



Sporting Regulations

Version 11.5





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1. Preamble

Victorian V8's Inc. is a MOTORSPORT AUSTRALIA affiliated club and was founded by a group of likeminded people with similar cars essentially representing Touring Cars of their respective eras with the view to have fun in club racing, and to make the step to state categories, such as Sports Sedans or IPRA easier.

The Sporting regulations adopted below are to be reflected in club member's attitudes when racing, preparing cars and interpreting rules.

The overriding emphasis of these Sporting regulations is to provide a framework by which the members can have fun racing with safety in CLUB MOTORSPORT. Any Sporting regulations can be dissected to re-interpret them for unfair advantage; however, the VicV8's Sporting regulations are to be taken as written.

For any modifications proposed that are not contained within these regulations, the entrant is advised to consult with the committee before proceeding. (For the sake of clarity; any modification / change not specifically permitted by these rules must be addressed in writing to the committee beforehand).

For the good of the series the Executive Committee can make changes / clarifications to the Rules & Regulations at any time.

Typically, the entrants are expected to be transitioning from club level to state level motorsport. Victorian V8's Inc. was formed to make this transition less daunting.

These Sporting regulations are in addition to and must be read in conjunction with the NCR's and Race meeting standing regulations (RMSR). All vehicles must comply with the relevant requirements of MOTORSPORT AUSTRALIA General requirements for automobiles schedules A, B & C, and general requirements for cars and drivers, specifically including, but not limited to, Schedules G, H, I, J, K and L.

2. Car Specifications

Vic V8's is for naturally aspirated V8 powered, production-based vehicles that comply with the following regulations.

The Executive Committee shall have the discretion to allow, as it deems fit and or necessary, those vehicles that are within reason, Australian Touring Cars, and with less than 8 cylinders.

On occasion (prospective) competitors may present with a car that does not fully comply with these regulations, or in the best interests of the club, rules may change that would otherwise make an existing members car ineligible.



At the discretion of the committee, and creating no binding position or precedent, a car may be granted permission to compete with full entitlements with the non-compliance. Such vehicles will be subject to written approval and the non-compliance must not be further modified or changed from that configuration other than to return to full compliance with these regulations.

Reasonable repairs / maintenance is acceptable and will be determined by the committee. Typically, this provision would be to allow a new competitor making the transition from Club level through to state series, or to not cause undue hardship to an existing member due to a rule change. The non-compliance is not expected to provide a significant performance advantage.

3. The Body & Chassis

The drive train configuration location is to remain as per stock, with the factory firewall to remain in the original location within the chassis and engine to remain entirely longitudinally within the original engine compartment. For purposes of clarity, the engine cannot be mounted beyond the firewall extending into the cabin. The firewall may be penetrated for roll cage and ancillary lines (e.g. fuel, electrical) with only the minimal amount of material removed; the scuttle panel is not considered part of the firewall.

The original chassis rails must be in place and used as per the manufacturers design, with the floor pan original (it is permissible to modify locally for muffler and gearbox/shifter clearances). Replacement boot, bonnet and front guards* with other materials such as fibre glass is acceptable. Addition of bodywork such as flares/bonnet air intakes is acceptable. All cars must utilise glass front and rear windscreens, door glass is open and acceptable to be replaced with a suitable clear replacement.

*Front guards must follow the factory silhouette of the original guard.

American V8 cars consistent with examples from that of the era and have raced in an Australian Touring Car series will also be accepted.

Eligibility is also extended to entrants who have:

- I. **ex-Commodore Cup cars.** Such cars will be eligible to compete “as is” provided they comply with the last published Commodore Cup (CC) rules for the respective models. These cars must comply in its entirety, and if modified in any way cannot compete under the (I.) ex Commodore Cup cars eligibility. Rules 1, 2, 3, 11, 13, 14, 15, 17, 18, 19, 20, 21, 22, 23, 24 & 25 apply to Commodore Cup entrants. The entrant is solely responsible



for the car being in compliance with the respective Commodore Cup requirements.

- II. **Historic touring cars; specifically, Australian or American V8 model Group C or Group A cars.** These cars must be genuine and have the appropriate identification (as defined by MOTORSPORT AUSTRALIA). No replicas can enter under this provision. These cars must comply in its entirety with the respective rules (Group C or A), and if modified in any way cannot compete under this provision. Rules 1, 2, 3, 11, 13, 14, 15, 17, 18, 19, 20, 21, 22, 24 & 25 apply to all entrants. Historic touring cars may have a parallel championship for scoring if the minimum number of entrants is as defined by MOTORSPORT AUSTRALIA.
- III. **Sportsman Class;** The 'Sportsman Class is to include cars that essentially fit the general requirements of VicV8s but may not comply with all Sporting Regulations. The Committee will provide a written exemption for the specific non-compliance and the member will not be allowed to further modify the car outside the Sporting Regulations, without approval.
Any entrants competing in the Sportsman Class are full voting members of Victorian V8s Inc. except sporting regulation changes. They are not eligible for VicV8s Championship points and are to display orange windscreen numbers.

Race grids will be formed by qualifying time or finishing order regardless of entrant type.

Generally, the start procedure for each race shall be as detailed in the CRSR, Either Non-Championship Standing Start or Non-Championship Rolling Start. The start procedure will be advised in the relevant Supplementary/Further regulations for the event or advised by the committee to the respective organising body for each round.

4. Engine

The block must be from the same manufacturer (e.g., Ford, GMH, and Chrysler) as the original car.

For purposes of clarity, V8 powered means the factory body / chassis class / shape were sold in Australia (volume: minimum 500) with a naturally aspirated V8 engine as standard or an option from standard.

All internal modifications to the engine are free. Maximum engine size is 6.0 litres.

For the duration of any meeting only fuel that complies with the definition of Commercial fuel or Racing fuel as defined by the MOTORSPORT AUSTRALIA manual of motor sport may be used.

5. Transmission

Must remain original type and location as production, with no more than 6 forward gears and ratios are free, the shift must be H-pattern non-sequential and solely operated by the driver.



6. Rear Axle

Transaxles are not permitted. Live axle differential is free, mounting points must remain original location. Lateral location of differential is free. Ratios are free.

7. Suspension

Suspension locating arms may be adjustable.

Front suspension pick-up points can be altered; however, the front suspension type cannot be changed. Struts/Uprights are free.

Shock absorbers are free, the number may not be altered and can't be adjustable whilst the vehicle is in motion.

Springs are free provided that the type and location are unchanged (type is defined as coil, torsion bar, leaf etc).

Bushes, ball joints, steering rod ends, and sway bar links are free.

8. Wheels

Maximum diameter is 18", original wheel size opening to be maintained (i.e. no tubs).

'Rolling' of guards is permitted. Where flares are fitted (such as Groups C style) sufficient material may be removed for wheel clearance. This should be consistent with examples from the era. The front guard may have up to 1" of material removed on the leading edge up to 90° from horizontal only for the purposes clearance of wheels when turning. The edge must be reformed and blended into the original lines.

No Centre lock wheels permitted

9. Tyres

Open.

10. Brakes

Maximum of 6 pistons per calliper and maximum of one calliper per wheel, rotors must be of ferrous material (excluding hats which may be alloy).

11. In Car Camera

It is mandatory that each vehicle must have a minimum of one operating video camera. This camera must be forward facing providing a clear and unhindered view of anything forward and must include vision of driver inputs (steering). The angle must be as close to horizontal as is possible. The Executive Committee can help with camera setup. Upon request by a member of the Executive committee during or after a race the entrant must provide the vision immediately to the committee. Should the entrant refuse or be unable to comply then penalties may be applied to the entrant.

The camera mount system must comply with MOTORSPORT AUSTRALIA camera technical document.

Victorian V8's Inc. retain all copyright on all images; written permission from the Victorian V8's committee is required before any images (moving or still) are made available to the public arena. This is particularly applicable to contentious vision or images.

12. Aerodynamic Aids

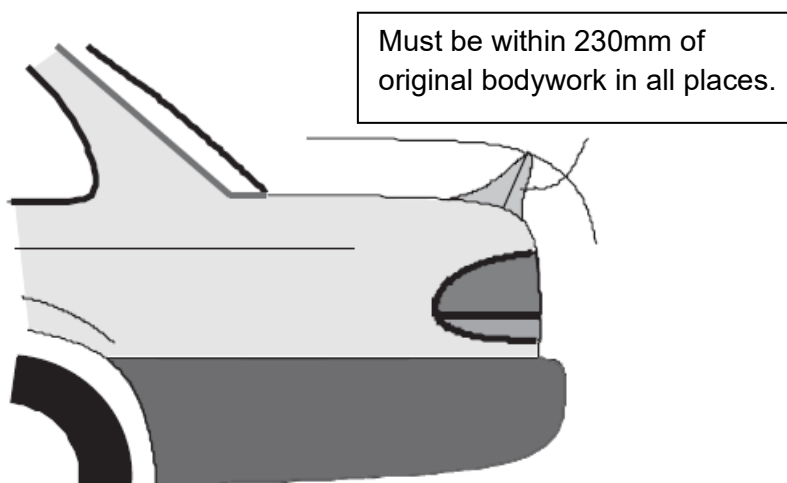
Aerodynamic aids are to be limited to each vehicle with the view of keeping body kits to reflect Touring Cars of their respective era.

There are two options for aero bodywork; it is not permitted to mix options. Either of the following is to apply. Option A permits use of custom manufactured aero, or mixture of commercially available components provided the requirements of section A are adhered to. Section B is for commercially available production aero packages that do not meet the rear spoiler dimensions only. This does not extend to V8 supercar homologated packages.

- A. Boot spoiler, wing or aerofoil to be no more than 230mm from the original coachwork in all places (refer diagram below). All aero must be fixed solid with no aids to allow for movement whilst car is in motion; i.e. no mechanically adjustable aerofoils. The width of the aerofoil cannot exceed the width of the widest portion of the production car (i.e. not including added body work such as flared wheel arches).

Note: The 230mm measurement does not include the wing endplates as long as the are generally vertical in orientation outside the 230mm measurement.

Front aero package under tray must have a minimum height of 100mm. The furthestmost forward point of the front spoiler can be no greater than 70mm measured from the vertical plane of the standard cars front bumper bar. The under tray cannot extend any further rearward of the leading edge of the front cross member and not outside the existing leading edge and side perimeters (i.e. must be fully contained within the shape of the spoiler).



The aero package may be a mix of custom and commercially available packages provided the maximum dimensions of A are adhered to.



- B. Commercially available production aero packages that do not meet the 230 mm rear spoiler height are permitted, however must not be modified in any way and only for the respective vehicles they were produced for (e.g. Walkinshaw kit on VL Commodore, EL Falcon GT on EL Falcon). The aero package must be used in its entirety, i.e. the entire homologated kit and not just components. The front aero minimum height of 100mm must be maintained. This does not permit the use of 'one off/ limited production' custom packages. No mix of packages is permitted. No modifications are permitted. Entrants are strongly encouraged to discuss any aero packages proposed with the executive committee before construction / changes are made.

13. Nominated vehicles

Any competitive member can only have one vehicle nominated in the Victorian V8's series. In order to change vehicles, the member must request in writing to the Executive committee for approval of the application to change vehicle in the series. Justification must be given for the reason to change; reasons for change may include, but are not limited to, the members vehicle being out of action and not able to be repaired in time, the member may swap to another current financial Vic V8's members approved vehicle. The request must include written permission for use from the owner of the substituted vehicle. For the purpose of clarity, points are assigned to the driver / car combination. Where the combination changes there would be a new driver / car combination and associated points.

14. Logbooks

All vehicles must be subject of a current MOTORSPORT AUSTRALIA logbook

15. Safety cage

All vehicles must be fitted with a safety cage that meets MOTORSPORT AUSTRALIA requirements

16. Timing Device mounting requirements

Dorian timers are mandatory. The transponders and its associated brackets are recommended to be mounted as follows:

- Dorian transponders shall be fitted no further forward than the leading edge of the original production bumper location and no further rearward than 300mm. It is expected entrants will mount the Dorian in the vicinity of the radiator.

OR

- The transponder may be mounted in alternate position (usually in accordance with other series requirements). The Dorian may not be fitted further forward than the leading edge of the original production bumper location. By exercising this option, the competitor/entrant waives all rights to protests or recourse where Dorian position has any effect on times or placing. The competitor / entrant is deemed to agree to be bound by this.



17. Probationary period

All competitive members for their first three race meetings are on membership probation and if involved in any unreasonable driving / behaviour (on or off track), as determined by the committee, will have their membership reviewed. A probation period can be applied by the Executive Committee to any member during the season if the member is involved in multiple incidents on track or off track at an event/s during the season. The probation period will be determined by the Executive Committee.

During a probation period, any penalties that are applied may be doubled.

The probation period will be applied to the member at the respective round/s entered and competed in. If the member misses a round/s then it will be carried forward to the respective round/s

18. Qualifying

During qualifying if a driver is travelling at reduced pace or returning to the pits it is their responsibility not to impede other drivers who may be on a hot lap.

19. Permanent Race Numbers

Entrants are encouraged to apply for permanent race numbers such that these numbers may be professionally applied thus raising the appearance of the grid.

20. Contact

Following any contact between vehicles whether intentional or not the drivers will report to the Driving Standards Advisor. This is independent of any actions the stewards of the event may take.

21. Driving Standards Observer

The role of Driving Standards Observer (DSO) will be administered by the committee. The DSO can apply club penalties as described herein and are independent of any penalties applied by Stewards of the event in question. The committee can meet at the race event, convene a special meeting or in conjunction with regular committee meetings.

Any entrant may appeal the outcome (penalties applied), any such appeal must be made in writing and received by the committee within 3 days of the judgement being made public. No appeal will be considered after the 3-day period has elapsed.

22. Flags

When a flag is displayed, it is deemed to have been seen.



23. Points

Points will be allocated on each Championship / Series Race at each Round to all drivers based on overall finishing order considering but not limited to the following

- Each round will be scored on a race-by-race basis, number of races per round will be track dependant
- If for any reason number of races per round is reduced/not started. No points multiplications will be done.
- No rounds will be dropped.
- Penalties will be deducted from the round, if not enough points are scored to facilitate this then points will be deducted from subsequent rounds

| Position | Points | Position | Points | Position | Points |
|------------------|--------|------------------|--------|------------------|--------|
| 1 st | 50 | 11 th | 26 | 21 st | 8 |
| 2 nd | 45 | 12 th | 24 | 22 nd | 7 |
| 3 rd | 42 | 13 th | 22 | 23 rd | 6 |
| 4 th | 40 | 14 th | 20 | 24 th | 5 |
| 5 th | 38 | 15 th | 18 | 25 th | 4 |
| 6 th | 36 | 16 th | 16 | 26 th | 3 |
| 7 th | 34 | 17 th | 14 | 27 th | 2 |
| 8 th | 32 | 18 th | 12 | 28 th | 1 |
| 9 th | 30 | 19 th | 10 | 29 th | 1 |
| 10 th | 28 | 20 th | 9 | 30 th | 1 |

To award individual round placing, points for all races will be added together. In the event of a tie then the count back shall consider the number of firsts, seconds etc in a round until winners are found. If this does not separate the entrants, then qualifying positions for Race one will be used to break the tie. (See also rule 13, nominated vehicle).

Where a competitor is entered with an exemption, no points will be awarded.

24. VIC V8s logo

The Victorian V8s logo (sticker) is to be placed one on each side of the car, on the rear door quarter window, or for cars with 6th window design, either the rear door quarter window or 6th window. (The placement must be the same on each side of the car, i.e. symmetrical).

The upper windscreen (banner location) and the area above/below the door number are reserved for any Sponsor and / or Victorian V8's Inc logo. It is the entrant's responsibility to have these in place where required. This requirement will be superseded by any specific Motorsport Australia requirements for an event.



25. Club Penalties

Should any entrant elect to push the boundaries of the Sporting regulations by making modifications which are deemed outside of the intent of the Sporting regulations or by pushing the boundaries of these sporting regulations on or off the track, the Executive Committee of the Victorian V8's Inc. can immediately take action to remedy this.

Any penalties applied to a competitor's race, must be included in that competitor's championship points.

Therefore, any round where a competitor incurs a penalty must be included in that competitor's final championship points.

(eg. If any rounds are allowed to be dropped in the makeup of the season points, you cannot drop a round with a penalty in it)

Club penalties are in addition to, and independent of, any actions that may or may not be taken by the stewards of the event.

| Section | Infringement (for each and every occurrence) | Penalty (up to points deducted) |
|---------|---|---------------------------------|
| A | Crowding of overtaking drivers | 40 |
| B | Pulling across in front of the overtaken car before it is safe to do so | 40 |
| C | Second or subsequent contact while a car is out of shape | 40 |
| D | Not giving another entrant sufficient racing room | 40 |
| E | Deliberate contact as deemed by the stewards of the race meeting or by executive committee | Meeting or season exclusion |
| F | Rear end contact resulting in another entrants off track excursion or gaining an unfair advantage | 40 |
| G | Deliberate weaving or blocking | 40 |
| H | Deliberately blocking a car about to pass or re-pass you or baulking | 40 |
| I | Changing line prior to, within or exiting a corner which causes contact with another car | 40 |
| J | Late and or dangerous braking or diving to inside of corner to pass or attempt to pass if contact results | 40 |
| K | Driving outside the white line at edge of track, or what is deemed | 40 |



| Section | Infringement (for each and every occurrence) | Penalty (up to points deducted) |
|---------|--|-----------------------------------|
| | to be the edge of the track | |
| L | Any damage caused to the circuit surface, or the facilities and surrounds due to negligent driving and behaviour. For example, but not limited to; driving offline onto grass, surface damage due to burnouts or dropping oil | 40 |
| M | Dragging debris back onto the track that adversely affects fellow entrants (for example but not limited to oil, soil, grass, components etc.). | 40 |
| N | Failure to comply with flag signals | 40 |
| O | Involvement in more than one incident of any type per race meeting | 80 |
| P | Refusal to provide Executive committee member with camera vision when requested | Meeting or season exclusion |
| Q | Failure to provide Executive committee member with camera vision when requested | 80 |
| R | Bringing the Victorian V8's Inc., its members or any associated entity, as deemed by the Committee, into disrepute by any behaviour on or off the track | Meeting or season exclusion |
| S | Any member causing through action or inaction allow controversial vision to be available to the public arena (for example, but not limited to, YouTube) without the prior written approval from the Committee. The onus rests with the entrant to ascertain whether vision is controversial or not from the Executive committee. | 80 |
| T | Vehicle found to be not in compliance with the regulations. This can also be applied for meetings prior to the discovery of non-compliance where the infringement is reasonably likely to have occurred. (Note: Scrutineers may be defined in the Supplementary regulations as Judge of fact) | Up to meeting or season exclusion |
| U | Provision of incorrect entry details / information. (Penalty to be commensurate with consequences of incorrect details). | Up to meeting or season exclusion |
| V | Lodgement of 'frivolous or vexatious' inquiry or protest | Round points or meeting or season |



| Section | Infringement (for each and every occurrence) | Penalty (up to points deducted) |
|---------|---|---------------------------------|
| | | exclusion |

26. Protest Time Limits and Appeal Time Frame

| | |
|---|--|
| Alleged error, irregularity or breach of a <i>Rule</i> occurring during a <i>Competition</i> | No later than 30 minutes after the publication of the <i>Provisional Classification</i> , except: - where the Stewards consider that to be impractical; or - unless required in the <i>Supplementary Regulations</i> . |
| Alleged non-compliance of <i>Automobiles</i> | |
| <i>Provisional Classification</i> | |
| Compilation of the pointscore for a series of <i>Competitions</i> | No later than 3 days after the first publication of the progressive pointscore for the relevant round or the final pointscore for the series. |

A separate protest must be lodged by a competitor against each alleged offence in accordance with the Motorsport Australia NCR's.

No appeal will be considered after the 3-day period has elapsed.

End of document