



# 2013 Australian V8 Ute Racing Series

## Sporting and Technical Regulations



<b>Version 1</b>	<b>Bulletin B13/020</b>
<b>Version 2</b>	<b>Bulletin B13/051</b>
<b>Version 3</b>	<b>Bulletin B13/096</b>



## 2013 Australian V8 Ute Racing Series Sporting Regulations

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# 2013 Australian V8 Ute Racing Series

## Sporting Regulations

### S1 TITLE and JURISDICTION

#### S1.1 Title

This Series shall only be known as and referred to as the “2013 Auto One V8 Ute Racing Series protected by Armor All”.

#### S1.2 Authority / Jurisdiction

- (a) Each event in the 2013 Australian V8 Ute Racing Series (Series) shall be conducted under the provisions of the International Sporting Code of the Federation Internationale de l'Automobile (FIA); the National Competition Rules (NCR) and Race Meeting Standing Regulations (RMSR) of the Confederation of Australian Motor Sport Ltd (CAMS); the Sporting and Technical Regulations issued for this Series by CAMS; Supplementary and Further Regulations issued by the Organiser at each round; Bulletins issued by the Stewards of the Meeting and any Driver Briefing Notes issued by the Race Director or the Clerk of the Course at a meeting.
- (b) This Series has been sanctioned by CAMS as a National Series.
- (c) Australian V8 Ute Racing Pty Ltd has been appointed as the Category Manager (CM) by CAMS for this Series.

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### S2 ADMINISTRATION

#### S2.1 Personnel

The following personnel have been appointed to the Series by CAMS and/or the CM and have the authority to administer the various aspects of these regulations as detailed in the RMSR.

- (a) Race Director (RD) James Taylor
- (b) Technical Commissioner (TC) ~~John Torr~~ **Scott McGrath**
- (c) Investigating and Prosecuting Officer (IPO) James Taylor
- (d) Technical Advisor (TA) Bob Riley
- (e) Driving Standards Advisor (DSA) Paul Stokell
- (f) Category Administrators (CA) Bill West and Craig Denyer

### S3 COMPETITOR ELIGIBILITY

To be eligible to compete in the Series, each Competitor must hold a current CAMS Competitor's Licence and be a party to a current Shareholders and Registration agreement with the CM.

### S4 AUTOMOBILE ELIGIBILITY

Each automobile must comply with the provisions of the 2013 Australian V8 Ute Racing Series Technical Regulations to be eligible to compete in the Series.

#### S4.1 Replacement Automobiles

Following the commencement of the first practice session of each round of the Series, any automobile that has been entered to compete at that round may not be replaced with another automobile.

## S5 DRIVER ELIGIBILITY

- (a) To be eligible to compete in the Series, each Driver must hold a current CAMS National Circuit Licence (NC) or higher and be registered for the Series with the CM.
- (b) Each Driver nominated as "Driver 2" at any round of the Series where Round Format 3 is used, must hold a current CAMS Provisional Circuit Licence (PC) or higher.

### S5.1 Substitute Drivers

Prior to the commencement of the first qualifying session at each round of the Series, a Competitor may nominate a substitute driver who may be permitted to compete in the remainder of the meeting subject to the approval of the Stewards of the Meeting and the CM.

### S5.2 Guest Drivers

The CM reserves the right to permit Guest Drivers to participate at any round of the Series.

## S6 SERIES ROUNDS

The Series shall be conducted over eight (8) rounds as detailed in the Series Calendar below. Each race conducted as a part of the Series shall count in determining the final results of the Series.

## S7 SERIES CALENDAR

The Series shall be conducted over the following rounds:

Round	Date	Circuit	Qualifying Format	Race Format
1	28 February - 3 March	Adelaide Parklands	1	1
2	3 – 5 May	Barbagallo Raceway	2	2
3	14 – 16 June	Hidden Valley	TBA	2
4	5 – 7 July	Townsville	2	1
5	13 – 15 September	Sandown Raceway	2	1
6	10 - 13 October	Mount Panorama	1	1
7	25 - 27 October	Surfers Paradise	1	1
8	6 – 8 December	Sydney Olympic Park	1	1

## S8 ROUND FORMAT

The number, length and format of track sessions shall ultimately be negotiated between the CM and the event organiser prior to a round of the Series and shall be advised in the relevant Supplementary / Further Supplementary Regulations issued for a meeting.

Generally, the format for each round of the Series shall be as follows:

### S8.1 Round Format 1 (One Driver)

- (a) Practice Two (2) x 20 minute practice sessions
- (b) Qualifying One (1) x 20 - 30 minute qualifying session
- (c) Races 1 & 3 Two (2) x 20 min races (expressed as a number of laps)
- (d) Race 2 One (1) x 25 min race (expressed as a number of laps)

### S8.2 Round Format 2 (One Driver)

- (a) Practice Two (2) x 20 minute practice sessions
- (b) Qualifying One (1) x 20 - 30 minute qualifying session
- (c) Races 1, 3 & 4 Three (3) x 20 min races (expresses as a number of laps)
- (d) Race 2 One (1) x 25 minute race (expressed as a number of laps)

### **S8.3 Round Format 3 (Two Drivers)**

- (a) Practice 1 One (1) x 20 minute practice session – Driver 1
- (b) Practice 2 One (1) x 20 minute practice session – Driver 2
- (c) Qualifying 1 One (1) x 20 minute qualifying session – Driver 1
- (d) Qualifying 2 One (1) x 20 minute qualifying session – Driver 2
- (e) Race 1 One (1) x 20 minute race (expressed as a number of laps) – Driver 1
- (f) Race 2 One (1) x 20 minute race (expressed as a number of laps) – Driver 2
- (g) Race 3 One (1) x 20 minute race (expressed as a number of laps) – Driver 1 & 2 (including a compulsory pit stop – driver change)

### **S8.4 Variations to Timetable**

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

Other Round Formats may be introduced during the year following approval by CAMS including, but not restricted to, a Trans Tasman Challenge. Details shall be provided in advance by AV8UR and in the respective Supplementary and/or Further Regulations for the event.

## **S9 QUALIFYING FORMAT/DRIVER QUALIFICATION**

### **S9.1 Qualifying Format 1**

One (1) 20 minute continuous session where the fastest lap time achieved by each driver shall be used to determine the final qualifying positions.

### **S9.2 Qualifying Format 2**

One (1) 30 minute session conducted as follows:

**Q1:** Each driver is permitted to participate in the ten (10) minute session. At the completion of the session each automobile must return to Pit Lane and the drivers finishing 21<sup>st</sup> and below in the session shall not be permitted to take any further part in qualifying. Each of these drivers fastest lap time shall be used to determine final qualifying positions 21 and below. The lap times of the other twenty (20) automobiles shall be deleted.

**Q2:** The twenty (20) remaining drivers are permitted to participate in the second seven (7) minute session which shall commence four (4) minutes after the completion of Q1. At the completion of the session each automobile must return to Pit Lane and the drivers finishing 11<sup>th</sup> and below in the session shall not be permitted to take any further part in qualifying. Each of these drivers fastest lap time shall be used to determine final qualifying positions 11 to 20. The lap times of the other ten (10) automobiles shall be deleted.

**Q3:** The ten (10) remaining drivers are permitted to participate in the third five (5) minute session which shall commence four (4) minutes after the completion of Q2. At the completion of the session each automobile must return to Pit Lane and each of these drivers fastest lap time shall be used to determine final qualifying positions 1 to 10.

Should any of the above sessions be stopped and not restarted, each drivers fastest lap time in that session shall be used to determine the final qualifying positions.

### **S9.3 Driver Qualification**

Each driver whose best lap time achieved in a qualifying session exceeds 115% of the fastest lap time achieved in the relevant session shall not be permitted to further compete at that round of the Series unless approved otherwise by the Stewards of the Meeting due to exceptional circumstances.

## **S10 GRID DETERMINATION**

(a) The grid for each race of each round being conducted using Round Format 1 and 2 shall be determined as follows:

**Race 1:** The grid for Race 1 shall be determined as detailed in the RMSR – Progressive Grid.

**Race 2:** The grid for Race 2 shall be determined as detailed in the RMSR – Progressive Grid except that up to the top eighteen (18) finishing positions from Race 1 shall be reversed (i.e. the winner from Race 1 would start from grid position 18, and so on). At Rounds 2 & 3 up to the top thirty two (32) finishing

positions from Race 1 shall be reversed.

The number of grid positions to be reversed only becomes known after Race 1 when the winner of Race 1 draws a random numbered ball. The numbers of the balls to be included in the ballot shall be determined by the CM in consultation with the RD and sealed in an envelope prior to the commencement of qualifying and remain undisclosed and shall be advised to competitors by the CM prior to the ball draw at each round.

In the event that Race 1 is stopped and not restarted and as a result the race is deemed to be a non-race, the grid for Race 2 shall be determined as detailed in the RMSR – Progressive Grid.

**Race 3:** The grid for Race 3 shall be determined by the aggregate Series points scored by each driver in races 1 & 2. Should more than one driver be on the same number of points such drivers shall be placed in order of qualifying times.

**Race 4:** The grid for Race 4 shall be determined as detailed in the RMSR – Progressive Grid

(b) The grid for each race of each round which is being conducted using Round Format 3 shall be determined as detailed in the Further Regulations for that round of the Series.

## S11 START PROCEDURE

The start procedure for each race shall be as detailed in the RMSR – Championship Start – Standing Start.

## S12 AWARDS and POINTSCORE

### S12.1 Prizes and Trophies

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

### S12.2 Series Pointscore

(a) Points shall be awarded to drivers for qualifying and each race in the Series as follows:

Finishing Position	Points	Finishing Position	Points	Finishing Position	Points
1 <sup>st</sup>	35	12 <sup>th</sup>	21	23 <sup>rd</sup>	10
2 <sup>nd</sup>	33	13 <sup>th</sup>	20	24 <sup>th</sup>	9
3 <sup>rd</sup>	31	14 <sup>th</sup>	19	25 <sup>th</sup>	8
4 <sup>th</sup>	29	15 <sup>th</sup>	18	26 <sup>th</sup>	7
5 <sup>th</sup>	28	16 <sup>th</sup>	17	27 <sup>th</sup>	6
6 <sup>th</sup>	27	17 <sup>th</sup>	16	28 <sup>th</sup>	5
7 <sup>th</sup>	26	18 <sup>th</sup>	15	29 <sup>th</sup>	4
8 <sup>th</sup>	25	19 <sup>th</sup>	14	30 <sup>th</sup>	3
9 <sup>th</sup>	24	20 <sup>th</sup>	13	31 <sup>st</sup>	2
10 <sup>th</sup>	23	21 <sup>st</sup>	12	32 <sup>nd</sup>	1
11 <sup>th</sup>	22	22 <sup>nd</sup>	11		

(b) Points shall only be awarded to the drivers classified as finishers in the final results of each qualifying session and race.

(c) Any race which is stopped and not restarted, and during which less than 50% of the race distance has been completed by the leader, shall be deemed a non-race in respect of Series points and no points shall be awarded.

(d) Any race which is stopped and not restarted, during which 50% – 75% of the race distance has been completed by the leader, shall be deemed to have been completed in respect of Series points but only 50% Series points shall be awarded.

(e) Any race which is stopped during which 75% or more of the race distance has been completed by the leader, shall be deemed to have finished and a full allotment of Series points shall be awarded.

(f) The results for each round of the Series shall be determined by the number of points scored by each driver (including Guest Drivers) at that round.

(g) In the event of a tie at the end of any round of the Series, the final positions for that round shall be determined by comparing the results of each of the tied drivers in the final race of that round. The higher place in the round



results shall be awarded to the driver with the higher finishing position in the final race.

- (h) The driver gaining the highest points total over the eight (8) rounds of the Series shall be declared the winner of the Series.
- (i) Each Guest Driver shall be eligible to score points for a round of the Series but these shall not be considered when the Series points are awarded for that round. Series points must be awarded without taking the Guest Drivers finishing positions into account.
- (j) In the event of a tie at the end of the Series, the final positions shall be determined by comparing the race results achieved by each tied driver, with the driver with the highest number of first places being awarded the higher Series position. If at this stage a tie still exists, it shall be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied driver until each position has been determined.

## **S13 EVENT OPERATIONS**

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

The Series shall operate under the CAMS Series Registration and Entry process. Series Registration and Entry forms shall be available from the CM with document checking being conducted by the CM prior to the first official track session at each round of the Series.

### **S13.2 Driver/Team Manager Briefings**

Each Driver and Team Manager (as nominated on the CAMS Series Entry form) must attend the compulsory Drivers' briefing. The time and location of this briefing shall be detailed in the Supplementary or Further Regulations for the meeting. The attendance sheet must be signed by the Driver and the Team Manager to confirm attendance. Other compulsory briefings may be convened as required and shall be advised to each Competitor accordingly.

### **S13.3 Driver/Competitor Departure from the Circuit Precinct**

Each Competitor and Driver must remain at the circuit precinct for a minimum of **360** minutes following the conclusion of any on-track session unless approved otherwise by the IPO. Any Competitor or Driver who is required to remain at the circuit precinct after this time to assist with any ongoing investigations shall be advised by the IPO or TC.

### **S13.4 Impound/Parc Ferme**

- (a) Each automobile, including those remaining in pit lane, must proceed directly to the designated impound/Parc Ferme area via the most direct route (or as directed by Race Officials) at the conclusion of qualifying, without returning to pit or paddock areas and without interference from any third party (other than an Official of the Meeting).
- (b) Each automobile completing each race must proceed directly to the designated impound/Parc Ferme area (or as directed by Race 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 of the Meeting).
- (c) Automobiles (or any component thereof) may not be removed from impound/Parc Ferme without the express permission of the TC or the Chief Scrutineer.
- (d) No team member, other than the driver, may access the Parc Ferme until advised by the TC.

### **S13.5 Practice**

- (a) The order in which automobiles pre-grid for a practice session shall be determined by a random ball draw conducted by the CM with the assistance of the RD.
- (b) Any driver or automobile that causes a red flag during a practice session shall not be permitted to take any further part in that practice session and shall have their fastest lap time for that session excluded.

### **S13.6 Qualifying**

- (a) The order in which automobiles pre-grid for a qualifying session shall be determined by the fastest lap times achieved in the combined practice sessions at the meeting.
- (b) During qualifying, automobiles may not return to the paddock area without the express permission of the TC. If an automobile exits pit lane to the paddock during qualifying it shall not be permitted to re-join that session.
- (c) The only unobserved work that may be carried out on an automobile during qualifying is checking or adjusting

of tyre pressures. All other work must be overseen by the TC or his nominee.

- (d) Any driver or automobile that causes a red flag during a qualifying session shall not be permitted to take any further part in that qualifying session and shall have their fastest lap time for that session excluded.

#### **S13.7 Pit Lane**

- (a) Each crew member intending to enter Pit Lane 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 meeting organiser.
- (b) The pit bay allocation for each Competitor shall be specified by the CM. Each Competitor must utilise their allocated pit bay.

#### **S13.8 Removal of Automobiles from the Circuit Precinct**

Following the commencement of the first practice session, it is not permitted to remove any automobile from the circuit precinct (prior to the release of all automobiles from the impound/Parc Ferme established following the final race of that round of the Series) without the prior express written approval of the TC.

#### **S13.9 Practice Starts**

Practice starts are only permitted at the pit lane exit or at the start of any formation (green flag) lap.

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

- (a) Two-way radio communication between the driver and a member of the pit crew is compulsory at all times whilst the automobile is on the race track. Each team is required to provide the CM with the relevant radio frequency.
- (b) Direct communication between competing automobiles is strictly prohibited.

#### **S13.11 Race Management Channel (RMC)**

A minimum of one (1) senior team member for each competing automobile must monitor RMC at all times from 30 minutes prior to the scheduled start and during each track session. Details of the RMC frequency shall be available from the CM.

## **S14 TYRES**

- (a) At all times during each round of the Series, each automobile must only be fitted with the following tyres:

**Manufacturer:** Yokohama

**Model:** ADVAN A048 YTA

**Size:** 235/40R18

**Specification:** MH Compound

- (b) All new tyres must be purchased from an approved supplier (as nominated by the CM) and delivered to the competitor by the nominated tyre supplier at the Round at which the tyres are to be used. Pre-delivery of any tyre that forms part of a Competitor's tyre allocation for a Round of the Series (as detailed below) is strictly prohibited.
- (c) With the exception of wear resulting from normal usage, each tyre must remain unmodified.
- (d) At Rounds 1 to 3 of the Series each automobile shall have a maximum of six (6) new or used tyres marked by the TC for use on that automobile during any qualifying session or race at these rounds.
- (e) At Rounds 4 to 8 of the Series each automobile shall have a maximum of six (6) tyres marked by the TC for use on that automobile during any qualifying session or race at that round.

Of these six (6) marked tyres:

- (i) Two (2) tyres must be new and must be fitted to the front of the automobile during qualifying.
  - (ii) Two (2) tyres can be either new or previously used and previously marked and must be fitted to the rear of the automobile during qualifying.
  - (iii) The remaining two (2) tyres must be previously used and previously marked from a prior round of the 2013 Series and may only be used on the automobile during races, or during qualifying with the prior express approval of the TC.
- (f) Only previously used and previously marked tyres with a maximum tread depth of 4.5 mm measured in the middle of the tread face, are permitted to be used during all practice sessions.

- (g) Should a Competitor not have a sufficient number of previously used and previously marked tyres available to use for practice, the TC may permit an unmarked tyre to be used provided the tyre is previously used and has a maximum tread depth of 4.5 mm measured in the middle of the tread face.
- (h) Each automobile must commence Race 1 using the same four (4) tyres fitted to the automobile for the duration of qualifying.  
**NOTE:** *These tyres are permitted to be re-positioned on the automobile between sessions.*
- (i) With the prior approval of the TC, prior to Race 1, Competitors may be permitted to replace one marked tyre per automobile with another marked tyre from that automobile's tyre allocation if the tyre in question can no longer be used. The TC shall ensure that the tyre to be replaced has been rendered unusable.
- (j) Within one (1) hour from the completion of the final practice session at each round of the Series, each competitor must present all tyres to the TC for marking at the front of their respective garage/paddock bay.
- (k) It is the Competitor's responsibility to ensure that all tyres are marked by the TC and these markings remain legible at all times. If any tyre is not marked for any reason or the markings become illegible, it is the Competitor's responsibility to notify the TC or his nominee immediately.
- (l) Prior to leaving Parc Ferme at the completion of qualifying or any race, it is the Competitor's responsibility to notify the TC or his nominee of any tyre that requires re-marking. Once an automobile leaves Parc Ferme, tyres on that automobile shall not be re-marked.
- (m) Any tyre that has worn below any of the tread depth indicators in the middle section of the tyre shall not be permitted to be used at the start of a race.
- (n) Tyres may only be cleaned using manually operated hand held tools such as a flat scraper. Use of any electrical or mechanically operated device is prohibited.
- (o) If due to exceptional circumstances and with the prior approval of the TC, Competitors may be permitted to replace one marked tyre per automobile if the tyre in question can no longer be used. The TC shall 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.
- (p) Should a Competitor be permitted to replace a marked tyre, the automobile concerned must start the next race at that Round of the Series from the rear of the grid.
- (q) The use of any tyre heating, heat retention device or chemical treatment is prohibited.
- (r) The TC is permitted to impound any tyres between sessions at his sole discretion.

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

## S15 FUEL

- (a) At all times during each Round of the Series, Competitors are only permitted to use 98 octane premium unleaded fuel as supplied and dispensed by the official fuel supplier (detailed below).

Race Fuels

Mark Tierney

Phone: 0419 511 517

Email: info@racefuels.com.au

**NOTE:** *With the exception of ambient atmospheric air and the specified control fuel, no other substance may be added to the intake charge of the engine.*

- (b) Fuel is not permitted to be stored or dispensed in the support category paddock or transporters. All fuel must be dispensed directly into each automobile by the official fuel supplier.
- (c) Prior to the commencement of Qualifying at each round of the Series, each Competitor must purchase a minimum of 45 litres of fuel per automobile entered, from the official fuel supplier.

## S16 AUTOMOBILE MARKINGS

### S16.1 General

In addition to the requirements detailed in Appendix 1 of these regulations, each automobile must comply with Schedule K of the CAMS Manual of Motor Sport.

### **S16.2 Competition Numbers**

- (a) The allocation of a competition number for each automobile is solely the responsibility of the CM, which shall maintain a register of all competition numbers allocated to, or reserved for, any automobile.
- (b) Once a competition number has been allocated to an automobile (as defined by the automobile's logbook), this number must remain with that automobile for the entire Series.

### **S16.3 In-Car Signage - Camera**

- (a) The in-car signage board and race number requirements detailed in Appendix 2 must be displayed within each automobile as supplied by, and in the location and orientation specified by, the CM.
- (b) Additional in-car signage is permitted subject to the prior approval of the CM.

## **S17 DRIVER'S APPAREL**

Each driver must only use apparel in compliance with Schedule D of the CAMS Manual of Motor Sport. Signage on race suit must comply with requirements detailed in Appendix 3.

## **S18 PERFORMANCE PARITY**

### **S18.1 Performance Adjustment Sheet (PAS) – see Appendix 4 for Issue 1**

- (a) The PAS details the current value of the parameter/s that may be adjusted on the basis of maintaining parity.
- (b) Any updates of the PAS shall be advised to each Competitor by the CM and shall take effect as detailed on the PAS.
- (c) Each automobile must comply with all provisions of the current PAS at all times during each round of the Series.
- (d) Subject to the prior approval of CAMS, the CM reserves the right to update/adjust the PAS at any time during the Series to maintain parity between the makes/models competing in the Series.

### **S18.2 Restrictor Management**

Where applicable, at the conclusion of the final race of each round, all restrictors must be returned to the TA, TC or their nominee before the automobile leaves Parc Ferme. If the automobile does not start the final race, the restrictor must be returned to the TA, TC or their nominee before the automobile leaves the circuit precinct.

## **S19 IN-CAR CAMERAS**

- (a) Each automobile must be fitted with an in-car camera as detailed in the 2013 Australian V8 Ute Racing Series Technical Regulations. The in-car camera system must be switched on and remain fully operational to record video images for the duration of all practice and qualifying sessions, passenger ride sessions and races.
- (b) The in-car camera system must be installed and adjusted in such a way to at all times provide clear unobstructed video images of the driver's view of the race track ahead .
- (c) Access to the in-car camera system must be provided to the IPO and the CM at any time upon request in order to collect video images.
- (d) The video images recorded by the in-car camera system must not be used for any purpose, other than determined by the IPO, without the prior express written approval of the CM.
- (e) In addition to the in-car camera as detailed in the 2013 Australian V8 Ute Racing Series Technical Regulations, the CM reserves the right to fit a Globe Cam as specified by V8 Supercars TV.

## **S20 TESTING RESTRICTIONS**

- (a) The following are not permitted to be driven on any circuit that is hosting a round of the Series prior to the commencement of that round of the Series, without the prior written approval of the CM:
  - Any automobile associated with the Series;
  - Any driver associated with the Series driving a utility automobile of any description.
- (b) The CM shall be the sole arbiter as to whether an automobile or driver is associated with the Series.
- (c) Each Competitor is required to advise the CM of all testing dates and locations prior to that session taking place.

## **S21 SEALING OF AUTOMOBILES/COMPONENTS**

- (a) The engine, gearbox and final drive assembly fitted to each automobile must be sealed by the TC or his nominee who may require the components to be assembled in a certain order or manner. It is the responsibility of the Competitor to ensure that the drilling of any bolts or components to accommodate the fitment of these seals at the locations specified by the TC or the TA.
- (b) No seal may be removed without the prior express permission of the TC or TA.
- (c) Where approval is given for a seal to be removed, only the TC or his nominee may re-seal the component in question.
- (d) Unless removed and re-sealed by the TC or TA, all engine seals fitted by the Category Engine Builder (as the TC's nominee) may only be removed and re-sealed once before the engine must be returned to the Category Engine Builder for inspection and sealing.
- (c) Where a sealed component has been determined to be ineligible by the Stewards of the Meeting, the Stewards of the Meeting may, at their discretion, exclude the automobile from the results of all previous rounds of the Series in which the sealed component was identified as having been used on that automobile.

## **S22 HEAD RESTRAINTS**

In addition to the requirements of Schedule D of the CAMS Manual of Motor Sport, each driver must wear a frontal head restraint which is approved to the FIA 8858 – 2002 or FIA 8858 - 2010 Standard at all times whilst driving an automobile on the race circuit during any practice session, qualifying session or race.

## **S23 DATA LOGGING**

- (a) Each automobile must be fitted with a MoTeC data logging and SDL unit as detailed in the 2013 Australian V8 Ute Racing Series Technical Regulations. Both the MoTeC data logging and SDL unit must be switched on and remain fully operational to log data for the duration of all practice sessions, qualifying sessions, passenger ride sessions and races.
- (b) Access to the data logged by the MoTeC data logging and/or SDL unit must be provided to the RD, TC, IPO, TA and DSA, or their nominee, at any time upon request.
- (c) Any error, action, omission or failure which causes a loss of any data, inaccurate data or any data which appears to have been tampered with, shall be investigated by the IPO and may be deemed as a breach of these regulations.
- (d) Each Competitor may view and or copy the data contained within the MoTeC unit but this data must not be deleted from the MoTeC unit.
- (e) Each Competitor is responsible for ensuring that the track coordinates as produced by MoTeC are obtained and loaded prior to the first practice session at each round.

## **S24 MEETING RIDES**

- (a) Meeting Rides must only be conducted in full compliance with the relevant provisions of the RMSR.
- (b) With the exception of any guests of the CM, each passenger who participates in a Meeting Ride must be a bona-fide guest or team sponsor; team members or technical consultants/suppliers are not permitted to participate in any Meeting Ride sessions.
- (c) The CM shall be the sole arbiter as to whether any automobile, driver or passenger is permitted to participate in any Meeting Ride session and the decision of the CM in this regard shall not be the subject of any appeal or protest.
- (d) All drivers participating in Meeting Ride sessions must remain in radio contact with a team member located in Pit lane.
- e) A minimum of one (1) senior team member for each participating automobile must monitor RMC at all times during Meeting Ride sessions.

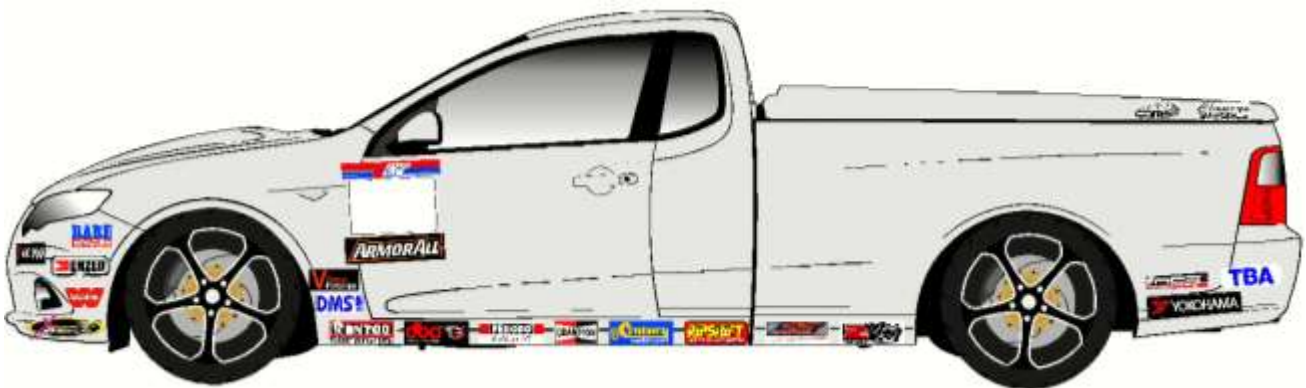
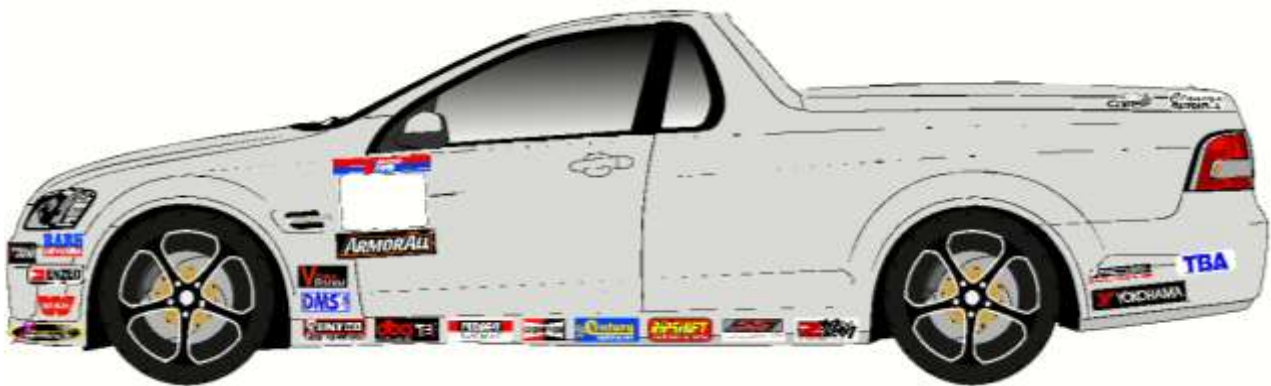
## **S25 COMPETITOR CONDUCT**

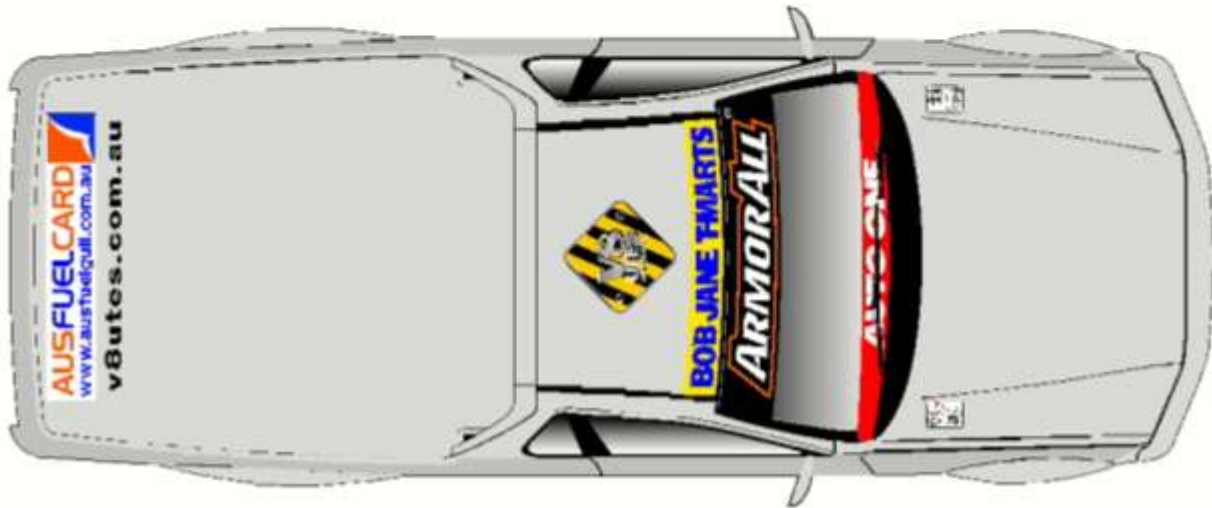
- (a) It is the Competitor's responsibility to ensure the Driver and all associated team members conduct themselves in a respectable manner at all times. As a result a Competitor maybe referred to the Stewards of the Meeting

if they or any member of their team is deemed to bring the category into disrepute.

- (b) At all times Competitors, Drivers and associated team members are required to abide by the Social Media Guidelines as published by the CM.

APPENDIX 1 – VEHICLE IDENTIFICATION SHEET – VERSION 2

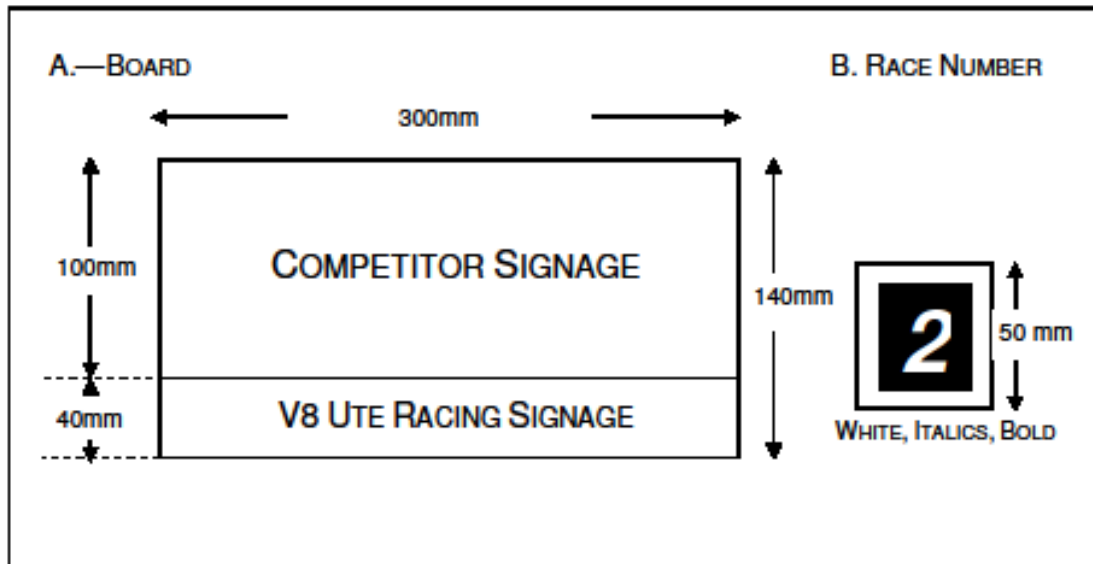




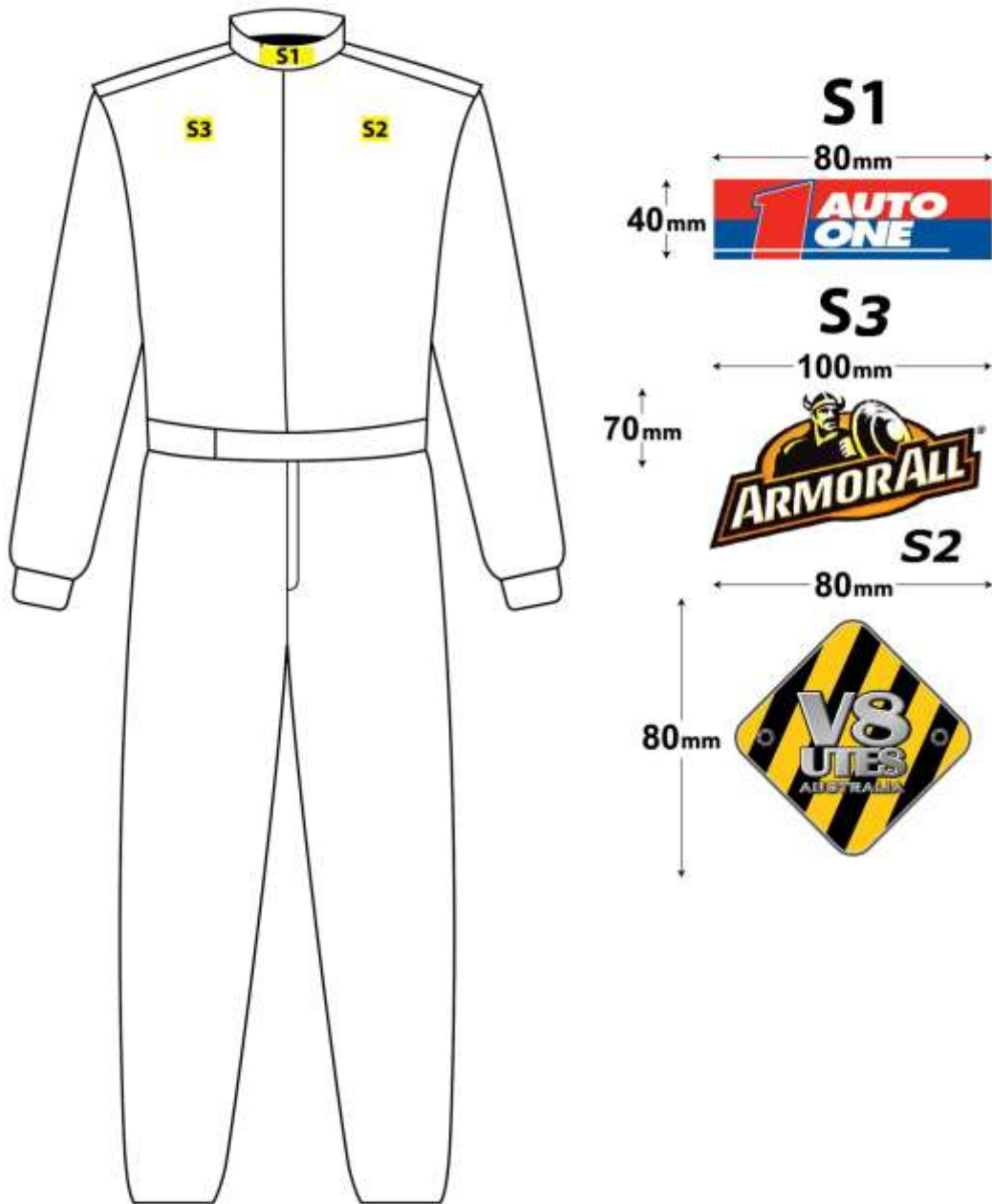
 Not to be used for competitor signage



## APPENDIX 2 – IN-CAR CAMERA SIGNAGE



APPENDIX 3 – APPAREL SIGNAGE



**APPENDIX 4 – PERFORMANCE ADJUSTMENT SHEET (PAS)**

**2013 Australian V8 Ute Racing Series  
EVENT PARITY SHEET – ISSUE 1  
This sheet shall remain valid until superseded**

VEHICLE	RACING WEIGHT (kg)		RIDE HEIGHT (mm)				REV LIMIT (rpm)			INLET RESTRICTOR (mm)	
	WEIGHT	CHANGE	FRONT	CHANGE	REAR	CHANGE	REVS	CHANGE	COMMENTS	SIZE	CHANGE
<b>FORD FG Ute</b>	1850	Nil	80^	Nil	155^**	Nil	5750	Nil	All Gears	N/A	Nil
<b>HOLDEN VE SS Ute</b>	1800	Nil	N/A	N/A	335*	Nil	5750	Nil	All Gears	N/A	Nil

^measured as per front & rear measuring point diagrams detailed on page 2 of Ford FG Ute CAMS Homologation document

\*\* maximum ride height 165mm

**APPROVED BY**



Date:  
25 February 2013

**Senior Motor Sport  
Co-ordinator (Technical)**

\* The Ride Heights listed above are measured from the centre of the wheel rim vertically to the underside of the outer lip of the rear guard or as instructed by TC.

# 2013 Australian V8 Ute Racing Series

## Technical Regulations

### T1 PREAMBLE

In addition to these Technical Regulations, each automobile must conform to the General Requirements of Automobiles in the CAMS Manual of Motor Sport.

The requirements of these Technical Regulations apply to all automobiles competing in the 2013 Australian V8 Ute Racing Series. This Series is for Ford and Holden production V8 utilities, which have been modified only to the extent specifically permitted under these regulations.

AV8UR reserves the right to make changes to these Technical Regulations at any time, subject to the prior approval of CAMS, in the interests of safety, fairness, and cost containment and to maintain parity between each of the makes / models.

### T2 ELIGIBILITY

#### T2.1 Homologation Requirements

- (a) Each automobile must remain identical in all respects to the specific production model on which they are based, as supplied by the automobile manufacturer, unless otherwise detailed in these regulations or specified in the relevant CAMS Homologation documents.

*NOTE: All references in these regulations to CAMS Homologation Document(s) include, all associated Variant Option documents and associated Supplier List.*

- (b) Any aspect relating to the construction, modification and / or preparation of an automobile that is not specifically authorised in these regulations or the relevant CAMS Homologation document, is prohibited.

#### T2.2 Eligible Models

- (a) The Ford FG model is eligible for competition in the 2013 AV8UR Series as built to the specifications detailed in the CAMS Homologation document and to the satisfaction of the TA.
- (b) The CM reserves the right to make the Ford BF model eligible for competition in the 2013 AV8UR Series at selected rounds of the Series.
- (c) The Holden VE model is eligible for competition in the 2013 AV8UR Series as built to the specifications detailed in the CAMS Homologation document and to the satisfaction of the TA.

#### T2.3 Minimum Racing Weight

- (a) Each automobile must comply with the Minimum Racing Weight as specified in the relevant PAS.
- (b) From Round 2, all ballast must be securely fitted in a Ballast Box as detailed in the CAMS Homologation document and to the satisfaction of the TA.
- (c) Ballast may be sealed at any time at the sole discretion of the TC.

### T3 CHASSIS

#### T3.1 Safety Cages

- (a) Each automobile must be fitted with a safety cage as detailed in the relevant CAMS Homologation document as supplied by the nominated safety cage supplier.
- (b) No changes or additions are permitted to be made to the approved safety cage design detailed in the relevant CAMS Homologation document.
- (c) Prior to any work commencing, the TA must be advised of any safety cage replacement, or vehicle re-shelling (which shall be treated as a new vehicle).

## **T4 ENGINE**

### **T4.1 Engine Modifications**

Each engine and its component parts must remain identical in all respects to the original production components, as supplied by the automobile manufacturer, unless specified otherwise in these regulations or the relevant CAMS Homologation document.

### **T4.2 Engine Shrouds**

All plastic shrouding located in the engine bay, the sole purpose of which is aesthetic, may be removed.

### **T4.3 Replacement Engines**

An engine may be replaced, however, it is not permitted to remove the engine from an automobile, without the prior express approval of the TC or TA.

### **T4.4 Engine Rebuilds/Sealing**

(a) The engine fitted to each automobile must have been sealed and dynamometer tested by the Category Engine Builder as detailed below:

Cragsted Pty Ltd  
Unit 2/2-16 Beal St,  
Meadowbrook QLD 4131

(b) The TA shall maintain a register of sealed engines.

(c) The engine fitted to each automobile must be sealed for the duration of each round of the Series. Any seals fitted to an engine must only be removed with the prior express approval of the TC or TA.

(d) Only new unmodified engines purchased from the relevant manufacturer may be used for a replacement or new engine in the Series.

(e) In exceptional circumstances an engine not prepared by the Category Engine Builder may be sealed and used at the sole discretion of, and subject to any conditions imposed by the TA.

(f) Any engine sent to the Category Engine Builder must be accompanied by the ECU, ECU harness, engine wiring harness and fuel rail.

### **T4.5 Electronic Engine Control Unit (ECU)**

(a) Unless otherwise approved by the CM or TA and with the exception of any software or firmware owned and installed exclusively by AV8UR, the ECU and wiring must remain unmodified.

(b) All sensor outputs to the ECU must be connected and operational at all times.

(c) The ownership of the ECU and all software and firmware (engine maps and other programs) contained in the ECU remains at all times with AV8UR, and must only be accessed or modified by the TA or his nominee.

(d) The TA reserves the right to randomly re-allocate the ECU of any automobile at any time.

### **T4.6 Cooling System**

(a) Subject to the prior express approval of the TC, the fitment of a protective screen mounted in front of the radiator is permitted.

(b) The thermostat is free.

(c) Radiator ducting is free only for the purpose of directing cooling air to the radiator, provided that it remains within the perimeter of the coachwork when viewed from the front and above and that no bodywork alterations are made. Such ducting shall not be used to direct or cool air for the induction system. The TC shall be the sole arbiter in respect to radiator ducting.

(d) Removal of heater hoses is permitted.

### **T4.7 Engine Mounts**

The engine mounts may be replaced by solid mounts but the standard height and position of the engine must be retained, unless specified otherwise in the relevant CAMS Homologation document.

## **T5 TRANSMISSION AND FINAL DRIVE**

### **T5.1 Transmission**

(a) The transmission and driveline must remain unmodified, unless specified otherwise in the relevant CAMS Homologation document.

**(b) Gearboxes may only be serviced by the nominated control gearbox builder as specified in the Suppliers List.**

### **T5.2 Final Drive**

(a) The action of the differential must be disabled by the use of a spool to ensure that there is no differential action between the rear wheels in either direction.

(b) The final drive ratio (including the tooth count) must not be modified, unless otherwise specified in the relevant CAMS Homologation document.

## **T6 SUSPENSION**

(a) The maximum negative camber permitted for each front wheel is 5.5 degrees.

(b) Any device, system, procedure, construction or design the purpose and/or effect of which allows the wheel nuts / studs to be in place as the wheel is lifted onto or off the car is forbidden. Wheel studs may only be replaced with homologated wheel studs.

(c) The ride height of an automobile shall be measured in accordance with the relevant CAMS Homologation document.

(d) At all times each automobile must comply with the ride heights as detailed in the PAS.

**(e) Suspension damper may only be serviced by the nominated control shock absorber supplier as specified in the Suppliers List.**

## **T7 FUEL SYSTEM**

(a) Each automobile must be fitted with a fuel sampling coupling as specified by AV8UR. The fuel sampling coupling must be fitted in the fuel feed line into the manifold where it must be easily accessible when the bonnet is lifted. The installation of this coupling must be approved by the TC.

(b) The fuel lines may be insulated as specified by AV8UR (Insulated sleeving Pirtek P/N's INSL – 013, INSL - 019). The installation of this insulated sleeving must be approved by the TC.

## **T8 ELECTRICAL**

### **T8.1 Electrical Safety Equipment**

Each automobile must be fitted with a rearward facing red light as detailed in the CAMS Manual of Motor Sport, Specifications of Automobiles, 1st Category – RACING CARS. This light must be switched on whenever the automobile is being driven on a wet race track or as otherwise directed by Race Control. The TC shall be the final arbiter in regard to the suitability of the light.

### **T8.2 Data Logging**

(a) Each automobile must be fitted with a complete MoTeC data logging and SDL unit as specified by the CM. This MoTeC data logging and SDL unit must be installed in accordance with all instructions provided by the TA, remain as supplied and must not be modified in any way.

(b) The use of any data collection or storage devices other than the approved MoTeC data logger and SDL is not permitted, unless approved by CM.

(c) The use of any form of telemetry or the transmission of any data to or from the automobile at any time, by any means other than a lap trigger signal, is prohibited, unless approved by the CM.

(d) Extra wiring in addition to the standard automobile electrical harnesses is not permitted.

(e) Only those sensors listed below are permitted to be fitted to the automobile and logged by the approved data logging device:

- G forces (longitudinal, lateral & vertical);

- 2 x rear wheel speed;
  - Trigger device for lap timing; GPS
  - Brake light;
  - Engine rpm;
  - Throttle positions;
  - Steering angle;
  - 2 x exhaust gas oxygen sensors;
  - 2 x temperature inputs used solely for the purpose of measuring fluid temperatures of engine;
  - 2 x pressure inputs used solely for the purpose of measuring fluid pressures of engine components;
  - 1 x manifold pressure;
  - Fuel usage;
  - Battery volts;
  - 1 x intake air temperature
- (f) Buttons for selecting Display mode, Display next line and Alarm are permitted.
- (g) The software for the data storage device must not show any pin allocations set up to read sensors other than those permitted above.
- (h) The CM or their nominated representatives must have access to any data stored in data storage devices fitted to automobiles competing in the Series.

### **T8.3 In-Car Cameras**

- (a) Each automobile must be fitted with a complete in-car camera system as specified by the CM.
- (b) This in-car camera system must be installed in accordance with all instructions provided by the TA, remain as supplied and must not be modified in any way.

## **T9 COACHWORK**

- (a) It is permitted to reshape the wheel arch beading against the inside of the mudguard, and remove the plastic inner liner of the mudguard.
- (b) The windscreen must be of laminated glass and comply with all relevant Australian Design Rules.
- (c) The reinforcement of jacking points under an automobile is permitted by the addition of metal plate/s. This reinforcing must not exceed a surface area of more than 150 mm x 150 mm and must follow the contours of the original structure.

## **T10 COCKPIT**

- (a) The original dashboard including instrumentation must be retained. The centre console, headlining, carpet and sound deadening materials on the floor and firewall may be removed.
- (b) Only the following components are permitted to be added to the cockpit of an automobile:
- Safety equipment and structures.
  - Tool kit.
  - Additional instruments and alarms - only to monitor oil pressure and temperature, water temperature and level, fuel pressure and lap timer.
  - A shift light for monitoring engine revs.
  - Driver cooling system.
  - Ballast.
  - Driver ventilation equipment.
  - MoTeC data logger and dash.
  - AV8UR nominated In Car Camera/s and associated equipment.

**NOTE:** *The above items must not hinder the driver's exit from the cockpit or visibility. Their mountings must be able to withstand a deceleration of 25 g in any direction*

## **T11 SAFETY EQUIPMENT**

- (a) The installation of a side impact device, as detailed in the relevant CAMS Homologation document is permitted. The inner door panel of the driver's door may be modified, and the driver's window and regulator mechanism may be removed only if the side impact device is installed.
- (b) All seats must comply with either the FIA 8855-1999 or FIA 8862-2009 standard.

## **T12 NON-GENUINE PARTS**

- (a) Freedom of source of supply is granted for specific replacement parts in respect to detachable body panels, fan belts, radiator hoses, fuel filters, light globes, gaskets & window glass, nuts and bolts.
- (b) The parts detailed in article T12(a) above must be standard replacement parts, must respect the configuration and functional dimensions of the parts they replace and be of similar material. The TC shall be the final arbiter in relation to the use of these items.
- (c) Nuts, bolts, washers and detachable body panels, must be of the same material and otherwise be identical to the original item they replace.
- (d) The use of non-genuine parts must not result in the unauthorised modification to any other component.

## **T13 CONTRACTED SUPPLIERS**

A list of items from contracted suppliers forms part of the CAMS Homologation document. The use of the items detailed on this list is mandatory.