

RX8 CUP Operations Manual

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Version Control

Version Number	Approval Date	Notes
2.1	1/2/2019	2019
2.2	11/5/19	Changes to Sponsor Signage (Schedule 2), requirement to pit together (S1.17), No breaking of seals without advising TO (T21), Allowance for use of relief driver (S1.18 and Sporting schedule 6)
2.3	1 June 2019	Change to Brake Ducting Regulation T16 (vii)
2.4	27 Sep 2019	Changes to Tyre Regulation T15 (vii)
3	27 July 2020	Various Changes to sporting and technical regs
5.1		Various Changes to Sporting and Technical regs.

Category Contacts

Function	Name	Contact Details
Category Manager	Ric Shaw	Tel: 0418 649 320 E: rx8cup@bigpond.com
Technical Officer	Jon Waterhouse	Tel: 0418 418 966 E:
Media Officer	Tom Shaw	Tel: 0477212125 E: thommyshaw35@gmail.com
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Sporting Regulations

Authority/Jurisdiction

Each event in the Motorsport Australia RX8 Cup shall be conducted under the provisions of the FIA International Sporting Code including Appendices; the National Competition Rules (NCR) and Race Meeting Standing Regulations (RMSR) of Motorsport Australia; these Sporting and Technical Regulations; Supplementary and Further Regulations issued by the Organiser at each Event; Bulletins issued by the Stewards and any Driver Briefing Notes and instructions issued by the Race Director or the Clerk of the Course at an Event.

S1. General Provisions:

- S1.1 The intent of the following regulations is to enable competitors to adequately prepare a production Mazda RX8 series 1 manual transmission (2003-2008) for competition. The Motorsport Australia Australian RX8 Cup Series is intended to be a circuit racing group for Mazda RX8's that have controlled parameters installed to promote and easily manage parity for performance and for vehicle components;
- S1.2 The aim is to develop the most cost effective grass roots motor sport series in Australia. Modifications permitted to the vehicle/s are outlined within these regulations;
- S1.3 Modifications to these regulations will be determined by the Competitors Advisory Committee in conjunction with the Category Manager.
- S1.4 Registration for the series and or any event conducted within the framework of the series is an agreement by entrants and competitors that they will comply with all Sporting and Technical Regulations.
- S1.5 Registration for the series and or any event conducted within the framework of the series is an agreement by entrants and competitors that they will comply with all directions and requirements of the Organizers of a meeting.
- S1.6 Whilst participating in a meeting, including during practice , vehicles must be fitted with and utilise official timing devices. Timing devices must be located in the passenger foot well area. with the exception that:
Dorian timers must be located on the underside of the floor no further forward than the firewall, and no further rearward than the front squab of the passenger seat and on the passenger side of the transmission tunnel.
MyLaps timers must be mounted on the passenger side roll cage front leg.
- S1.7 Whilst participating in a meeting including during practice , vehicles must be fitted with and utilize any communication device required by the Clerk of the Course and must be in conformity with the technical regulations
- S1.8 Starting positions shall be determined by Qualifying performance for the first race of a meeting and by a "progressive" grid thereafter.
- S1.9 All Competitors must register for the series to compete in any of the Australian RX8 Cup Series (ARCS) Championship Events or Series, registration is included in becoming a financial member. A competition number will be provided upon registration for the series. No triple digit numbers or

numbers starting with “0” are permitted. Points in the series can only be accrued by competing in a registered competition vehicle.

S1.10 Testing is prohibited for both drivers entered for the round and vehicles entered for the round at the venue of any scheduled round in the week before competition. Drivers may not drive at the venue, in any vehicle, within the period from and including the Friday prior to the day the meeting commences unless authorized in writing by the Category Manager. Vehicles may not be driven by any person within the period from and including the Friday prior to the day the meeting commences unless authorized in writing by the Category Manager.

S1.11

S1.12 Drivers may compete in other categories at a meeting.

S1.13 The power and procedure to protest shall be in accordance with the Motorsport Australia NCR

S1.14 Competition vehicle numbers will be issued on application for membership, with Number 1, being reserved for the current series champion, to be used at the competitor’s discretion

S1.15 Safety Equipment for drivers is prescribed as per Schedule D. of the Motorsport Australia regulations.

S1.16 Participation in any event is required to be in a spirit of courtesy and respect, any unsportsmanlike conduct, whether during racing, or at any other time shall be a breach of regulations and be punishable in accordance with article S3 of these regulations. The “Driving Standards Booklet” must be adhered to at all times. The “Code of conduct” document must be adhered to at all times. Please also refer to the Motorsport Australia Circuit Race Standing Regulations, Article 7 – Code of Conduct.

*Driver Standards Booklet.

*Code of Conduct.

S1.17 All competitors must utilize allocated pit location unless approval is granted by Category Manager. All vehicles must be reversed into allocated pit location (this does not include reversing in pit-lane).

S1.18 Relief Drivers are permitted in accordance with the provisions of Schedule 6

S1.19 Once the vehicle has arrived at the meeting it shall not be removed from the meeting location without the permission of a category official.

S1.20 All drivers must wear driving suit properly closed at all on track presentations or awards

S1.21 At all times the Category Manager retains the right to refuse an entry without justification or explanation

S1.22 All competitors are to strictly adhere to “Parc fermé” rules. These rules are enforced during Qualifying and at the end of every race. Race vehicles MUST NOT be touched or approached by crew other than one (1) crew member to check tyre pressures only. Bonnets are not to be opened. Drivers are not to touch the vehicle other than to check tyre pressures. No vehicle is to return to pit garage unless given permission by the category Technical Officer.

S1.23 All race vehicles must comply to all technical regulations during all “Practice” “Qualifying” and “Race” sessions. Friday practice is part of the 3 day race meeting.

S2. Officers of the Category:

S2.1 The following officers of the series may from time to time be appointed with associated roles, and powers. Registration for the series and or any event conducted within the framework of the series is in agreement by entrants and competitors that they will comply with directions of Officers of the Category. Individuals appointed to undertake a function as an Officer of the Category shall be nominated from time to time by a Series Bulletin.

Category Manager

overall constitution and direction of the series;

liaison with Australian Motorsport to facilitate entry to the series;

negotiations with sponsors and other interested parties;

chair of the Competitors Advisory Committee,

the Category Manager has no powers of determination of technical or sporting matters.

Technical Officer

to ensure compliance with Technical regulations

to advise Competitors Advisory Committee on relevant matters

to maintain records regarding vehicle data

the power to examine inspect and test vehicles

the power to exercise any power of a Sporting Officer

the power to recommend Disciplinary powers in accordance with S3, but must seek approval from stewards before a penalties are applied.

Sporting Officer/s

to ensure compliance with Sporting regulations

to advise Competitors Advisory Committee on relevant matters

to maintain records regarding vehicle data

to undertake observations of driver behaviours

the power to exercise any power of a Technical Officer

the power to recommend Disciplinary powers in accordance with S3, but must seek approval from stewards before a penalties are applied.

Points Scoring Officer

to maintain records of performance in accordance with the provisions of Sporting Regulation S5 and accompanying Schedules.

S3. Disciplinary Powers

S3.1 Actions that may bring the category into disrepute are a breach of these regulations. Without limiting the application of this provision such actions could include, but are not limited to, aggressive behaviors, improper and or offensive commentary on social media.

S3.2 Any disciplinary action must be referred to the Stewards of the meeting by any of the Technical or Sporting Officers **or Manager** . Only the Stewards have authority to exercise any disciplinary powers.

S4. Category Sponsor Signage

S4.1 Category Sponsor Signage must be displayed by all vehicles when undertaking competition or **practice** or used in in display purpose.

S4.2 Schedule 2 to the Sporting Regulations provides detail of the signage and location.

S4.3 No competitor shall display any signage on the vehicle which would be in direct competition to a Category sponsor. Competitors may not advertise on their series competition vehicles any brand signage for products that are similar to, or adjudged by the sporting Officer as being similar to or considered as an alternate brand to those brands and suppliers who are providing series “Control Items”. **Unless authorised in writing by the category manager.**

S4.4 Competitors shall display an “A” board in proximity to their pit garage with information about the driver, sponsors and vehicle displayed thereon. **The words “RX8 CUP” must be across the top of the “A” board on both sides.** (This sticker will be supplied by the manager.)

S5.5 Competitors shall display a “sign board” , supplied by management, on the dash of the competition vehicle in view of the mandatory in car video camera. The words “RX8 CUP” must be across the top of the sign board.

S5. Category Calendar, Points & Awards

S5.1 Schedule 3 to the Sporting Regulations provides a Competition Calendar for the Category

S5.2 Schedule 4 to the Sporting Regulations provides detail of the points system for the Category.

S5.3 Should more than one competitor attain the same number of Series Championship Points placings will be determined by the number of **their first place finishes** during the year. Should more than one competitor attain the same number of Series Championship Points during a race meeting , placings for that meeting will be determined by the number of first place finishes during the meeting. A similar mechanism shall be utilized for 2nd and 3rd place “ties”

S5.4 Should more than one competitor attain the same number of Series Championship Points and the same number of first place finishes, placings will be determined by the number of **second** place finishes during the year. Should more than one competitor attain the same number of Series Championship Points and the same number of first place finishes during a meeting, placings for that meeting will be determined by the highest qualifying position attained. A similar mechanism shall be utilized for 2nd and 3rd place “ties” should this be required.

S5.5 Points are awarded for each race determined by the Clerk of the Course and subject to any penalties imposed by the Clerk of the Course or in accordance with these regulations.

S5.6 Trophies and or awards for each race meeting will be awarded in accordance with points attained at each meeting. All races shall be considered to determine awards for each meeting.

S5.7 An “Over 50’s” class will be scored as per the main points table. Only drivers over the age of 50 years will be entitled to points. Schedule 4 covers the points system.

Sporting Regulations Schedule 2 - Category Sponsor Signage

(i) Category Sponsor Signage must be displayed on all cars during the racing season in accordance with Sporting regulation S4. Only signage supplied by Category is to be used. **No signage is to be modified.(Do not cut).**

(ii) All vehicles must have a “Dash sign” attached in view of the incar camera, this will be supplied by Category management. No signage is to be removed from the “Dash Sign” but competitors may add signage.

(iii) Areas set aside for Sponsor Signage and the relevant signage to be applied in each area are

1 .RX8 CUP Location 1 - Windscreen banner. See picture.

2. South East Quarries & Landscaping. On 2 Visible Locations (suggest Rear Door)

3. TBA Location 3 above door Panels & Location 3 on Rear Window (not to be used otherwise).

4. Nankang Location 4 - Facing forwards and backwards on the bumper bars.(not to be cut). See pictures.

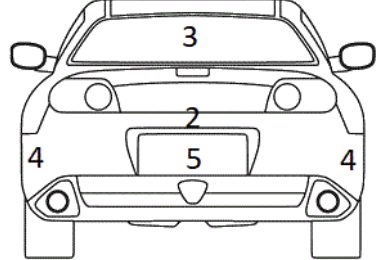
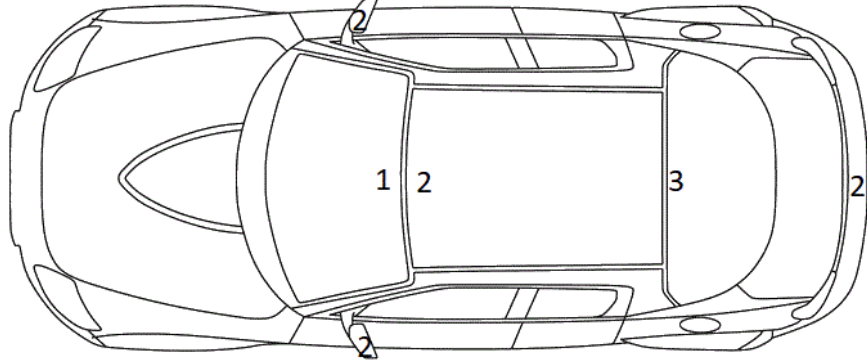
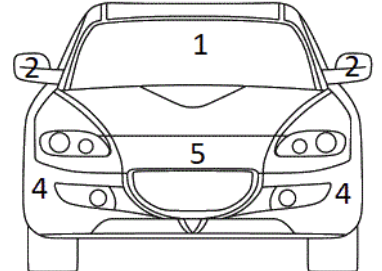
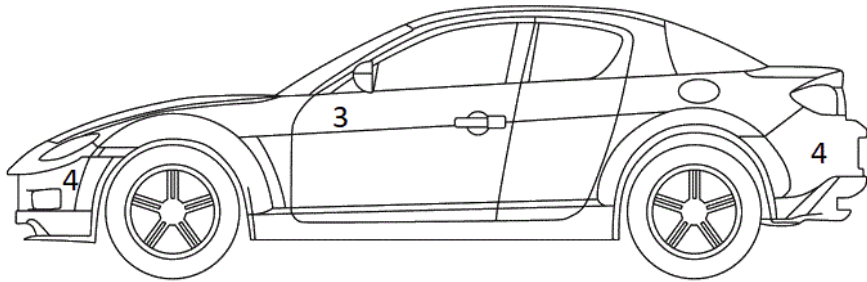


5. West End Mazda. Location 5 - Rear Number Plate only.

6. MCA Suspension. On 2 Visible Locations (suggest C Pillar)

7. Circo Brake pads. On 2 Visible Locations (suggest C Pillar)

8. Speedy Wheels. location 2 - Mirrors



Sporting Regulations Schedule 3 - Category Calendar 2021

Round	Location	Dates
1	Phillip Island VIC	5/6 Feb 2022 (2 day meeting)
2	SMSP	8/9/10 April 2022
3	Winton (non state championship)	8/9/10 July 2022
4	SMSP	5/6/7 August 2022
5	Wakefield Park	23/24/25 September 2022
6	Bathurst (non state championship)	11/12/13 November (TBC)

Sporting Regulations Schedule 4 - Points Scoring System Races

Qualifying Performance	Points
Fastest Lap time of a Qualifying Session of a Meeting	1
Race Finish Place	Points
1st	30
2nd	28
3rd	26
4th	24
5th	22
6th	20
7th	18
8th	16
9th	14
10th	12
11th	10
12th	9
13th	8
14th	7
15th	6
16th	5
17th	4
18th	3
19th	2
20th	1
All other finishers	1

S4.1 A maximum of 121 points is available for each meeting. This is based on four “Sprint” races. Where a meeting has a combined sprint and endurance race each sprint race shall conform to the points allocation in the table above and the balance shall be allocated to the endurance race. E.G. A meeting with one sprint race and one endurance race would be 30 points for the winner of the sprint race and 90 points for the winner of the endurance race, extrapolated to all other places. **Double points maybe awarded for sprint races but only one point is awarded for “Pole” at any meeting.**

S4.2 A separate points system is awarded for competitors over 50 years of age. The system will be the same as Main Series point system. Only drivers over the age of 50 years will be awarded points, relief drivers are not entitled to these points regardless of age.

Sporting Regulations Schedule 5 - Protests

- (i) Any protest must be lodged in compliance with the applicable Motorsport Australia NCR

Sporting Regulations Schedule 6 - Relief Driver

- (i) The entry form for an event may permit the use of **one** Relief Driver. The entry process may include costs and requirements for a relief driver.
- (ii) The relief driver must participate in at least one practice or qualifying session in order to be allowed to start in a race.
- (iii) The relief driver is not eligible for any championship points and is not eligible for any meeting aggregate placing **including the “Over 50’s” class.**
- (iv) Relief driver/s shall start races at rear of grid, and behind all regular drivers. Where more than one relief driver is competing the Sporting Officer shall allocate the grid starting position based on the vehicles qualifying and or racing performance and any observations of the relief driver during practice, qualifying or race sessions.
- (iv) Testing regulations apply to the relief driver.**

Technical Regulations

T1. General Provisions:

- (i) In accordance with the Philosophy of the Category the Technical Regulations seek to engender cost effective racing of eligible vehicles. To the end the Category is based on CAMS 3E regulations in order to facilitate use of the vehicle in other competitions conducted within Australian Motorsport. These regulations provide for further limiting of modifications from that 3E specification.
- (ii) Any modification of an eligible vehicle is expressly forbidden save for the modifications contained within these regulation. (If the rules don't say you can then you cant.)
- (iii) Where an item is noted as a "Controlled Item" such items must be purchased from Ric Shaw Performance (35 Parramatta Rd Five Dock NSW 2046. Ph 0297167690) at the competitor pricing for such items. "Controlled Items" are noted in Schedule 1 of the Technical Regulations. No modifications may be made to Controlled Items. Should a person accept to enter (compete in) the RX-8 cup under these controls then they agree to do so – and that the car can compete elsewhere without these restriction.
- (iv) Unless specified otherwise, tolerances for machining, finishing and weighing of engine components will be in accordance with General Requirements for Cars and Drivers (Motorsport Australia).
- (v) Where an item is required to be OEM, this means that the item must be an original Mazda supplied component for a Series 1 RX8 manual transmission, Australian Delivered.

T2. Vehicle Eligibility:

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

T3. Vehicle Competition Weight:

- (i) Vehicle Competition Weight is 1360 kgs with Driver, Driver Safety equipment.
- (ii) This Vehicle Competition Weight is as measured by scales provided at each facility. Where there may be disparity of the scales it is the competitor's responsibility to correlate the vehicle weight to ensure compliance with regulation T3 (i).
- (iii) The Vehicle Competition Weight must be complied with at all times including qualifying and Practice at all meetings including Endurance events.
- (iv) The Technical Officer may suggest a penalty to the Stewards for a breach of this regulation.
- (v) Ballast may be added to the vehicle to attain the Vehicle Competition Weight. Where utilized, Ballast must be a unitary block, save that this block may itself be composed of individual components. Retention of ballast shall be by a minimum of Class 8.8 M6 bolts & lock nuts up to a single ballast weight of 18kg and a minimum of M8 bolts & lock nuts for a single ballast weight of 18kg to 65Kg. A reinforcing steel plate of at least 75mm x 50mm x 3mm under each bolt and nut shall be present. When a single bolt is used, it shall be centrally located in the ballast. Where the ballast top face surface area exceeds the surface area size of a reinforcement plate by 2 1/2 times, then a minimum of two bolts shall be used and located evenly across the ballast. Ballast shall not exceed 65kgs in a single unit, where more than 65kgs is required there shall be more than one ballast unit fitted.

T4. Non Genuine Parts:

- (i) Freedom of source of supply is granted for all fasteners, belts, gaskets, flexible hoses, liquid carrying pipes, mechanical cables, bearings, clamps, spark plugs, ignition coils, spark plug leads, filters, batteries, battery cables, globes and light emitting diodes, fuses, electro mechanical relays and windscreen glass provided no additional modifications are made to facilitate the fitment of the replacement part.
- (ii) The fitment of heated windscreens and associated necessary wiring and fittings is permitted.
- (iii) No changes or additions to wiring, brackets may be made to facilitate the fitment of items mentioned in T4(i).
- (iv) The use of imported non genuine Mazda replacement body panels. is permitted provided that the Technical Officer is advised of such use and determines that no performance advantage accrues. The Technical Officer may approved such panels even where there are minor cosmetic differences to the Australian sourced panels.

T5. Safety Cage:

- (i) Vehicles must be fitted with a National level safety cage. Each safety cage must have a Motorsport Australia issued ROPS/Safety Cage sticker issued by Motorsport Australia attached to the Safety Cage. Both Weld in and Bolt in cages are compliant.

T6. Engine: All new engines must be assembled with a Technical Officer present.

- (i) The dampening material of the engine mounts is free provided the location, position and orientation of the engine remains as manufacturer specified. **The alloy mount section may be modified by adding material to strengthen it as long as no other function is facilitated.** For full requirements, se Motorsport Australia Manual – Technical Appendix – Schedule J.
- (ii) Save where freedom is otherwise granted in these regulations, all engine components must be OEM and of standard original state. Machining and or lapping of side cast iron plates is allowed only to resurface the material as part of engine reconditioning, no added lining of any material is allowed to any component.
- (iii) All inlet and exhaust port dimensions must be OEM. No porting of any description is permitted.
- (iv) It is permitted to remove material from the rotating assembly for the purpose of balancing. No more than 2 % of manufacturer specified weight is permitted to be removed for this purpose from any one component of the rotating assembly. No material is allowed to be removed for the purpose of fitting any compression seal. Only OEM seals can be used.
- (v) The method of ignition and fuel injection timing and triggering must not be modified
- (vi) Flywheels must be OEM and no modifications are permitted.
- (vii) Eccentric shafts must be OEM and no modifications are permitted.
- (viii) Engine Rotors must be OEM and no modifications are permitted. Only OEM rotor seals are permitted. Only OEM bearings are permitted. **Balancing of Rotors is permitted.**
- (ix) An oil separator tank may be added to the crankcase breather **line. The OEM windscreen water bottle maybe removed to provide space for an alloy separator tank supplied by RX8 Cup management.**

(x) All new engines must be assembled in the presence of a Technical Officer and then sealed. Used / second hand engines not previously rebuilt or sealed must be sealed. A new or used previously sealed engine from a different competitor or car may need to be inspected by the Technical Officer before a new seal is fitted , in this case a new seal must be fitted before the engine is used in competition.

(xi) Oil coolers may be replaced and/or added provided that the sole purpose of each cooler is to reduce oil temperature. Each cooler and associated components must remain inside the external bodywork of the vehicle

(xii) The engine sump may be modified or replaced to allow greater volume of oil and the associated pickup may be modified or replaced.

(xiii) All plastic shrouding located in the engine bay, the sole purpose of which is **aesthetic**, may be removed. Soundproofing material and trim fitted to the underside of the bonnet that is not visible from the exterior of the vehicle may be removed. **The plastic battery shroud and lid maybe removed.**

T7. Throttle

(i) The throttle body, fuel rail, injectors, fuel regulator, fuel pump and supporting components must be standard OEM and no modifications are permitted.

(ii) The Intake manifold system and all intake components must be OEM save that the controlled unit “Air Intake System” must be utilized. (See Schedule 1). The orientation of the OEM “MAF” meter must be in the OEM position.

(iii) The control Intake System must be fitted up stream of the convoluted rubber intake pipe on the throttle body. The following OEM parts must be removed :

1. Complete air box and under tray.
2. Complete snorkel pipe with flap.
3. Plastic panel under snorkel.
4. Plastic box section on bar support in front of snorkel.

T8. Pulleys

(i) Any pulley connected with the water pump and alternator are free.

(ii) The Crank Pulley is free.

(iii) Drive belts associated with these pulleys are free provided that the same number of ribs are utilized.

T9. Engine Control Unit (ECU)

(i) The ECU must be OEM and no modifications are permitted.

(ii) It is not permitted to reflash or reprogram the ECU other than by the Technical Officer.

(iii) It is not permitted to adapt any additional components to the ECU.

(iv) It is not permitted to have anything plugged into the OBD port of the race vehicle at any time other than the OBD plug from a Microtech race dash unit with the data logging function removed.

Adaptors and extensions are not permitted. The OBD plug must be accessible to the Technical Officer at all times.

(iv) The ECU must be in standard OEM mounting location and must provide access for the technical officer to connect to the ECU.

(v) The Technical Officer may issue any competitor with a “Control” ECU. If issued to a competitor it must be fitted before further competition will be permitted.

(vi) The Technical Officer may reset errors and fault codes for competitors at his discretion.

T10. Engine Cooling System

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

(ii) Water Pumps must remain OEM save that the impeller of a water pump is free.

(iii) The thermostat, its operation and method of control is free.

(iv) The method of operation of the standard engine cooling fan/s is free.

(v) The manner in which radiator pressure is maintained is free.

(vi) It is permitted to fit a protective screen mounted in front of the radiator and any oil coolers, provided no additional modifications are made to facilitate the fitment.

T11. Exhaust System

(i) The OEM exhaust manifold must be retained and no modification is permitted.

(ii) The Exhaust System, including the “Controlled Item” muffler is a “Controlled Item”. No modifications are permitted.

(iii) The “Controlled Item” exhaust system and muffler must be fitted downstream of the first joint at the end of the exhaust manifold.

(iv) The Exhaust must meet not emit noise in excess of 95db.

(v) External heat wrap material may be used on the “Controlled Item” exhaust system.

(vi) The exhaust system must exit on the passenger’s side of the vehicle at the rear.

(vii) An additional exhaust hanger may be added to the exhaust system. Provided that this must be placed directly under the OEM exhaust mount on the torque arm. To facilitate this mounting metal may only be added to the exhaust system. No modification is permitted to the vehicle itself. Only an OEM style rubber hanger may be used for mounting.

T12. Air Conditioning System

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

T13. Transmission

- (i) The Transmission including Gearbox and Differential must OEM .
- (ii) All components of the transmission must be of OEM manufacture origin other than Control components supplied by RX8 Cup management, which are optional.
- (iii) The gearbox must have 6 forward gears and a working reverse gear and include only ratios of the OEM transmission system.
- (iv) Modifications to the transmission are not permitted other than with the parts supplied by RX8 Cup Management.
- (v) The gear shifter must be OEM. A replacement bush on the bottom of the gear shifter made of Brass or stainless steel may be used. This bush connects the shifter to the forward running linkage.
- (vi) Notwithstanding the provisions of this section the gear knob is free. A “Synchro saver” retainer on the shifter is permitted.
- (vii) Notwithstanding the provisions of this section a single gearbox oil cooler is permitted.
- (viii) The method of coupling in the differential must be OEM and no modifications are permitted. Differential clutches as supplied by RX8 Cup Management may be used.
- (ix) The final drive ratio must be 4.44 to 1
- (x) Notwithstanding the provisions of this section a single differential oil cooler is permitted.
- (xi) Notwithstanding the provisions of this section the fitment of an extension to the transmission or differential breather using a short length of hose feeding into a catch can is permitted.
- (xii) Notwithstanding the provisions of this section the dampening or elastomer material used in the mounting of the transmission is free save that the location and position of the mounts are to remain as OEM
- (xiii) The Transmission clutch driven plate is free provided the number of plates remains in accordance with OEM specification. Notwithstanding this provision the plate must not include a carbon material.
- (xiv) The pressure plate must be OEM type save that a heavy duty diaphragm may be fitted.
- (xv) The use of a 2008 to 2012 Series 2 RX8 starter motor is permitted.

T14. Suspension

- (i) The front and rear suspension and associated suspension pivot points must remain in the OEM location. No modification to location is permitted save that offset bushes used to further the adjustments from original points.
- (ii) Wheel alignment settings are free with in the offset adjustments at the OEM adjustable points.
- (iii) No other modifications to any other OEM component, associated with suspension or wheel/tyre alignment and location is permitted.
- (iv) Springs are a “Controlled Item”. Only the controlled item may be used and the spring rates must be fitted as supplied (Front rate 14kg and Rear rate 8kg). Modifying spring rates is not permitted.

- (v) Sway bars must be OEM. No modifications are permitted to the sway bars or the method of attachment. **Sway bars must be from an Australian release Series one RX8.**
- (vi) Shock absorbers/coil over are a “Controlled Item” No modifications to the “Controlled Item” is permitted.
- (vii) Elastomeric suspension pivot point bush and sub frame mounting bush are free, save that any replacement material must be elastomeric.
- (viii) If a suspension bush incorporates an outer metal shell and/or a central crush tube, each of these components will be regarded as part of the bush.
- (ix) Should a suspension bush be integrated with a secondary component, such as a suspension arm, only the elastomeric material shall be regarded as the bush.
- (x) Ride height of the suspension system is free provided that the minimum ground clearance, save for the exhaust or any mounting point of the exhaust, shall be 100 millimeters. This ride height shall be measured with the driver and his associated competition equipment in the vehicle **and the front wheels in the straight ahead position. Tyre pressures are not accounted for when the ride height is checked unless a tyre is completely flat from a mechanical issue. (The tyre maybe re inflated by the officials to be checked for leaks.)**

T15. Wheels and Tyres

- (i) Wheels are a “Controlled Item”.
- (ii) Wheels and Tyres must not protrude past the guard.
- (iii) Wheels maybe painted to change the color only.**
- (iv) Wheel spacers are not permitted.
- (v) Wheel nuts must be open ended. it is permitted to replace any wheel nut provided that the replacement is of a ferrous material and the outer end is not enclosed.
- (vi) Tyres are a “Controlled Item” and only “Heat Patched “tyres may be used **with the heat patch facing outwards.**
- (vii) Tyres may only be marked by the Technical Officer
- (viii) A maximum of 6 tyres may be used for each round of the championship. The tyres may be new or previously used, save that a maximum of 4 new tyres may be used at each round. . Four (4) tyres are to be marked for a round of the championship prior to Qualifying. An additional 2 tyres may be presented to the Technical/Eligibility officer for marking and be used in competition at each round. Where used tyres are to be utilised, these must have been marked at a previous meeting, and maybe tyres marked for any vehicle at the meeting where they were marked. The Technical Officer may provide dispensation to this rule in the case of a new competitor to the category.**
- (ix) Only marked tyres may be used in competition and previously marked tyres in practice at a race meeting. Competitors are responsible for the Markings to be visible by the technical Officer at all times. Re-marking of tyres is allowed only by the Technical officer.**
- (x) No modifications are permitted to tyres, including “Buffing”, scraping with any tools, re-shaping or chemical treatment. Removal of road debris is permitted by use of gloved hands only.

(xi) At no time may any tread wear indicator be exposed. With the exception of the shoulder of a tyre, in each area of a tyre where there is no tread wear indicator, the original tread pattern must be clearly visible.

(xii) In the event that a competitor is unable to use any 6 of the marked tyres for the round due to damage, dangerous conditions or excessive wear the Technical/Eligibility officer may approve the substitution of a tyre. Only damaged, dangerous or excessively worn tyres may be submitted for substitution. The substituted tyre will be marked accordingly and be used for all further competition at that round. Competitors requiring a substitution will start the following race rear of grid.

T16. Brakes

(i) Disc rotors may be replaced with items of the same **dimensions as** the OEM part. Slotted and drilled rotors are permitted. Two piece rotors are not permitted

(ii) Brake pads are a “Controlled Items” and must not be modified other than by wear. Shims may not be added to backing plates

(iii) Brake fluid pipes and hoses are free,

(iv) The ABS system must be retained and be operational in accordance with OEM specifications

(v) The mechanical parking brake must be retained and be operational in accordance with OEM specifications

(vi) Brake backing plates may be removed. **Brake calipers may be painted.**

(vii) Brake ducting is permitted to the front brake assembly only. Any ducting must remain within the confines of the body work and is not permitted to extend below the front bumper bar and no modification including the cutting of holes is permitted to the front bumper bar. The removal of the OEM auxiliary lights is permitted. **The plastic under tray may have one (1) hole up to 3” in diameter made to facilitate the ducting only. The plastic inner guards may have one (1) hole up to 3” in diameter to facilitate the ducting only.**

T17. Fuel System

(i) Only the OEM fuel tank may be used. No additional Fuel Tanks may be fitted. No modifications may be made to the fuel tank or refueling system save that a recognized “dry break” refueling system may be fitted. See the **Motorsport Australia** regulations on dry break fuel systems. Fuel capacity may be increased by fitment of a dry break system . No surge tank fitment is permitted.

(ii) All fuel used at any activity associated with competition including testing must be only commercially available 98 Octane petrol. No fuel additives are permitted save that lubricants suitable for engine seals may be added. The **octane rating must not be increased by any added lubricant.**

(iii) The fuel pump must be OEM item and must be mounted in the OEM position inside the fuel tank. Modifications are not permitted to the fuel pump or fuel system save that a secondary fuel pump may be fitted within the fuel tank. This secondary fuel pump may only operate in a way that assists with movement of fuel within the tank and may not feed to the engine or to any other part of the OEM fuel system. This pump must operate only when the OEM fuel pump operates.

(iv) **Control fuel may be regulated and enforced at the discretion of the technical officer.**

T18. Electrical System

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

(ii) Telephones are not permitted in the race vehicle.

(iii) Instruments that record and hold a peak value are permitted. Only the Microtech dash unit is permitted to be used as long as the data logging function is removed. No other dash units are allowed.

(iv) The battery must be in the OEM location.

(v) The alternator must be in the OEM location and operational at all times when the engine is operating.

(vi) Ignition coils are free, provided that no modification may be made to attachment points and no addition of wiring may be made to facilitate fitment (coils must be manufactured as a replacement part).

T19. Bodywork & Exterior

(i) Except where expressly permitted the bodywork of the vehicle must be unmodified.

(ii) The jacking points may be strengthened by the addition of metal plate/s, and or relocated and/or increased in number provided that each jacking point does not exceed a surface area of more than 150mm x 150mm and follows the contours of the original structure (sill panel).

(iii) The vehicle must have a black competition number with white background. The competition number must be located on each side of the vehicle and on the forward most part of the front door. Triple digit numbers are not allowed. Numbers beginning with 0 are not allowed. Size and font of these numbers shall be in accordance with Schedule K on the General requirements for Cars and Drivers (Motorsport Australia Manual)

(iv) The vehicle must have a florescent yellow number on the upper left part of the front and rear windscreen displaying the competition number. Size and font of these numbers shall be in accordance with Schedule K on the General requirements for Cars and Drivers (Motorsport Australia Manual)

(v) The vehicle must be fitted with a visible towing point (capable of accepting a 40mm OD cylindrical test object) fitted forward of the front axle and rearward of the rear axle and capable of towing the automobile on a sealed surface with its wheels locked. Where a tow point is obscured, each tow point shall be marked with the word “TOW” of a contrasting colour marking the location of each tow point. The tow points must be of a soft webbing design fit for purpose. No solid tow hooks.

(vi) Inner guards shall be retained.

(vii) OEM series 1 body kits may be fitted, however Series 2 GT parts are not permitted

(viii) Under body braces that run under the exhaust may be removed only.

(ix) The exhaust is not part of the Vehicle ride height, minimum height is 100mm with driver in the car and with tyres at any temperature or pressure. A flat tyre may be taken into consideration by the Technical officer.

(x) The plastic radiator grill may be drilled to allow air flow directly to the radiator, the cross hatch structure of the plastic grill must be retained. A 13mm hole is suggested inside the cross hatch.

T20. Interior

(i) The vehicle must be fitted with and the driver must use a safety harness in compliance with Schedule I of the General Requirements of Automobiles contained within the Motorsport Australia Manual.

(ii) The steering wheel may be replaced by one which is of at least 300mm diameter. It is permitted to add a steering wheel boss, incorporating a quick release mechanism, to enable the fitment of a permissible steering wheel.

(iii) All driving controls must retain OEM location and function other than radio and climate control. Footrests and heat protection panels may be added to the driver's foot well cavity.

(iv) The OEM Pedals must be retained, and the location of the brake and clutch pedals must remain in OEM position and of OEM operation. Packers may be used to alter the position of the OEM accelerator pedal for the purpose of changing height in relation to other pedals. Pedal pads on the clutch, brake and accelerator may be added or modified.

(v) Instruments are free, but the OEM dash must be retained in its OEM location. Any holes in the dash resulting from the removal of instruments must be neatly closed by the addition of a closing panel. Where possible, all replacement instruments must be mounted in the dash where the OEM instruments were situated. Where the OEM dash incorporates an integral console connecting to the transmission tunnel this panel must be retained.

(vi) Floor carpet and associated "underfelt" and roof linings and roof trims may be removed.

(vii) OEM Door trims must be retained and may only be modified for fitment of the Roll Cage

(viii) The rear parcel shelf plastic may be removed. In the case of a "Dry Break" fuel system being fitted the rear bulk head must be blocked off to separate any fuel components from the driver cabin area. Ref to Motorsport Australia regulations.

(viii) All seats may be removed. The seat for the driver shall be replaced by one that is compliant with the FIA 8855/99 standard or FIA 8862 – 2009 Standard. The seat may incorporate carbon fibre or carbon/Kevlar® material. The use of a seat that complies with the FIA 8862 – 2009 Standard, or a seat that complies with the FIA 8855/99 Standard and which incorporates a side head support structure, is strongly recommended. Original seat mountings may be replaced or modified and/or other mountings added provided that they extend no further than 50mm from the plan view of the seat. The modifying of OEM seat mounting points is permitted, including cutting or reforming so as to permit the mounting of a compliant seat. Notwithstanding this provision any modification must result in a mounting point with 150 mm of the OEM mounting point

(ix) All OEM passenger restraint systems may be removed.

- (x) All boot lining and associated trim and spare wheel/mounting and wheel changing equipment may be removed.
- (xi) The radio system including speakers and ariels and associated wiring may be removed.
- (xii) The centre console must be retained.
- (xiii) The steering shroud may be removed for fitment of instruments.
- (xiv) Fog and or driving lights which are separate from the main lighting system may be removed
- (xv) Internal cockpit lights may be removed
- (xvi) Accessories which do not increase performance (eg. additional lamps, mirrors, etc) may be added but must be declared to the Technical Officer
- (xvii) OEM side rear-vision mirrors must be fitted and be unmodified. OEM internal, i.e. windscreen mounted rear vision mirrors may be replaced.
- (xviii) Heated front windscreens are permitted
- (xix) Rear quarter windows in the rear doors may be replaced with clear polycarbonate material which must be fitted with a ventilation duct.
- (xx) Sunroofs maybe replaced with polycarbonate material of a minimum 3.8mm thickness.
- (xxi) Vehicles must be fitted with at least one forward facing “in car camera”. The camera/s must show a view out of the front windscreen and a view of the steering wheel and drivers hands at a minimum. Any footage obtained must be retained for duration of meeting and supplied to a Category or meeting official if requested.

T21. Sealing of Components

- (i) Engines must be sealed in accordance with Technical Regulations Schedule 2
- (ii) All new engines are to be assembled and inspected in the presence of a technical officer .
- (iii) The Technical Officer may seal any part during an event for inspection between events. Any seal applied by the Technical Officer or fitted by the owner must not be removed without prior approval by the Technical Officer

T22. General Presentation of Vehicle

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

Technical Regulations Schedule 1 - Controlled Items

In accordance with T1(iii) the following are controlled items.

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

Technical Regulations Schedule 2 -Engine Sealing

- (i) In accordance with Technical regulation T21.1 the following indicates the components that must be drilled to allow for the fitment of an engine seal.
- (ii) All engines are to be sealed by a Technical officer when assembled.

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