager to confirm attendance.

- (d) Other compulsory briefings may be convened as required and will be advised to each Driver and/or Team Manager accordingly.

S11.4 Parc Fermé

- (a) Each Car, 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).
- (b) Each Car 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).
- (c) Only one (1) team member per Car is permitted to enter Parc Fermé for the sole purpose of taking tyre pressures and must leave Parc Fermé immediately when completed.
- (d) A Car may not be removed from Parc Fermé except with the permission of the TD and/or the Chief Scrutineer who must immediately notify the CA.

S11.5 Timing Transmitter

- (a) Each Car must be fitted with an electronic timing device (e.g. Dorian) as required by the Organiser. This can be supplied by the Entrant or hired from the relevant supplier at each Circuit.
- (b) It is the responsibility of each Entrant to have the electronic timing device supplied and fitted to each of their Cars before the first official Track session at each Round.

S11.6 Practice and Qualifying

- (a) Each lap of official practice and qualifying will be timed. The times achieved during practice and qualifying sessions will be used to determine qualification for each Driver.
- (b) During qualifying, a Car may not return to the pit garage/paddock area without the express permission of the TD and/or the Chief Scrutineer. If a Car 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.

S11.7 Races

- (a) For a Car with more than one (1) Driver, the Entrant must nominate the Driver to Start each race to the CA one (1) hour before the scheduled Start of that race.
- (b) If the CA does not receive a start Driver nomination for a Car, then the first Driver listed on the Entry Form will be nominated as the start Driver.
- (c) If the nominated Driver does not Start the race, a Pit Lane drive through penalty or other penalty, as determined by the Stewards, may be imposed.
- (d) For a race where the scheduled duration is determined by time, the time of the race will commence at the commencement of the formation lap.
- (e) If a Car takes more than twice the time of the winning Car'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.
- (f) Any penalty requiring lap/s to be deleted will be applied at the conclusion of each race.
- (g) The pushing of a Car by the Driver or by another competing Car along the Track or pushing it across the Finish Line is prohibited and will result in the Disqualification of the Car/s involved.

S11.8 Pit Lane & Pit Crew Members

- (a) Each Pit Crew member is required to sign a Pit Crew 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.
 - (i) <https://aasa.com.au/wp-content/uploads/AASA-2023-Pit-Crew-Indemnity-VIC.pdf>
 - (ii) <https://aasa.com.au/wp-content/uploads/AASA-2023-Pit-Crew-Indemnity-NSW.pdf>
 - (iii) <https://aasa.com.au/wp-content/uploads/AASA-2023-Pit-Crew-Indemnity-QLD.pdf>
 - (iv) <https://aasa.com.au/wp-content/uploads/AASA-2023-Pit-Crew-Indemnity-SA.pdf>
- (b) It is the responsibility of the Entrant to ensure that each Pit Crew member associated with their Car complies with S11.8 (a).
- (c) The Organiser reserves the right to refuse entry to the pit area to any person considered to be unsuitably dressed or not correctly identified.
- (d) 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 a Car from that garage.
- (e) The 'Prescribed Line' referred to in these regulations will be defined by the RD and/or the Clerk of the Course at the compulsory Driver/Team Manager Briefings.
- (f) A speed limit of 40km/h will apply in Pit Lane at all times. If the limit is exceeded at any time during the Meeting the Stewards may impose a penalty in accordance with the SR's. 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.
- (g) An Entrant must not paint lines on any part of the Pit Lane surface.
- (h) No equipment is to be placed on the pit signalling wall at any time during the Meeting.
- (i) Only three (3) persons per competing Car 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 a Car or debris.
- (j) Smoking is prohibited in Pit Lane, a Pit Lane garage and/or the paddock area at any time during the Meeting.
- (k) No person under sixteen (16) years of age is permitted in Pit Lane unless entered as a Driver in a Car competing in that session or race.
- (l) Each Entrant must appoint a Car Controller, who is nominated to the CA, for each Car.
- (m) At all times when a Car 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 Car in clear view of the Driver and is responsible for the safe conduct of the pit stop and departure of the Car 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.

S11.9 Major Repairs during Races

- (a) During a race, any Car requiring extended servicing or repairs must be moved into the Pit Lane garage for this servicing/repairs to be completed. Once the Car is moved into the Pit Lane garage the number of persons permitted to service the Car is free.
- (b) Subject to receiving the prior approval of the TD and/or Chief Scrutineer, if a Car requires repairs which cannot be carried out in the Pit Lane garage, it is permitted for that Car to be removed from the Pit Lane garage to the scrutineering bay or other

suitable location approved by the TD and/or Chief Scrutineer. The removal and return of any Car in these circumstances must be carried out under the supervision of and subject to the instructions of the TD and/or Chief Scrutineer or their nominee. A speed limit of 10km/h will apply in the paddock area at all times. Once the repairs have been completed, the Car must be returned to its allocated pit bay or Pit Lane garage before it re-joins the Track (see S11.9 (f)).

- (c) Any repairs carried out on a Car outside of the Pit Lane or other location approved by the TD and/or Chief Scrutineer, including a Car stopped on the Track, must only be carried out by the Driver alone using only tools or parts transported in the Car. Advice given to the Driver whether by electronic means or by voice, is not considered to contravene this regulation.
- (d) Replenishment of oil or coolant outside of the Pit Lane or other location approved by the TD and/or Chief Scrutineer is prohibited.
- (e) If a Car which has stopped on the Circuit has been removed from the Circuit by officials it will, when appropriate, be taken to the scrutineering bay where the Entrant will have the option to either:
 - (i) Carry out repairs in the scrutineering bay;
 - (ii) Move the Car to the Pit Lane garage or another location approved by the TD and/or Chief Scrutineer for repairs; or
 - (iii) Withdraw the Car from the race by supplying written notice to the Secretary of the Meeting.
- (f) If a Car is to restart the race following repairs, it may only do so with the permission of the RD and/or Clerk of the Course after having been scrutineered once more by the TD and/or Chief Scrutineer.

S11.10 Removal of Automobile from the Circuit Precinct

- (a) Following the commencement of the first practice session, it is prohibited to remove any Car from the Circuit precinct prior to the release of all Cars from the Parc Fermé established following the Final Race of that Round without the prior written approval of the TD and/or Chief Scrutineer.

S11.11 Radio Communication to/from Car

- (a) Two-way radio communications between the Driver and the designated pit crew member are mandatory at all times whilst the Car is on the Track.

S11.12 Race Management Channel (RMC)

- (a) A minimum of one (1) senior team member for each competing Car must monitor RMC, on a strictly listening basis only, at all times during any practice, qualifying or race.
- (b) This team member must monitor the RMC from at least fifteen (15) minutes prior to the scheduled start time of each session or race until the conclusion of Parc Fermé for that session or race.
- (c) All relevant track messages received on the RMC must be relayed to the Driver as well as the Team Manager.
- (d) The RMC frequency is 471.700.71.9.

S11.13 Information Distribution

- (a) The "Team App" will be used by the CM and/or the CA at each Round to distribute information outside of Track sessions.
- (b) Each Driver and Team Manager must download the "Team App" on their phone device for this purpose.

S12 PIT STOPS

S12.1 General Procedures

- (a) A CPS or pit stop may be carried out during any Safety Car deployment.
- (b) The use of reverse gear in Pit Lane is prohibited. If a Car passes its pit bay, it must be pushed back to the pit bay by the pit crew.
- (c) Each Entrant must supply one 9kg or **2 x 4.5 kg** dry chemical powder type extinguisher **clearly marked with car number**.
- (d) 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.
- (e) The use of any device to artificially heat tyres and/or wheels is prohibited.
- (f) In the interests of safety of pit crews, it is compulsory to use solid, incompressible components, capable of supporting the car in the event of a failure of the jacking system.

Such incompressible components must be placed under a car when any person has any part of their body, other than hands and forearms for wheel and/or brake pad changing, under any part of the car.
- (g) The use of an onboard jacking system is prohibited at any time. Each Car must only be lifted by the use of a commercially available standard trolley jack as approved by the TD and/or Chief Scrutineer.
- (h) A suitable pit stop sign must be provided by each Entrant for the Car Controller to display when their Car is entering Pit Lane. The Car's competition number must be clearly displayed on the sign. Although not compulsory, other details such as team name or sponsor name may be added to the sign.
- (i) A pit stop procedure can be made up of the following activities:
 - (i) refuelling the Car, where permitted; and/or
 - (ii) servicing the Car.
- (j) Refuelling the Car, where required, must be the first activity performed. More than one (1) activity cannot be performed at the same time. Refuelling must be completed before the second activity is started.
- (k) All crew (except the Car Controller) and equipment (except any wheel chock that is used exclusively to prevent the Car 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. Such restraint system must be approved by the TD and/or Chief Scrutineer.
- (l) A Driver change may take place during either activity.
- (m) If refuelling is permitted during the race, the Car Controller must be attired to the same standard as the refueling personnel as detailed in NCR Appendix 6 - Refueling Process & Approved Devices.
- (n) A maximum of three (3) persons and their equipment may cross the Prescribed Line to assist with a pit stop by working on the Car. 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 Car, 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 to the same standard as the refuelling personnel as detailed in NCR Appendix 6 - Refuelling Process & Approved Devices.
- (o) Any person who crosses the Prescribed Line and/or assists during the pit stop by passing or moving any tool and/or component from the Pit Lane garage over the Prescribed Line into Pit Lane, will be deemed as working on the Car as detailed in

S12 (n).

- (p) Any person receiving any component or tool rolled or passed from Pit Lane over the Prescribed Line into the Pit Lane garage will not be deemed as working on the Car.
- (q) All personnel, except the Car Controller, and equipment must remain behind the Prescribed Line until the Car has come to a complete stop in its allocated pit bay.
- (r) The Car Controller may only cross the Prescribed Line into Pit Lane one (1) lap prior to the commencement of the pit stop.
- (s) Each Car must come to a complete stop in its allocated pit bay prior to the Driver safety harness being unfastened.
- (t) 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 Car.
- (u) A Car which is driven over any equipment in Pit Lane or makes contact with any other Car, equipment or personnel in Pit Lane may receive a Pit Lane drive through penalty or other penalty as determined by the Stewards.
- (v) Except for a pit stop for refuelling as per Article S13.2, during any pit stop, the Car's engine may be left running. When the Car is ready to re-join the Track, the Car must only be re-started by on-board means without any outside assistance.
- (w) The Driver's safety harness must be fastened before the Car leaves its allocated pit bay.

S12.2 Refuelling the Car at a Pit Stop

- (a) Each Car must have its engine switched off and be stationary at all times during refuelling.
- (b) Refuelling of a Car with a dry break coupling must only be carried out on the Pit Lane apron and in accordance with NCR Appendix 6 - Refuelling Process & Approved Devices and the following regulations.
- (c) Each person involved in refuelling the Car must wear apparel which complies with NCR Appendix 6 - Refuelling Process & Approved Devices.
- (d) Three (3) persons, as detailed in Article S13.2.4, must assist with refuelling each Car, excluding the Car Controller, the Driver Assistant and others identified in Article S13 (e).
- (e) Each Entrant must appoint one (1) person to carry out each of the following refuelling roles for each of their Cars and advise the CA of their names (not nicknames) in writing prior to the start of the categories 1st official on track session.
 - (i) The Fuel Hose (Refueller) Operator;
 - (ii) The Fire Extinguisher Operator;
 - (iii) The Emergency Cut-Off Valve (Deadman's Handle) Operator;
- (f) At all times during any Refuelling of a Car, each member of the refuelling crew must not carry out any activity other than that required for their specific nominated refuelling role. While refuelling in Pit Lane:
 - (i) The Fuel Hose Operators sole task is to hold, operate and control the Fuel Hose.
 - (ii) The Fire Extinguisher Operators sole task is to be positioned near the refuelling operation with a certified and fully functioning fire extinguisher of not less than 4.5kg capacity at hand.
 - (iii) The Emergency Cut-Off Valve Operators sole task is to hold, operate and control the Cut Off Valve Handle.
- (g) If for the duration of a Pit Stop NO refuelling is to occur, the personnel nominated in Article S13 (e) may undertake other duties.
- (h) Each Overhead Refuelling Rig must at all times comply with the requirements of Article S15.
- (i) ***The use of hand-held pumps and fuel drums for refuelling is permitted,***

provided all procedures comply with the AASA Refuelling Process, Approved Devices & Fuel Cells Policy <https://aasa.com.au/wp-content/uploads/AASA-2022-Appendix-6-Refueling-Process-Approved-Devices-Fuel-Cells.pdf>

S12.3 Servicing the Car

- (a) A maximum of three (3) persons are permitted to assist with servicing the Car, excluding the Car Controller, Driver Assistant and others identified in Article S12.1 (n).
- (b) A maximum of two (2) wheels may be jacked above the ground at any time during a pit stop.
- (c) A maximum of one (1) powered tool (hand or otherwise) per Car is permitted to be used to loosen or re-tension the wheel nuts.

S12.4 Driver Change

- (a) ~~A Driver change may only take place on the Pit Lane apron under the supervision of Pit Lane officials, even if a Car has been moved to the pit garage for an extended repair period.~~ **A driver change can occur in pitlane and in a pitlane garage.**
- (b) A Driver change may be carried out at any time during a pit stop.
- (c) The Driver about to enter the Car must not cross the Prescribed Line into Pit Lane prior to the Car having come to a complete stop in its pit bay.
- (d) The Driver who has exited the Car must be behind the Prescribed Line before the Car is released from its pit bay at the conclusion of a pit stop.
- (e) The Driver exiting the Car, if assisting the Driver entering the Car, is not deemed to be working on the Car. It is permitted to use a Driver Assistant, in place of the exiting Driver. This Driver Assistant may assist with the Driver change and/or connect a cable to a Car'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.

S12.5 Maximum Driving Time

There is no maximum driving time requirement in any race of the Championship.

S12.6 Compulsory Pit Stop (CPS)

- (a) At each Round, each Car must complete one (1) CPS in each race with a scheduled duration of one hour or longer. (For clarity, a CPS is not required in a 30-minute race).
- (b) The CPS must be commenced during the prescribed CPS window in each race.
- (c) Unless detailed otherwise in Supplementary Regulations for a particular Round, the prescribed CPS window will open when the official race time is 20 minutes and will close when 20 minutes are remaining in the race.
- (d) The CPS may commence during a Safety Car period that occurs within the prescribed CPS window.
- (e) A CPS will be deemed to have commenced when the Car crosses the timing line at pit entry or the speed restriction line if a timing line is not installed or functioning.
- (f) A CPS will be deemed to have been completed when the Car 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.
- (g) Each CPS will be conducted in accordance with Article S12.1 and the following will also apply to each Car during each CPS:
 - (i) ~~For Class X, a minimum of two (2) wheels and tyres must be changed by one (1) of the following procedures:~~
 - (1) ~~Remove the two (2) wheels and tyres and replace them with two (2) different wheels and tyres; or~~
 - (2) ~~Remove the two (2) wheels and tyres, place the sidewall of each tyre on the ground, remove hands and refit the same wheels and tyres; or~~

- ~~(3) Remove one (1) wheel and tyre, place the sidewall of the tyre on the ground, remove hands and refit the same wheel and tyre and then repeat the process with the same wheel and tyre.~~
 - (ii) For Class A1, A2, B, C, D and E, a minimum of one (1) wheel and tyre must be changed by one of the following methods:
 - (1) Remove the wheel and tyre and replace with another wheel and tyre; or
 - (2) Remove the wheel and tyre, place the sidewall of the tyre on the ground, remove hands and refit the same wheel and tyre.
- (h) Refuelling is permitted.
- (i) A driver change may be completed for two driver entries.
- (j) The minimum penalty for failing to commence the CPS during the prescribed CPS window will be a deduction of two (2) laps at the completion of the race.
- (k) The car must remain stationary in the pit box for a minimum of ~~five~~ **THREE (3)** minutes for each CPS

S14 FUEL

S14.1 General

- (a) Fuel will be available at the circuit. Other than fuel already in the fuel tank of a Car, no fuel is to be brought into the venue.
- (b) A fuel sample may be taken from a Car at any time.
- (c) Each Entrant is responsible for a fuel sample being able to be obtained safely and promptly upon request by the TD or Chief Scrutineer.
- (g) All fuel sampled will be compared with that provided by the official fuel supplier at the Venue for the Round in question. Any discrepancy will be reported to the Stewards by the TD and/or Chief Scrutineer.

S14.2 Fuel Storage

- (a) Any area in which fuel is being stored must be:
 - (i) Adequately ventilated and have unimpeded access; and
 - (ii) Be clean and free of potentially flammable materials e.g., paper, rags, oily fabrics etc.
 - (iii) Smoking must be strictly forbidden.
- (b) All fuel must only be stored at a temperature within ± 10 degrees Celsius of the ambient temperature and any device and substance, which changes the temperature of the fuel from the ambient air temperature, is prohibited.
- (c) Unless specified otherwise in the Supplementary Regulations, the maximum amount of fuel to be stored in each Pit Lane garage will be two hundred and five (205) litres. A Pit Lane garage is defined as the area provided by the Organiser as a single Pit Lane garage hired for one (1) Car.
- (d) Any fuel in excess of the Pit Lane Garage or Carport allowance must be stored in the bunded fuel storage area.
- (e) At least two (2) certified and fully functioning 4.5kg dry chemical fire extinguishers, in working order, must be provided by the Entrant for each of their competing Cars.
Extinguishers must be identified with the car number.

R14.3 Refuelling/Defuelling – Garage/Paddock

- (a) All refuelling and defuelling must be carried out in accordance with the AASA NCR's and Appendix 6 Refuelling Process, Approved Devices & Fuel Cells, and in addition

comply with the relevant States OH&S Laws, Regulations and Compliance Codes and the following requirements regardless of where this operation occurs.

- (b) The car's engine must be turned off.
- (c) A drip/catch mat/tray capable of containing any spillage must be positioned below the refuelling or defuelling point of the Car.

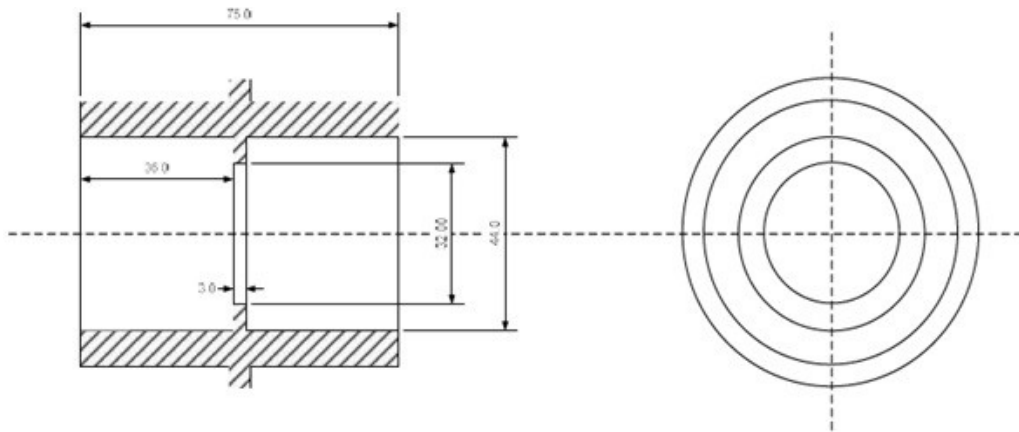
Any fuel spillage during refuelling and defuelling the Car must be reported immediately to the pit lane officials for the spillage to be contained and neutralised.

 - (i) The first recorded breach by a team will be a warning.
 - (ii) Any further breaches by the same team will be referred to the Stewards for a penalty.
- (d) The crew member/s involved in the operation must be attired to the standard required by AASA; Appendix 4 Apparel Requirements (hereafter referred to as Suitably Attired).
- (e) A "Suitably Attired" Crew Member, designated as the teams Fire Attendant, must be in attendance with a minimum of one (1) approved fire extinguisher, complying with current Australian Standards and fully charged with a minimum 4.5 kg capacity dry powder, or its equivalent, showing a current inspection certificate.
- (f) The Fire Attendant must not perform any other task during the refuelling or defuelling procedure.
- (g) During any refuelling or defuelling procedure, the car and any vessel where fuel is being transferred must be earthed to a suitable earth point.
- (h) All personnel handling fuel must discharge themselves of static electricity prior to participating in any refuelling, defuelling or transferring procedures.
- (i) Smoking (which includes e-cigarettes and "vaping") and any naked flame is prohibited within three (3) metres of any refuelling/defueling operation
- (j) All mobile phone must be switched off in the immediate vicinity of the refuelling, defuelling or transferring procedures.
- (k) All fuel must only be transferred at a temperature within ± 10 degrees Celsius of the ambient temperature and any device and substance, which changes the temperature of the fuel from the ambient air temperature, is prohibited.
- (l) For the duration of any refuelling or defuelling operation within a garage or carport, all non-essential personnel such as sponsors, families, or other guests of the Team must vacate the Garage, Carport or area until refuelling has been completed.
- (m) Refuelling and defueling is not permitted during a qualifying session, or before the completion of post qualifying or post-race scrutiny unless authorised by the TD and/or Chief Scrutineer.

S15 OVERHEAD REFUELLING RIG

- (a) Each overhead refuelling rig must conform to the following must comply with NCR Appendix 6 - Refuelling Process & Approved Devices and in addition comply with the relevant States OH&S Laws, Regulations and Compliance Codes.
- (b) Each overhead refuelling rig must have a restrictor fitted between the exit of the refuelling rig hose and within one hundred and fifty (150) mm of the dry-break coupling through which all fuel being transferred to the Car must pass.

The restrictor must be seventy five (75) mm long, be circular in section and have a maximum internal diameter of thirty two (32) mm. The thirty two (32) mm restriction must be maintained for a distance of three (3) mm. The minimum internal diameter either side of the restriction is forty four (44) mm, maintained for at least thirty six (36) mm. This restrictor must comply with the following diagram.



- (c) The refuelling of a Car by use of an overhead refuelling rig is only permitted during a race or outside of any on track activity and then only following notification of a Pit Lane Fire Marshal and when the Car is in Pit Lane.
- (d) It is permitted to practice pit stops with the overhead refuelling rig in Pit Lane, outside of on track activity, provided that there is no fuel in the refuelling hose.
- (e) The placement of any type of cover or shield over the overhead refuelling rig during a race is prohibited.
- (f) Each fuel drum must comply with AS2906.
- (g) The refilling of an overhead refuelling rig during the refuelling of a Car from that overhead refuelling rig is prohibited.
- (h) The overhead refuelling rig must not contain any fuel when it is being moved, or when it is stored within the pit lane garage.
- (i) At all times when filling or emptying an overhead refuelling rig in the pit lane, all crew member must be "Suitably Attired" with a "Suitably Attired" Crew Member, designated as the teams Fire Attendant, in attendance with a minimum of one (1) approved fire extinguisher, complying with current Australian Standards and fully charged with a minimum 4.5 kg capacity dry powder, or its equivalent, showing a current inspection certificate.
- (j) During ANY fuel transfer (Car to container, container to Car, container to container, container to tower, tower to container, tower to Car etc.) each crew member involved in the transfer or within 1 metre of the re-fuelling fittings must be "Suitably Attired" with a "Suitably Attired" Crew Member, designated as the teams Fire Attendant, in attendance with a minimum of one (1) approved fire extinguisher, complying with current Australian Standards and fully charged with a minimum 4.5 kg capacity dry powder, or its equivalent, showing a current inspection certificate.
- (k) Each overhead refuelling rig must be connected to an earthing point at all times and will be subject to the approval of the TD and/or Chief Scrutineer.
- (l) Each overhead refuelling rig must be suitably restrained to the pit building structure to prevent it falling in the event of any incident in pit lane. The restraint of each overhead refuelling rig will be subject to the approval of the TD and/or Chief Scrutineer. The drilling of holes in the concrete floor and/or any part of the garage structure to allow connection is prohibited.
- (m) For the duration of any refuelling or defuelling the overhead refuelling rig, all non-essential personnel such as sponsors, families, or other guests of the Team must vacate the Garage.

S16 TYRES

- (a) Permitted tyres are Yokohama AO50, AD09 and Hankook Z221 semi slick

- (b) From the start of qualifying, a maximum of twelve (12) tyres are permitted to be used on each Car at each Round ~~of which one (1) set (four (4) tyres) must be new tyres.~~
- (c) With the exception of wear resulting from normal usage, each tyre must remain unmodified.
- (d) A maximum number of tyres (as detailed above) will be scanned/marked for each Car by the TD or their nominee at each Round and these scanned/marked tyres are the only tyres permitted to be used on that Car during any qualifying session or race at that Round.
- (e) Prior to qualifying at each Round, each Entrant must present each tyre to the TD or their nominee for scanning/marking.
- (f) Each Entrant 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 Entrant must notify the TD or their nominee immediately.
- (i) An Entrant is permitted to replace one (1) scanned/marked tyre per Car, 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.
- (j) If an Entrant is permitted to replace a scanned/marked tyre, the Car concerned must start the next race at that Round from the rear of the grid. If the replacement occurs during the last race of a Round, thirty (30) seconds will be added to the race time for that Car. 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.
- (k) Any heating or chemical treatment of tyres prior to a Meeting is prohibited.
- (l) The use of any tyre heating, heat retention device or chemical treatment during a Meeting is prohibited.
- (m) The use any device that automatically controls the tyre pressure of a fitted tyre is prohibited.
- (n) If qualifying and/or racing is scheduled on more than one (1) day at any Round, the TD may impound any tyre/s overnight at their sole discretion.
- (o) At no time may any tread wear indicator be exposed, or in the case of a tyre that has a dimpled tyre wear indicator, the tyre must not be worn below the 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.

S17 BALANCE OF PERFORMANCE (BoP)

- (a) A Car may be subject to a Balance of Performance (BoP) adjustment which may take the form of a change to any of the following:
 - (i) Car/s weight – weight may be added to the actual weight of the Car/s as measured by the TD at the Event;
 - (ii) Maximum allowable boost;
 - (iii) Minimum ride height;
 - (iv) Number and/or length of CPS;
 - (v) Fuel tank capacity.
- (b) Any application of BoP will be advised by the TD and will be covered by a Technical Bulletin.

- (c) The TD reserves the right to apply a BoP adjustment/s up to two (2) hours prior to the commencement of each race.

S18 CAR SIGNAGE/MARKINGS

S18.1 Car Signage/Markings and Series identification

- (a) In addition to the requirements detailed below each Car must comply with the requirements of AASA NCR G26.1 – Vehicle Signage.
- (b) The front windscreen strip of each Car is to be left vacant for the Series sponsor. Two hundred and fifty (250) mm from bottom of the 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.
- (c) Each side number panel must be a white panel two hundred and sixty (260) mm high x three hundred and eighty (380) mm wide and placed ten (10) mm to twenty (20) mm back from the front door line – decals to be supplied by the CM.
- (d) Each Entrant number must be black, two hundred and twenty (220) mm high x two hundred and sixty (260) mm wide and in Helvetica Bold Italic – decals to be supplied by the Entrant.
- (e) The class of the Car entered must be placed on the bottom right- hand side of the number panel eighty (80) mm high and in black Helvetica Bold Italic. For example, “A1” – decals to be supplied by the Entrant.
- (f) A panel above the side number panel must be left vacant for the Series commercial partners. One hundred (100) mm high x three hundred and eighty (380) mm wide – decals to be supplied by the CM.
- (g) A panel one hundred (100) mm high x three hundred and eighty (380) mm wide, below the side number panel must be left vacant for the Series commercial partners – decals to be supplied by the CM.
- (h) A panel one hundred (100) mm high x three hundred and eighty (380) mm wide on each corner of the front and rear bumper (4 locations) must be left vacant for the Series sponsor – decals to be supplied by the CM.
- (i) The front and rear number plates must be left vacant for class commercial partners. One hundred and thirty (130) mm high x four hundred (400) mm wide – decals to be supplied by CM.
- (j) A panel one hundred (100) mm high x three hundred and eighty (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.
- (k) A panel on each rear side window or panel must be left vacant for the AASA decal – decal to be supplied by the CM.
- (l) Front windscreen number and class letter – day glo Helvetica Bold. One Hundred and fifty (150) mm high for number, eighty (80) mm high for class letter – to be placed twenty five (25) mm from the left side of the windscreen and twenty five (25) mm below the bottom of the windscreen strip.
- (m) Rear windscreen number and class letter – day glo Helvetica Bold. One Hundred and fifty (150) mm high for number, eighty (80) mm high for class letter – to be placed twenty five (25) mm from the bottom of the rear windscreen strip and twenty five (25) mm from the right-hand side.

S18.2 Competition Numbers

- (a) The allocation of a competition number for each Car is solely the responsibility of the CM, which will maintain a register of all competition numbers allocated to, or reserved for, any Car.
- (b) 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.

S18.3 Night Racing Requirements

- (a) Each door handle, battery isolation and kill switch as well as window net release mechanism must be highlighted with reflective tape.
- (b) A pit boom can be utilised for lighting of the pit bay area only.

S19 DATA LOGGING AND PRESSURE MONITORING DATA LOGGER

S19.1 General

- (a) Each Car fitted with a forced induction engine must be fitted with a pressure monitoring data logger.
- (b) 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 Car for the duration of each practice session, qualifying session and race.
- (c) Access to the logged data recorded by the pressure monitoring data logger must be provided to the TD at any time upon request.
- (d) Downloading of logged data by an Entrant, or their representative, is prohibited until thirty (30) minutes have elapsed from the completion of a practice session, qualifying session or race.
- (e) 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 Car with the maximum inlet manifold pressure detailed in its Compliance Document.
- (f) 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 Car. Any non-compliance will be reported to the Stewards with a recommendation of Disqualification from the relevant session and/or race.
- (g) The TD may exchange an Entrant's pressure monitoring data logger for one owned by the CM at any time.
- (h) The pressure monitoring data logger for the Championship is the Motor Sport Electronics – BM2012 Boost Monitor, which must have a manufactured date after 01 January 2012. This boost monitor is available from:

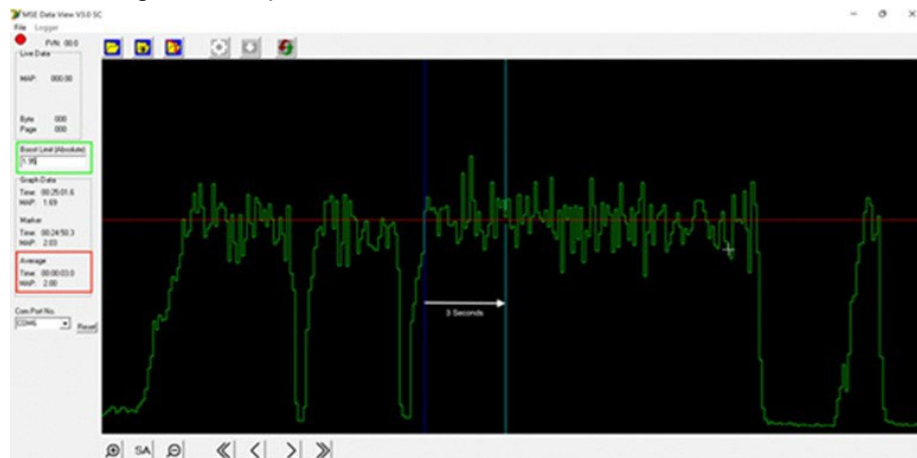
Motor Sport Electronics Pty Ltd
22 Deep Pool Way
Mount Annan, NSW 2567
Phone: 02 4648 0030
Email: sales@msedata.com.au
Mobile: 0402 102 553
www.msedata.com.au

- (i) Access to any form of recorded or logged data for a Car 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 Car.

S19.2 Data Interpretation

- (a) The TD will apply the following method to determine if the manifold boost pressure data logged by the Boost Monitor fitted to a Car exceeds the Maximum Manifold Boost Pressure permitted for that Car (refer Attachment B):
 - (i) Data will be interpreted over a 3 second period;
 - (ii) The 3 second period will be taken from any point in the data in which the manifold pressure exceeds 1 bar of absolute pressure;
 - (iii) The data will be averaged over this 3 second period using the average determined by the MSE unit/software;

- (iv) An interpretation tolerance of +0.03 bar will be used to cover any interpretation variance over the average figure;
- (v) The average manifold boost pressure found using the method described above, must not exceed the Car's Maximum Manifold Boost Pressure more than 3 times in any single session (e.g. a qualifying session or a race)
- (vi) As an example, the snapshot 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.



S20 TESTING RESTRICTIONS

- (a) Unless authorised in writing by the CM, any Car or Driver associated with the Championship is prohibited to drive on any Circuit that is hosting a Round in any Car entered in the Championship 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 a Car or Driver is associated with the Championship.

S21 SEALING OF CARS/COMPONENTS

- (a) The engine fitted to each Car must have been sealed by the TD or a nominated sealer approved by the CM, prior to the commencement of qualifying at each Round.
- (b) The TD may seal any drive train and engine part during a Round for inspection between Rounds.
- (c) No Seal may be removed without the prior permission of the TD.
- (d) 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 Car from the results of all previous Rounds in which the sealed component was identified as having been used on that Car.
- (e) It is the responsibility of the Entrant to have appropriate holes in relevant components to enable the fixing of Seals.

S22 VIDEO CAMERA AND RECORDING DEVICE (JUDICIAL)

- (a) Each Car entered in the Championship must with a fully operational digital video camera and recording device, that records in High Definition (1920 x 1080 HD format) on the SD Card or USB device and any associated camera equipment to ensure the full functionality and recording capability of the camera in all practice/qualifying sessions and races.
- (b) The camera system that records in high definition on the SD Card or USB device must be supplied by the Entrant and authorised by the CM.

- (c) The camera and its associated equipment must be installed in the Car 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 and include the driver's hands on the steering wheel in the field of vision, or as directed by the DS. In addition, the camera must be tethered in accordance with AASA regulations.
- (e) Each Competitor is required to ensure that the camera is switched on and functioning in the correct manner for the duration of the session, prior to the Car entering the Track for each practice/qualifying session and race.
- (f) Access to the camera must be provided to personnel authorised CM, CA and/or TD is permitted interfere with the camera. The Judicial In-Car Camera and associated SD card will remain in Parc Fermé conditions for thirty (30) minutes after the conclusion of any track activity
- (g) Each Entrant is permitted access to the video images recorded by the cameras, however the footage is "strictly for private internal purposes"; that is, it cannot be sold, licensed, broadcast, published, commercially exploited or otherwise publicly displayed or distributed, including in any case via internet or social media.
- (h) Each Entrant must ensure that they have a supply of at least five (5) suitable approved replacement SD Cards or USB devices, eight (8) gig or larger, suitably marked, in case a removed unit is still being used for investigation. If there are multiple SD Cards or USB devices in use for a Car, each SD Card or USB device must be labelled with a letter (a, b, c etc). Example: 1a, 1b.
- (i) When requested an Entrant must immediately provide the SD Card or USB device to the CM, CA, DS and/or Clerk of the Course and/or Stewards of the Meeting. Footage is not permitted to be deleted during an Event from any SD Card or USB device without the written permission of the CM and/or TD.
- (j) The fitment of any other camera and/or recording device to a car is subject to the prior express approval of the CM, CA and/or TD and the installation of this/these units is subject to the approval of the TD and/or Chief Scrutineer
- (k) Each SD card or USB must be clearly and indelibly marked with the Competition Number of the car it will be recording in.
- (l) The camera data stored on an SD Card or USB device must be exclusive to each session or race.
- (m) Micro SD cards must be supplied in their adaptor as they will not be accepted without the adaptor.
- (n) In addition to the in-car camera unit detailed in these regulations, the CM or CA reserves the right for any outside broadcast Company to fit remote camera units to any car for the purpose of live broadcasting and position signage within view of the camera.
- (o) If a camera fails to operate, or the team fail to load an SD card, then penalties will apply.
- (p) An SD card or USB device must not be removed from any camera until authorised by the CM or TD
- (q) Unless otherwise approved in writing by the DS, the footage obtained from each session must be stored such that it is available to the DS, CM, CA and appointed Media Representative until at least twenty four (24) hours after the completion of the Round.
- (r) The CA will advise when an Entrant is permitted to remove the Judicial On-Car Camera unit and/or SD card after the end of each session or race. A breach of Parc Fermé conditions will be subject to a penalty of Disqualification of the Driver from that session.

- (s) At the discretion of the Stewards, if a post-race investigation is required and an Entrant is unable to provide their own video footage then that Entrant must endeavour to find footage from another Entrant.
- (t) Another Entrant is under no obligation to provide another Entrant with their video footage but are reminded that the DS can request that footage for presentation.
- (u) In a case where video evidence is required a post-race investigation, if either the in-car camera or SD Card or USB device is found to have failed and the failure prevents the making of a determination and other evidence is not available then it will be deemed that the Entrant of the car carrying the failed equipment will be responsible and will result in either exclusion from the session or a grid penalty will occur for the next race, as determined by the Stewards. If the incident occurs in the last event at a Meeting, the Stewards may impose a carry-over penalty to the next meeting or impose a loss of Championship points if deemed appropriate.

S23 Private On-Car Cameras

- (a) Private In-Car-Cameras may be permitted only after the express approval of CM and any footage gathered from such camera(s) shall only be used for non-commercial use by Team and Driver. Each Entrant/Driver must execute and maintain current, a media rights and usage agreement with CM or its designated production company prior to participation in the Series.
- (b) Any In-Car camera installation for any session or race must be approved by the TD and/or the Chief Scrutineer and/or the Clerk of the Course. Installations are limited to inside the cockpit.
- (c) Footage shall not be transferred, sold, given to any party not having executed the media rights and usage agreement with CM or its designated production company. Real time or live posting of any recorded material is prohibited.
- (d) Any use of the In-Car footage by sponsors or any other third party shall require the execution of a separate commercial use agreement with CM.

S24 Conduct of Competitors, Drivers, Crew & Guests

- (a) Entrant's/Driver's (includes all members of the team and guests) should be aware that comments made on the internet (including websites, Twitter, Facebook or others) may be considered public comment.
- (b) Any comment/s which are deemed improper, bring the event into disrepute, or are threatening, abusive, indecent or insulting may lead to disciplinary action.
- (c) Comments which are personal in nature or could be construed as offensive, use foul language or contain direct or indirect threats aimed at the organiser and/or other participants are likely to be considered improper.
- (d) Entrant's/Driver's need to be warned that even though they believe their postings are only visible to a limited number of selected people they may still end up in the public domain and sanctions may be taken

Appendix A

List of Eligible Cars – Class X

CLASS X - Ultimate Performance Cars				
Make	Model	Designation	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	1.55	1496
BMW	M3	F80, F80 LCI Competition	1.79	1478
BMW	M4	F82	1.79	1473
BMW	M3	G80 Manual	TBA	1602
BMW	M4	G82 Manual	TBA	1598
Holden	HSV GTS	VF MY14	0.92	1750

Appendix A

List of Eligible Cars – Class A1

CLASS A1 - Extreme Performance Forced Induction Cars				
Make	Model	Designation	Maximum Manifold Pressure (bar)	Minimum Racing Weight (kg)
Audi	TTS	FV3	1.30	1430
Audi	TT RS Plus	8J	1.25	1448
BMW	1M	E82	0.95	1462
BMW	M135i	F20	1.95 (absolute)	1398
BMW	M140i	F20	TBA	1418
BMW	M235i	F22	TBA	1423
BMW	M240i	F22	TBA	1438
Ford	FPV F6	FG	0.91	1696
Ford	FPV GT-F	FG2	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	TBA	1754
Ford	FPV GT R-Spec	FG2	TBA	1710
Ford	Focus RS	LZ	1.85	1521
Mercedes-Benz	AMG A45(2016)	W176 MY16	1.80	1480
Mercedes-Benz	AMG A45	W176 MY13	1.80	1480
Mitsubishi	Lancer Evo X	RS	1.40	1486
Mitsubishi	Lancer Evo IX	RS, GSR	1.21	1450
Mitsubishi	Lancer Evo VIII	RS	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	1.31	1470
Subaru	Impreza WRX Sti	G-3 MY10	1.31	1395
Toyota	Yaris GR	XPA1G	TBA	1290
Volkswagen	Golf R	Series 7.5	1.30	1448
Volkswagen	Golf R	Series 7	TBA	1435
Volkswagen	Golf R	Series 8	TBA	TBA

Appendix A

List of Eligible Cars – Class A2

CLASS A2 - Extreme Performance Naturally Aspirated Cars				
Make	Model	Designation	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	N/A	1632
Ford	Mustang GT	FN (Man)	N/A	1661
Ford	Mustang GT	FN (Auto)	N/A	1674
Ford	Mustang Mach 1	FN	N/A	1681
Ford	Mustang Bullitt	FN	N/A	1661
Holden	HSV GTS	VY/VY2	N/A	1581
Holden	HSV GTS Coupe	V2	N/A	1565
Holden	HSV GTO Coupe. GTS Coupe	VZ	N/A	1560
Holden	HSV R8 Clubsport	VZ	N/A	1591
Holden	HSV R8 Clubsport	VF	N/A	1644
Holden	HSV R8 Clubsport	VE/VE2	N/A	1707
Holden	HSV GTS	VE/VE2	N/A	1707
Holden	HSV GTS	VX	N/A	1590
Holden	SS, SSV Redline (6.2)	VF II	N/A	1675
HSV Chevrolet	Camaro	2SS	N/A	1599
Lexus	RC RCF	USC10R	N/A	1741
Mercedes-Benz	C63	W204	N/A	1663

Appendix A

List of Eligible Cars – Class B1

CLASS B1 - High Performance Forced Induction Cars				
Make	Model	Designation	Maximum Manifold Pressure (bar)	Minimum Racing Weight (kg)
Audi	S1	8X	TBA	1360
Audi	TT	FV3	TBA	1390
BMW	135i	E82	0.80	1425
BMW	335i	E90, E92	0.80	1480
Ford	XR6 Turbo	BF/BF2	0.64	1646
Ford	Focus RS	LV	TBA	1455
Honda	Civic Type R	FK8	1.60	1389
Hyundai	i30N	PDE	2.205(absolute)	1408
Hyundai	i30N	2021	TBA	1440
Kia	Stinger 330 GT	CK	TBA	1668
Mini	Cooper S JCW	F56	TBA	1180
Peugeot	308 Gti 270	T9	TBA	1178
Renault	Megane RS 275 Trophy R	X95	TBA	1247
Subaru	Impreza WRX Sti	GD	1.0	1437
Subaru	Impreza WRX	G-3 MY09	TBA	1370
Volkswagen	Golf R	Gen 6	1.20	1472
Volkswagen	Golf GTi TCR	Gen 7.5	1.30	1387

Appendix A

List of Eligible Cars – Class B2

CLASS B2 - High Performance Naturally Aspirated Cars				
Make	Model	Designation	Maximum Manifold Pressure (bar)	Minimum Racing Weight (kg)
BMW	M3	E46	N/A	1452
BMW	M3	E90, E92	N/A	1517
Ford	XR8	BF, BF2	N/A	1646
Ford	XR8	FG	N/A	
Ford	FPV GT, GT-P	BA, BA2	N/A	1687
Ford	FPV GT, GT-P	BF, BF2	N/A	1700
Holden	Commodore SS	VX	N/A	1542
Holden	HSV R8 Clubsport	VXt	N/A	
Holden	Commodore SS, SV	VY	N/A	1565
Holden	Commodore SS, SV, SS-Z	VZ	N/A	1565
Holden	Commodore SSV-Redline	VE	N/A	1618
Holden	Commodore SSV-Z	VE	N/A	1659
Holden	Commodore SS, SSV Redline, SSV CL	VF (6.0)	N/A	1626

Appendix A

List of Eligible Cars – Class C

CLASS C – Performance Cars				
Make	Model	Designation	Maximum Manifold Pressure (bar)	Minimum Racing Weight (kg)
Alfa Romeo	Guilietta QV 1.8	Series 2	1.50	1299
Audi	TT	3.2 Quattro MY05	N/A	1410
BMW	130i	E87	N/A	1355
BMW	M3	E36 3.2L	N/A	1448
BMW	M3	E36 3.0L	N/A	1448
Holden	Astra HSV VXR	AH	1.20	1333
Holden	Astra HSV VXR	PJ	1.50	1489
Mazda	3 MPS	BL	1.10	1420
Mazda	3 MPS	BK 3A, 3B	1.10	1403
Mazda	6 MPS	6A	1.10	1534
Mini	Cooper S JCW	R56	TBA	1120
Mini	Cooper S	F56	TBA	1135
Renault	Megane RS 265	X95	1.55	1374
Renault	Megane RS 265 Trophy R	X95	1.55	1247
Renault	Clio RS200 Sport	X98	2.00	1176
Suzuki	Swift Turbo	AZ	TBA	945
Volkswagen	Scirocco R	Gen 3	1.20	1351
Volkswagen	Polo GTi	AW	1.35	1303
Volkswagen	Golf GTi	Gen 7	1.20	1337
Volkswagen	Golf GTi	Gen 7 MY15 Manual	1.20	1313
Volkswagen	Golf GTi Performance Pack	Gen 7	1.20	1377

Appendix A

List of Eligible Cars – Class D

CLASS D – Production Cars				
Make	Model	Designation	Maximum Manifold Pressure (bar)	Minimum Racing Weight (kg)
Alfa Romeo	Mito Sport	Series 1	TBA	1142
BMW	125i	E82	N/A	1375
Ford	Fiesta ST	WZ	1.50	1172
Honda	Integra Type R	DC2	N/A	1087
Honda	Integra Type R	DC5	N/A	1160
Honda	Integra Type S	DC5	N/A	1230
Kia	Procede GT	JD	1.20	1280
Mazda	RX-8 GT	FE Series 2	N/A	1377
Mazda	RX-8 Series 1	RX8A	N/A	1299
Mazda	6 Diesel	GJ	2.70 (absolute)	1471
Mini	Cooper S	R56	TBA	1120
Mini	Cooper S	R53	TBA	1110
Nissan	Pulsar SSS	N14	N/A	1141
Nissan	Pulsar	N15	N/A	1102
Renault	Clio Sport 197	X85	N/A	1221
Subaru	BRZ	Z-1	N/A	1255
Subaru	BRZ	ZD8	N/A	1246
Toyota	Camry	XV20	N/A	1345
Toyota	Celica SX	ZR	N/A	1085
Toyota	Corolla Sportivo	ZZE123R	N/A	1238
Toyota	86 GT	ZN SER	N/A	1179
Toyota	86 GTS	ZN SER	N/A	1198
Toyota	86 GT	ZN 2018	N/A	1218
Toyota	86 GTS	ZN 2018	N/A	1215
Toyota	GR 86	ZN8	N/A	1246
Volkswagen	Golf GTi	Gen 5	1.00	1340
Volkswagen	Golf GTi	Gen 6	TBA	1360
Volkswagen	Polo GTi	9N	1.00	1190

Appendix A

List of Eligible Cars – Class E

CLASS E – Compact Cars				
Make	Model	Designation	Maximum Manifold Pressure (bar)	Minimum Racing Weight (kg)
BMW	325i	E46	N/A	1400
BMW	325Ti	E46	N/A	1380
Hyundai	Getz	TB	N/A	1077
Mazda	2	DJ, DE	N/A	980
Mazda	3	3C	N/A	1240
Mazda	3 SP23	BK Series 1, Series 2	N/A	1227
Mazda	3 SP25	BL Series 1, Series 2	N/A	1305
Proton	Satria GTi	BS	N/A	1163
Suzuki	Swift Sport	FZ	N/A	1030
Suzuki	Swift Sport	EZ RS416	N/A	1067
Toyota	Echo	10 SER	N/A	884
Toyota	Yaris YRX	NCP91R	N/A	1094

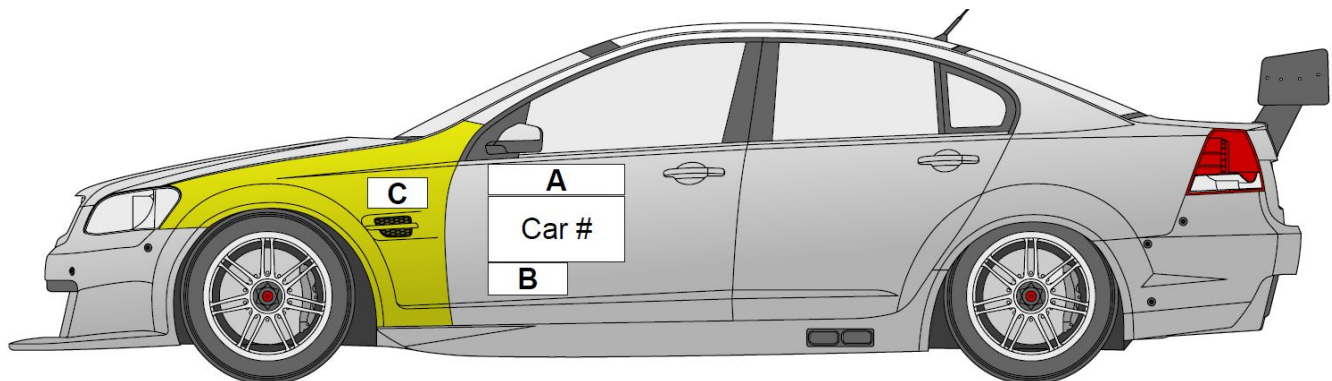
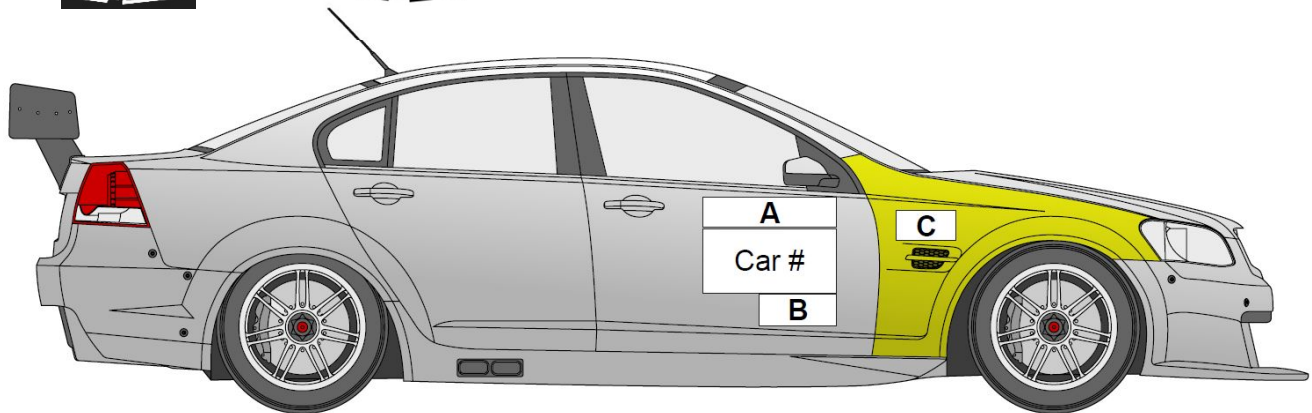
Hi-Tec Oils Super Series 2025

Compulsory Vehicle Sticker Signage

A and/or B Super Series Stickers



C) AASA Black or White background, Hi-Tec Batteries



All Stickers referred to above will be given to each entrant at drivers sign on including a windscreen banner.