

Sporting and Technical Regulations



2021 S5000 Tasman Series Sporting and Technical Regulations



Version 1

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2021 S5000 Tasman Series

Sporting Regulations

A *Capitalised* and *italicised* word in this document is defined in the FIA International Sporting Code (*Code*), National Competition Rules (*NCR*), including their Appendices or Attachment 2 of this document.

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

S1 TITLE AND JURISDICTION

S1.1 Title

The *Series* will only be known as and referred to as “2021 S5000 Tasman Series”.

S1.2 Authority / Jurisdiction

1.2.1 Each *Round* of the *Series* will be held under the *FIA* International Sporting Code including Appendices (*Code*); the *NCR* and *CRSR* of *Motorsport Australia*; the Sporting and Technical Regulations issued for the *Series* by *Motorsport Australia*; *Supplementary Regulations* issued by the *Organiser* for each *Event*; *Bulletins* issued by the *Stewards*; *Driver Briefing Notes* and instructions issued by the *Race Director* or the *Clerk* of the *Course* at an *Event* and any *Event* specific documentation as published by the *CM*.

1.2.2 This *Series* has been sanctioned by *Motorsport Australia* as a National Series.

1.2.3 Australia Racing Group Pty Ltd has been appointed as the *Category Manager (CM)* by *Motorsport Australia* for the *Series*.

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Australian Racing Group
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S2 ADMINISTRATION

S2.1 Personnel

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

Race Director (<i>RD</i>)	David Stuart
Technical Delegate (<i>TD</i>)	Frank Adamson
Series Steward (<i>SS</i>)	Matt Halpin
Category Administrator (<i>CA</i>)	Liam Curkpatrick / Chris Lambden
Driving Standards Advisor (<i>DSA</i>)	TBA

S3 COMPETITOR ELIGIBILITY

To be eligible to compete in the *Series*, each *Competitor* must hold a current *Motorsport Australia Competitor Licence* and comply with all terms and conditions of the *CM*.

S4 AUTOMOBILE ELIGIBILITY

Each *Automobile* must comply with the provisions of the 2021 S5000 Tasman Series Technical Regulations and the relevant *Motorsport Australia* Recognition Document to be eligible to compete in the Series.

S4.1 Replacement Automobile

Following the commencement of the first practice session at each *Round*, any *Automobile* that has been entered to compete at that Round, may not be replaced with another *Automobile* without the express permission of the *CM* and the approval of the Stewards.

S5 DRIVER ELIGIBILITY

S5.1 General

5.1.1 To be eligible to compete in the *Series*, each *Driver* must be a minimum of 17 years of age, hold a current International Grade C *Driver Licence* or higher and be registered with the *CM*.

Note: The International Grade C *Driver Licence* must be attained by satisfying the qualification requirement to compete satisfactorily in 5 ASN sanctioned *Circuit Races* for cars with the highest grade national *Circuit Licence*. Attaining an International Grade C *Driver Licence* by previously holding a CIK International B *Licence* is not acceptable for this *Series*.

5.1.2 The *CM* reserves the right to prohibit any *Driver* from entering any *Round*, if in the sole opinion of the *CM*, the *Driver's* previous actions have resulted in the category or the *Series* or the *Driver* being brought into disrepute.

S5.2 Substitute Driver

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

S6 SERIES ROUNDS

The *Series* will be conducted over 2 *Rounds* as detailed in the *Series* Calendar below. Each race conducted as a part of the *Series* will count in determining the final results of the *Series*.

S7 SERIES CALENDAR

Round	Circuit	Date
1	Sydney Motorsport Park	17-21 November
2	Mount Panorama	30 November - 5 December

Note: The above calendar is subject to change dependant on restrictions that may be imposed due to the COVID-19 pandemic. The *CM* will advise each *Competitor* of any change.

S8 ROUND FORMAT

The number, length and format of track sessions will ultimately be negotiated between the *CM* and the *Organiser* prior to an *Event* and will be advised in the *Supplementary Regulations* issued for an *Event*. Generally, the format for each *Event* will be as follows:

Session	Format
Practice 1 & 2	25-minute sessions
Qualifying	25-minute session
Races	25-minute races expressed as a number of laps

S8.1 Variations to Timetable

With the prior approval of the Stewards, the *Event* timetable may be varied at any time due to exceptional circumstances.

S9 DRIVER QUALIFICATION

Each *Driver* whose fastest lap time recorded during any practice or qualifying session exceeds 115% of the fastest lap time recorded in the qualifying session will not be permitted to further compete at that *Round* unless otherwise approved by the Stewards due to exceptional circumstances as described in the *CRSR*.

S10 GRID DETERMINATION

S10.1 Round 1 – Sydney Motorsport Park

Race 1: The grid for Race 1 will be determined in accordance with the *CRSR* (Qualifying order).

Race 2: For Race 2 the upper 75% of the grid (actual number of *Automobiles* to be advised by the *RD*) will be the reverse of the upper 75% of the grid for Race 1 and the lower 25% of the grid (actual number of *Automobiles* to be advised by the *RD*) will be the same order as Race 1.

Race 3 (Main Event): The grid for the Main Event will be determined based on the aggregate points awarded to each *Driver* based on the results of Qualifying, Race 1 and Race 2 with the highest point scorer on grid position 1, the second highest point scorer on grid position 2 and so on.

If 2 or more *Drivers* have the same number of aggregate points, the higher grid position will be allocated to the *Driver* with the fastest qualifying lap time.

In such case, if 2 or more *Drivers* have the same fastest qualifying lap time, the higher grid position will be allocated to the *Driver* who achieved that lap time first.

S10.2 Round 2 – Mount Panorama

Race 4: The grid for Race 4 will be determined in accordance with the *CRSR* (Qualifying order).

Race 5: For Race 5 the upper 75% of the grid (actual number of *Automobiles* to be advised by the *RD*) will be the reverse of the upper 75% of the grid for Race 1 and the lower 25% of the grid (actual number of *Automobiles* to be advised by the *RD*) will be the same order as Race 4.

Race 6: For Race 6, the upper 50% of the grid (actual number of *Automobiles* to be advised by the *RD*) will be the reverse of the upper 50% of the final result of Race 5 and the lower 50% of the grid (actual number of *Automobiles* to be advised by the *RD*) will be the order of the lower 50% of the final result of Race 5.

Race 7 (Main Event): The grid for the Main Event will be determined based on the aggregate points awarded to each *Driver* based on the results of Qualifying, Race 4, Race 5 and Race 6 with the highest point scorer on grid position 1, the second highest point scorer on grid position 2 and so on.

If 2 or more *Drivers* have the same number of aggregate points, the higher grid position will be allocated to the *Driver* with the fastest qualifying lap time.

In such case, if 2 or more *Drivers* have the same fastest qualifying lap time, the higher grid position will be allocated to the *Driver* who achieved that lap time first.

S11 START PROCEDURE

Unless specified otherwise in *Event* regulations, the *Start* procedure for each race will be a Championship Standing Start in accordance with the *CRSR* except that pit crew may not access the grid and only the 1-minute board will be displayed. This will occur when the first *Automobile* stops on the grid at the end of the observation lap. The formation lap will commence when the green flag is displayed by the Starter.

S12 AWARDS AND POINT SCORE

S12.1 Prizes and Trophies

12.1.1 The top 3 *Drivers* in the Main Event at each *Round* may be awarded a trophy by the *CM*.

12.1.2 Any other prize, trophy and award may be as determined by the *CM* and advised to each *Competitor*.

S12.2 Round Winner

The winner of each *Round* will be the winner of the Main Event.

S12.3 Point Score

12.3.1 Points will be awarded to *Drivers* for each Qualifying session and race (including the Main Event) at each *Round* in accordance with the following table:

Finishing Position	Points								
	Sydney Motorsport Park				Mount Panorama				
	Qualifying	Race 1	Race 2	Race 3 (Main Event)	Qualifying	Race 4	Race 5	Race 6	Race 7 (Main Event)
1 st	10	30	20	60	10	30	20	20	60
2 nd	9	27	18	50	9	27	18	18	50
3 rd	8	24	16	40	8	24	16	16	40
4 th	7	22	14	32	7	22	14	14	32
5 th	6	20	12	26	6	20	12	12	26
6 th	5	18	10	24	5	18	10	10	24
7 th	4	16	9	22	4	16	9	9	22
8 th	3	14	8	20	3	14	8	8	20
9 th	2	12	7	18	2	12	7	7	18
10 th	1	10	6	16	1	10	6	6	16
11 th		8	5	14		8	5	5	14
12 th		6	4	12		6	4	4	12

13 th		4	3	10		4	3	3	10
14 th		2	2	8		2	2	2	8
15 th		1	1	6		1	1	1	6
16 th				4					4
17 th				2					2
18 th				1					1

- 12.3.2 Points for each race (including the Main Event) will only be awarded to the *Drivers* classified as finishers in the final results of that race (including the Main Event).
- 12.3.3 No points will be awarded for any race (including the Main Event) where all laps are under Safety Car conditions.
- 12.3.4 The *Driver* gaining the highest points total over the 2 *Rounds* will be declared the winner of the *Series* and awarded the Tasman Cup.
- 12.3.5 In the event of a tie at the end of the *Series*, the final positions will be determined by comparing the results achieved by each tied *Driver* in the Main Event at each *Round*, 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 will be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied *Driver* in the Main Event at each *Round* until each position has been determined.

S13 EVENT OPERATIONS

S13.1 Event Registration and Entry

Event Registration and Entry forms will be available from the CA with document checking being conducted by the CA prior to the first official track session at each *Round*.

S13.2 Driver/Team Manager Briefings

- 13.2.1 Each *Driver* and *Team Manager* must attend the compulsory *Drivers* briefing conducted at each *Round*.
- 13.2.2 The time and location of the *Drivers* briefing will be detailed in the *Supplementary Regulations* for the *Event*.
- 13.2.3 Each *Driver* and *Team Manager* is required to sign the attendance sheet prior to the commencement of the briefing as confirmation of their attendance.
- 13.2.4 Other compulsory briefings may be convened as required and will be advised to each *Competitor* accordingly.

S13.3 Driver/Competitor Departure from the Precinct

For judicial purposes, each *Competitor* and *Driver* must remain at the *Precinct* following the conclusion of any on-track session until officially released by the *RD*.

S13.4 Parc Fermé

- 13.4.1 Unless otherwise advised via the RMC at the conclusion of each qualifying session and race, each *Automobile*, including any *Automobile* that completed the session in *Pit Lane*, must proceed directly to *Parc Fermé* via the most direct route (or as directed by *Officials*) without returning to its *Pit Garage* or the paddock area and without interference from any third party (other than an *Official*).
- 13.4.2 Work on an *Automobile* that is in the *Pit Lane* at the conclusion of a qualifying session or race is not permitted after the chequered flag has been displayed unless authorised by the *TD*.

- 13.4.3 An *Automobile* (or any component thereof) may not leave *Parc Fermé* without the approval of the *TD*.
- 13.4.3 Unless advised otherwise by the *TD*, 1 crew member per *Automobile* only is permitted to access *Parc Fermé* at any one time for the purpose of performing the following tasks only:
- checking tyre pressures;
 - installing cooling fans;
 - downloading data;
 - removing the SD cards;
 - cycling the engine on and off.

S13.5 Practice

- 13.5.1 If allocated a *Pit Garage*, prior to the commencement of each practice session each *Automobile* must be in its *Pit Bay* at an angle of 45 degrees with the front of the *Automobile* pointing towards *Pit Lane* exit unless otherwise approved by the *TD*. If not allocated a *Pit Garage*, the procedure will be advised by the *CM*.
- 13.5.2 If allocated a *Pit Garage*, when *Pit Lane* exit opens to commence the session, each *Automobile* must leave its *Pit Bay* in the *Pit Garage* order commencing from the *Pit Lane* exit end unless an *Automobile* is unable to leave its *Pit Bay* or is waiting until all other *Automobiles* have exited. In this case, the *Car Controller* must notify the next *Automobile* that they are not moving and that the next *Automobile* should proceed. If not allocated a *Pit Garage*, the procedure will be advised by the *CM*.
- 13.5.3 During each practice session, each *Automobile* that is parked in *Pit Lane* must be in its *Pit Bay* at an angle of 45 degrees with the front of the *Automobile* pointing towards the *Pit Garage*.
- 13.5.4 During a practice session an *Automobile* may return to its *Pit Garage* but not to the paddock area.

S13.6 Qualifying

- 13.6.1 If allocated a *Pit Garage*, prior to the commencement of a qualifying session each *Automobile* must be in its *Pit Bay* at an angle of 45 degrees with the front of the *Automobile* pointing towards *Pit Lane* exit unless otherwise approved by the *TD*. If not allocated a *Pit Garage*, the procedure will be advised by the *CM*.
- 13.6.2 If allocated a *Pit Garage*, when *Pit Lane* exit opens to commence the session, each *Automobile* must leave its *Pit Bay* in the order of Practice 2 results unless an *Automobile* is unable to leave its *Pit Bay* or is waiting until all other *Automobiles* have exited. In this case, the *Car Controller* must notify the next *Automobile* that they are not moving and that the next *Automobile* should proceed. If not allocated a *Pit Garage*, the procedure will be advised by the *CM*.
- 13.6.3 During each qualifying session, each *Automobile* that is parked in *Pit Lane* must be in its *Pit Bay* at an angle of 45 degrees with the front of the *Automobile* pointing towards the *Pit Garage*.
- 13.6.4 During a qualifying session, an *Automobile* may not return to its *Pit Garage* or the paddock area without the approval of the *TD*. Any *Automobile* that exits *Pit Lane* to its *Pit Garage* or the paddock area during a qualifying session will be prohibited from re-joining the session and will be referred to the Stewards.
- 13.6.5 Any *Driver* that causes a red flag to be displayed during a qualifying session will have their fastest lap time for that session deleted and can take no further part in the session.

S13.7 Races

- 13.7.1 Prior to the commencement of each observation lap, each *Automobile* must be in its *Pit Bay* at an angle of 45 degrees with the front of the *Automobile* pointing towards *Pit Lane* exit.

- 13.7.2 During each race, if an *Automobile* returns to its *Pit Garage* or the paddock area it will be prohibited from re-joining that race.
- 13.7.3 During each race, each *Automobile* that is parked in *Pit Lane* must be in its *Pit Bay* at an angle of 45 degrees with the front of the *Automobile* pointing towards the *Pit Garage*.

S13.8 Pit Lane

- 13.8.1 At each *Round*, prior to entering *Pit Lane* for the first track session, each crew member intending to enter *Pit Lane* must sign a Pit Lane Indemnity Form and correctly display identification as and if required by the *Organiser*.
- 13.8.2 Each *Driver* is only permitted to stop in their designated *Pit Bay* in accordance with the *Pit Bay* allocation as published by the *CM* at each *Round*.
- 13.8.3 During any session, a maximum of 1 *Car Controller* and 2 pit crew per *Automobile* are permitted to cross the *Prescribed Line* to undertake the following tasks on that *Automobile* only.
- 13.8.4 The *Car Controller* must:
- be primarily positioned near the front of the *Automobile* while it is on its wheels in its *Pit Bay*; and
 - not undertake any work at all on the *Automobile* whilst the *Automobile* is in the *Pit Lane*; and
 - at all times maintain full control of any *Pit Stop* and the *Automobile*'s movements into the *Pit Bay* and release from the *Pit Bay*.
- 13.8.5 The 2 pit crew may undertake any work on an *Automobile* except refuelling.
- 13.8.6 Unless otherwise directed to do so by an *Official*, a *Driver* is not permitted to significantly slow and/or stop their *Automobile* whilst in the 'fast lane' in *Pit Lane*.

S13.9 Removal of Automobiles from the Precinct

Following the commencement of the first practice session at each *Round*, it is prohibited to remove any *Automobile* from the *Precinct* prior to the release of all *Automobiles* from *Parc Fermé* following the final race of that *Round* without the prior approval of the *TD*.

S13.10 Radio Communication to/from the Automobile

- 13.10.1 At least 1 crew member per *Automobile* must be in direct radio communication with the *Driver* at all times whilst the *Driver* is in the *Automobile*. This crew member must be located in *Pit Lane* within their *Automobile*'s allocated *Pit Bay* area during each session.
- 13.10.2 Prior to the commencement of each *Round*, each *Competitor* must provide the *CM* with each of their *Automobile*'s radio frequency.
- 13.10.3 Direct communication between competing *Automobiles* is strictly prohibited.

S13.11 Race Management Channel (RMC)

- 13.11.1 A minimum of 1 senior crew member per *Automobile* must monitor RMC at all times from 15 minutes prior to the scheduled commencement of each session through until 15 minutes after the completion of each session.
- 13.11.2 Details of the RMC frequency will be advised by the *CM*.
- 13.11.3 All messages received on the RMC are regulatory and must be relayed to the *Driver*.

S13.12 Safety Car

A Safety Car may be used in any race in accordance with the *CRSR*.

S14 TYRES

S14.1 General

- 14.1.1 Only Hoosier S5000 specification control tyres, complete with barcode identification, are permitted for use in the *Series*.
- 14.1.2 Only tyres supplied by the following supplier may be used:
- Hoosier Tire Australia
- Email: sales@mdmotorsport.com.au
- Phone: 02 9679 1990
- 14.1.3 Each tyre must be fitted to the wheel in accordance with the manufacturer's specifications.
- 14.1.4 Each tyre must only be inflated with air or nitrogen.
- 14.1.5 An *Automobile* is permitted to use wet weather tyres in any session other than a race at any time.
- 14.1.6 An *Automobile* is only permitted to use wet weather tyres in a race once that race has been declared wet by the *RD*.
- 14.1.7 Any tyre may only be cleaned using a manually operated hand-held tool/s such as a flat scraper. The use of any electrical or mechanically operated device is prohibited.
- 14.1.8 A section of "build up" measuring a maximum of 50 mm width across the entire tread may be removed from each tyre to allow the tyre tread depth to be measured at a maximum of 2 locations on any 1 tyre. In addition, "build up" may be removed from the inside shoulder of each tyre for a maximum of 50 mm from the edge of the tyre. Electrical or mechanically operated devices are permitted to be used to remove "build up" in these areas only.
- 14.1.9 It is prohibited to use a tyre at any time once worn to the limits of the tread depth indicators.
- 14.1.10 Any modification or treatment including buffing, cutting, grooving, application of water, solvents or softeners and the use of any tyre heating/cooling or heat retention device or chemical treatment is prohibited.
- 14.1.11 It is prohibited to fit any device to adjust, change, reduce or increase the pressure of a tyre once fitted to the wheel, save for the normal temporary equipment authorised for use in the marshalling area, *Pit Lane* or *Pit Garage*.
- 14.1.12 The *TD* is permitted to impound any tyre between sessions.
- 14.1.13 The *TD* will be the sole arbiter with regard to the interpretation and application of any tyre regulation and any decision made by the *TD* in this regard will not be the subject of any protest.

S14.2 Tyre Allocation

- 14.2.1 For *Round 1*, the tyre allocation applies from the commencement of the qualifying session until the end of the final race for the *Round* and for *Round 2*, for the entire *Round*.
- 14.2.2 For the *Series* pre-season test day organised by the *CM* prior to *Round 1*, each *Automobile* may use:
- any Hoosier S5000 specification control tyre; and
- 1 set (2 front and 2 rear) of new dry weather tyres.

Note: Any new tyre used must complete 20 laps during this test day to the satisfaction of the *CM* to be classified as a *Previously Marked Tyre* for use in any *Round*.

14.2.3 For *Round 1*, each *Automobile* may use:

- 1 set of new dry weather tyres, and
- 1 set of *Previously Marked Tyres*.

Note: Any Hoosier S5000 specification control tyre may be used in Practice.

14.2.4 For *Round 2*, each *Automobile* may use:

- 2 sets of new dry weather tyres, and
- 2 sets of dry weather tyres marked for *Round 1*.

14.2.5 The number of wet weather tyres permitted to be used is free.

14.2.6 If a *Competitor* no longer has 4 marked tyres available for use on an *Automobile* due to damage sustained during qualifying and/or any race, with the approval of the *TD*, a *Competitor* may be permitted a replacement *Previously Marked Tyre/s* for that *Automobile* provided the replacement tyre/s is of similar wear.

S14.3 Tyre Marking/Scanning

14.3.1 Each tyre to be used on an *Automobile* as part of its tyre allocation for a *Round* must be marked/scanned before the commencement of the first practice session.

14.3.2 Each *Competitor* must present each tyre to the *TD* or their nominee for marking/scanning when requested.

14.3.3 It is the *Competitor's* responsibility to ensure that each tyre to be used is marked or scanned by the *TD* or their nominee and that these markings remain legible at all times.

14.3.4 Following the completion of each practice, qualifying and race, it is the *Competitor's* responsibility to notify the *TD* of any tyre that requires re-marking during *Parc Fermé* or prior to the wheel being removed from the *Automobile*. Failure to do so may result in the tyre being deemed ineligible.

S15 FUEL

S15.1 General

15.1.1 For the duration of a *Round*, each *Competitor* must only use the specified 98 RON control fuel supplied by the official fuel supplier, Race Fuels, or their appointed representative.

15.1.2 It is prohibited to use any additive or modify the fuel, including temperature, as supplied.

15.1.3 A maximum of 60 litres of fuel per *Automobile* may be stored in the fuel containers provided by the official fuel supplier and within each *Automobile's* designated *Pit Garage* or the designated dangerous goods storage unit.

15.1.4 It must be possible to take a 1.0 kg sample of fuel from an *Automobile* at any time during an *Event* for testing in accordance with Schedule G of the *Manual*.

S15.2 Refuelling

15.2.1 Refuelling or defueling during any *Track* session or in *Pit Lane* at any time is prohibited.

15.2.2 When refuelling an *Automobile* each *Competitor* is required to comply with the following refuelling procedure:

At least 1 crew member must act as a fire attendant and be in possession of either 1 x 9 kg or 2 x 4.5 kg dry powder fire extinguisher/s;

Except for the refueller and designated fire attendant/s, no other person is permitted to be within 3 metres of the refuelling point;

The *Automobile* must be electrically connected to earth; and

A drip/catch mat or tray must be below the refuelling point of the *Automobile* which must be capable of containing any spillage.

S16 AUTOMOBILE MARKINGS

S16.1 General

- 16.1.1 In addition to the requirements detailed in Attachment 1 of these regulations, each *Automobile* must comply with Schedule K of the *Manual*.
- 16.1.2 The livery of each *Automobile* must be approved by the *CM*.
- 16.1.3 The name of the *Driver* and their national flag must be displayed on the bodywork outside of the cockpit or on the halo or on the *Driver's* helmet.

S16.2 Competition Number

- 16.2.1 The allocation of a *Competition Number* for each *Automobile* is solely the responsibility of the *CM*.
- 16.2.2 Unless otherwise approved by the *CM*, once a *Competition Number* has been allocated to an *Automobile*, this *Competition Number* must remain with that *Automobile* for the entire *Series*.

S16.3 In-Car Signage

- 16.3.1 Signage is not permitted within the cockpit of an *Automobile*.
- 16.3.2 Signage may be fixed to the halo subject to the approval of the *CM*.

S17 DRIVER'S APPAREL

Each *Driver* must only use apparel that complies with Article 1.1 (International) of Technical Appendix - Schedule D of the *Manual*.

S18 IN-CAR CAMERAS

- 18.1 Each *Automobile* is supplied and fitted with a video camera/recorder which must remain in the location as fitted.
- 18.2 The camera must be positioned such that it is pointed in a forward direction with a field of vision sufficiently wide enough to record clearly and without obstruction at all times the *Driver's* view of the *Track* ahead. The camera position must be approved by the *CM/DSA* to ensure correct field of vision.
- 18.3 The *Competitor* must ensure that the camera is switched on and functioning in the correct manner prior to the *Automobile* entering the *Track* for each practice, qualifying, warm up and race session at a *Round*.
- 18.4 Access to the camera must be provided to the *CM* or their nominee at any time upon request.
- 18.5 Each *Competitor* is permitted access to the video images recorded by the camera; however, the footage is strictly for private internal purposes, that is, it cannot be sold, licensed, broadcast, published, commercially exploited or otherwise publicly displayed or distributed including in any case via the internet.
- 18.6 When requested, a *Competitor* must immediately provide the SD card to the *RD*, *DSA*, Stewards or Clerk of the Course.
- 18.7 At all times the images recorded remain the property of the *CM*.

- 18.8 Each SD card must have the *Automobile's Competition Number* clearly marked on the card to the satisfaction of the *RD*.
- 18.9 Each SD card must be empty at the commencement of the *Round*, and no footage is to be deleted from the SD card during the *Round* without the written permission of the *RD*.
- 18.10 In addition to the in-car camera unit detailed in these regulations, an onboard television broadcast camera may be allocated and installed by the category broadcaster to any *Automobile*. Each other *Automobile* will be required to carry an equivalent dummy unit as supplied.
- 18.11 Unless otherwise approved in writing by the *CM*, the fitment and/or use of any other camera unit or recording device on an *Automobile* is prohibited.
- 18.12 Failure to comply with any regulations in regard to in-car cameras will be subject to a penalty as determined by the Stewards.

S19 ENGINE RESTRICTIONS

- 19.1 Each *Automobile* that uses more than 1 engine during the *Series* and testing will be subject to a penalty as described in Article S19.6 of these regulations.
- 19.2 The engine is associated with the *Driver's Competition Number*. It will follow the *Driver* if they change *Automobiles*.
- 19.3 If a *Driver* is absent from a *Round*, their engine will be associated with the *Automobile's Motorsport Australia* log book number and must be used by the replacement *Driver* in that *Automobile*.
- 19.4 An engine will be considered as having been used once the *Automobile's* timing transponder has indicated that it has left the *Pit Lane* at a *Round*.
- 19.5 Each engine must be sealed before being used by the *Competitor* for the first time. The breaking of any seal will be considered as a change of engine unless approved by the *CM*.
- 19.6 Except in a case of an engine issue which cause is outside the control of the team as verified by the *TD/CA* and recognised as such by the Stewards, a change of engine will result in the imposition of a 5 grid spot penalty for that *Automobile* for its next 3 races.
- 19.7 Any penalty imposed by the Stewards for a breach of the rules on engine changes are not subject to appeal.

S20 TESTING RESTRICTIONS

S20.1 Track Test Days

- 20.1.1 1 x S5000 Tasman Series pre-season test day may be organised by the *CM*.
- 20.1.2 Individual teams may organise 1 initial *Driver* evaluation day plus 1 additional pre-season test day.
- 20.1.3 Additional testing may be allowed for inexperienced *Drivers* at the discretion of the *CM*.
- 20.1.4 A team undertaking a mid-*Series* change of *Driver* may be permitted a familiarisation day for the new *Driver* only at the discretion of the *CM*.
- 20.1.5 Unless approved by the *CM*, testing in addition to the above is prohibited.
- 20.1.6 Test days may be undertaken at any *Circuit* in Australia approved by the *CM*.
- 20.1.7 Unless otherwise approved by the *CM*, any *Automobile* associated with the *Series* is prohibited to be driven on any *Circuit* that is hosting a *Round* of the *Series* for 2 weeks prior to the commencement of that *Round*.

S20.2 Wind Tunnel Testing

20.2.1 Wind tunnel testing as described below is prohibited.

20.2.2 Wind tunnel testing is the testing by a *Competitor* or any related party, agent or subcontractor of that *Competitor* in a test environment of a representation of an S5000 *Automobile* or subcomponent (including a scale model) in order to measure, observe or infer any forces, displacements, pressures or air flow direction resulting directly or indirectly from the incident air flow.

S21 RAIN LIGHT

The rain light fitted to each *Automobile* must be illuminated at all times whilst the *Automobile* is being driven on the *Track* with wet weather tyres fitted or as otherwise directed by Race Control.

S22 SCALES OF FACT

22.1 The *CM* will provide a set of scales for the purpose of weighing of *Automobiles* at each *Round*.

22.2 These scales will be the Scales of Fact for regulatory control at each *Round*.

S23 TIMING TRANSMITTER

23.1 A timing transmitter must be installed on each *Automobile* in compliance with the timing transmitter manufacturer's instructions.

23.2 Each timing transmitter must only be installed in the location as specified in the S5000 Recognition Document.

23.3 Each timing transmitter must be fully operational for each *Track* session.

S24 PIT GARAGE SETUP

If allocated a *Pit Garage*, any structure and/or equipment that impedes the line of sight from the rear of the *Pit Garage* to *Pit Lane* by more than 25 percent of the available garage width and to a height greater than 1.5 metres is prohibited.

S25 COMPETITOR CONDUCT

25.1 It is the *Competitor's* responsibility to ensure the *Driver* and each associated crew member conducts themselves in a respectable manner at all times. Failure to do so may result in the *Competitor*, *Driver* and/or crew member being referred to the Stewards.

25.2 At all times each *Competitor*, *Driver* and associated crew member are required to abide by the S5000 Australia Commercial Guidelines, S5000 Australia Brand Guidelines and Social Media Guidelines/Policy as published by the *CM* and/or *Motorsport Australia*.

2021 S5000 Tasman Series

Technical Regulations

T1 PREAMBLE

- 1.1 Each *Automobile* in the *Series* must comprise the S5000 racing package as made available by the Australian Racing Group (ARG) via its appointed manufacturer, Garry Rogers Motorsport (GRM), without modification of any kind, unless authorised by these regulations or by the *TD*.
- 1.2 Each *Automobile* must comply with the following, collectively referred to as the "Reference Documents":
 - 1.2.1 S5000 Australia Recognition Document as approved by *Motorsport Australia*; and
 - 1.2.2 any Manufacturer issued documents where referenced:
 - S5000 Australia User Manual
 - S5000 Australia Parts Catalogue

NOTE: Competitors will acknowledge that ANY part cannot be modified in any way, or parts and/or materials added or removed, unless these regulations specifically permit it. Any queries must be directed to the ARG, Garry Rogers Motorsport or their nominated delegate.

T2 MODIFICATIONS TO AUTOMOTIVE DESIGN

T2.1 General

- 2.1.1 The complete S5000 *Automobile* is divided into three types of part:

Type 1: These parts must be supplied by the manufacturer and used exactly as supplied. Repairs may be carried out only by the manufacturer.

Type 2: These parts are Type 1 parts with specific restrictions. Only the modifications indicated in the Reference Documents may be carried out. Repairs are allowed only in the range described in the Reference Documents.

Type 3: These parts are unrestricted, provided that they are used as designed by the manufacturer and do not fulfil any secondary function.

- 2.1.2 The *CM* will supply gauges, jigs and samples which can be used by a *Competitor* to check their *Automobile*'s compliance with the specification of various technical and controlled maximum *Automobile* parameters listed as Type 1 and Type 2 parts and any maximum *Automobile* dimension as stated in the S5000 Recognition Document 1-20-004.
- 2.1.3 For the avoidance of doubt, if any Type 1 or Type 2 part or *Automobile* dimension is greater than that of the relevant gauge or jig it will be deemed to be not in compliance with the *Rules*.

T2.2 Standard Mounting Parts

- 2.2.1 Standard mounting parts, such as screws, nuts, bolts, washers and lock washers, are considered as Type 3 parts unless specifically mentioned in the Reference Documents.
- 2.2.2 They may be replaced with equivalent or superior standard parts.
- 2.2.3 The thread type, size, length and pitch must remain the same.
- 2.2.4 The use of locking wire is permitted.

- 2.2.5 Any type of standard mounting part which has an influence on the *Automobile* set-up is considered as a Type 1 part unless specifically mentioned in the Reference Documents.
- 2.2.6 Only Type 3 washers may be removed.
- 2.2.7 Washers may be added only for facilitating and improving mechanical installation. They may influence the set-up of the *Automobile* only when specifically permitted in the Reference Documents.

T2.3 Protections

Heat protection, mechanical protection (such as abrasion protection or tape) and protection for *Driver* comfort may be added, provided that their sole function is the protection of the relevant element and are specifically mentioned in the Reference Documents.

T2.4 Bodywork

The modification of *Bodywork* parts and *Bodywork* supports is permitted only to ensure proper installation despite manufacturing tolerances.

T3 BODYWORK AND DIMENSION

T3.1 Dimension

Each *Automobile* must conform to the dimensions as detailed in the Reference Documents at all times.

T3.2 Permitted Changes to the Original Specifications

- 3.2.1 Tape may be applied to any fastener or any component surface. In all cases, it must be clear that the tape has no function other than securing the fixings, colouring or protecting the part/s to which it is attached.
- 3.2.2 Apart from securing fasteners or unless expressly authorised in these Technical Regulations, Technical Bulletins or Reference Documents, it is prohibited to apply tape to cover a junction or gap between components, holes or cavities other than those that can be viewed from underneath the *Automobile*.
- 3.2.3 Any component inside the *Bodywork* may be covered with thermal insulation material and/or rubbing protection material providing this insulation and/or rubbing protection material has no other function than protecting components against heat and/or chafing.
- 3.2.4 Heat protection material may be added to the *Bodywork* in the area of the exhaust system outlet, the sole purpose of which is to protect the *Bodywork* from damage from the hot exhaust gases.

T3.3 Minor Repairs

- 3.3.1 Minor repairs to non-structural Type 1 or 2 parts such as side pods or main *Bodywork* may be made by the *Competitor* provided the damage does not affect an area greater than 150 mm at its maximum dimension and providing the original shape and dimensions are maintained.
- 3.3.2 Repairs to any fixing point must be approved by the *TD*.
- 3.3.3 In all other cases, damaged components must be replaced by new ones or submitted to the original supplier for repair unless a repair is further authorised by a Technical Bulletin.

T3.4 Skid Block

The Skid Block, made of wood, must be used as supplied by the manufacturer and be in accordance with the Reference Documents.

T3.5 Aerodynamic Devices

- 3.5.1 Each device designed to provide an aerodynamic effect must be used and fitted according to the Reference Documents.

- 3.5.2 Front and Rear wing adjustment must only be made within the parameters set out in the Reference Documents.
- 3.5.3 Minor repairs to the components of the front and rear wing may be made by the *Competitor* provided the damage does not affect an area greater than 50mm at its maximum dimension, does not affect a fixing or fixing area and providing the original shape and dimensions are maintained. In all other cases damaged components must be replaced by new ones or submitted to the original supplier for repair.

T4 WEIGHT

T4.1 **Minimum Weight**

- 4.1.1 The *Minimum Weight* of the *Automobile*, at any time during competition is 860 kg.
- 4.1.2 The minimum *Racing Weight* of the *Automobile* at any time during competition is 940 kg.
- 4.1.3 Weight checks may be carried out at any time during practice and qualifying sessions, and before and after any race.

T4.2 **Ballast**

Ballast used must only be attached using the specific fixing points provided as detailed in the Reference Documents. It must be possible to fix *Seals* to *Ballast*.

T5 COCKPIT

The *Cockpit* must remain at all times in compliance with the Reference Documents.

T5.1 **Extractable Seat**

- 5.1.1 Each *Chassis* must utilise the extractable *Seat*, fitted to the *Cockpit*, as supplied by the manufacturer.
- 5.1.2 Unless specifically approved by the *TD*, modifications to the extractable *Seat* or its fixing points is prohibited.

T5.2 **Seat Insert**

- 5.2.1 It is permitted to fit a *Seat* insert customised to suit the *Driver* of the *Automobile*.
- 5.2.2 Each *Seat* insert must be easily removable and must not affect the extraction of the *Driver* using the extractable *Seat*.
- 5.2.3 Each *Seat* insert will either be manufactured from or covered in a non-flammable and non-combustible material.
- 5.2.4 The *Driver* position in the *Cockpit* must remain in compliance with the Reference Documents, ensuring that the height of the *Driver's* helmet is contained within the required limits as defined by the Head Protection.

T5.3 **Cockpit Padding**

- 5.3.1 Additional padding may be used within the *Cockpit* provided it is non-structural and easily removed without the use of tools.
- 5.3.2 Additional padding must either be manufactured from or covered in a non-flammable and non-combustible material.

T5.4 **Head Rests and Head Protection**

- 5.4.1 The head rest and head protection insert as supplied by the manufacturer must be fitted and used at all times.

- 5.4.2 If necessary, and only for *Driver* comfort, an additional piece of padding no greater than 10 mm thick may be attached to the rear section of the headrest, and no greater than 20 mm thick on each side of the headrest. The additional material must be approved by the *TD*.

T5.5 Safety Harness

A six-point safety harness compliant with *FIA* 8853-2016, as a minimum, must be used at all times including at each *Round* and/or test session.

T5.6 Fire Extinguisher

- 5.6.1 A fire extinguisher compliant with the *FIA* Technical List No. 52 (<https://www.fia.com/regulation/category/761>) must be fitted according to the User Manual and the requirements of the *FIA* at all times.
- 5.6.2 The fire extinguisher must be maintained according to the requirements of its *FIA* Homologation.

T5.7 Cockpit Components

- 5.7.1 Each *Cockpit* component operable by the *Driver* must be fitted according to the Reference Documents.
- 5.7.2 Any adjustment is only permitted according to and within the parameters detailed in the Reference Documents.
- 5.7.3 Unless in compliance with these technical regulations, any modification to a *Cockpit* component is prohibited.
- 5.7.4 *Cockpit* components include:
- Driver* operated pedals – accelerator, brake, clutch;
 - Driver* operable switches;
 - Steering column;
 - Brake Bias adjuster;
 - Associated component sensors/actuators; and
 - Driver* rear vision mirrors.

T6 SAFETY STRUCTURES

T6.1 Major Repairs

- 6.1.1 Any repair to the survival cell/monocoque tub, *Driver* safety systems, roll structure, nose-box, side intrusion panels or rear impact structure must only be carried out with the approval of the original manufacturer, in accordance with the manufacturer's specifications and in a repair facility approved by the manufacturer.
- 6.1.2 Each *Competitor* will be required to show the original certificate of any repair.
- 6.1.3 Any repair must be registered in the *Motorsport Australia* Vehicle Log Book during initial scrutineering at the *Event* or test following the repair, by the *TD*.

T7 ENGINE

T7.1 Engine Modifications

- 7.1.1 The engine is a Type 1 part and once supplied, the engine, and all ancillaries supplied with it, must not be modified in any way.
- 7.1.2 Unless specifically authorised by these regulations, rework on any engine component is prohibited.

- 7.1.3 Unless expressly detailed in these regulations or with the written permission of ARG or the *TD*, the engine and associated components must remain exactly as produced and supplied by InnoV8 Race Engines, Stapylton, Queensland via GRM.

T7.2 Engine Sealing

- 7.2.1 The engine will be sealed by the application of seals by engine supplier InnoV8.
- 7.2.2 Other *Seals* may be affixed by the *TD*.
- 7.2.3 Each *Competitor*, for each *Automobile*, must:
notify the *TD* of any damaged, worn or perished engine *Seal*; and
remove, modify or manipulate any engine *Seal* only with the permission of the *TD*.

T7.3 Engine Repair

- 7.3.1 Each *Competitor*, for each *Automobile*, will advise the *TD* of any engine issue relating to performance, fluid consumption or fluid leak in which case the engine will be inspected whilst maintaining the integrity of the engine seals.
- 7.3.2 A repair that can be undertaken without removal of the engine may be done so only with approval of the *TD*.
- 7.3.3 If removal of the engine is required for repair, it must be done so in its entirety maintaining the integrity of the engine seals.
- 7.3.4 Any engine repair may only be completed with the knowledge of and supervision by the *TD*/InnoV8.

T8 ENGINE CONSUMABLES

T8.1 Engine Oil and Coolant

Unless approved by ARG, only the engine oil/s and coolant and the volume of each as directed by ARG and the manufacturer are to be used at all times including at any *Round* and/or testing.

T8.2 Engine Filters, Belts

Only the engine filters, including inlet air filter and engine oil filter, and accessories drive belts as supplied according to the specifications of the engine manufacturer is permitted to be used.

T9 ENGINE COOLING SYSTEM

T9.1 Engine Coolant Radiator Pipework

Only the engine coolant radiator/s, associated pipe work and joiners as supplied by the manufacturer is permitted to be used.

T9.2 Engine Oil Cooler

Only the engine oil cooler, associated pipe work and joiners as supplied by the manufacturer is permitted to be used.

T9.3 Gearbox Oil Cooler

Only the gearbox oil cooler, associated pipe work and joiners as supplied by the manufacturer is permitted to be used.

T10 EXHAUST SYSTEM

Only the entire exhaust system as supplied by the manufacturer is permitted to be used.

T11 ELECTRICAL SYSTEM

T11.1 Modifications

- 11.1.1 The electrical system is a Type 1 part. Only the entire electrical system including the loom/s and the routing of the loom/s and location of the components as supplied by the manufacturer is permitted to be used.
- 11.1.2 Any repair may only be conducted, to/on any component of the electrical system including the loom/s, ECU and/or sensors, by the manufacturer or its appointed agent.

T11.2 Battery

- 11.2.1 Only the single battery and components as supplied by the manufacturer is permitted to be used.
- 11.2.2 Each *Competitor*, for each *Automobile*, must ensure that:

the on-board battery and starting system is capable of demonstrating at least 3 engine starts without external recharge, or assistance, at any time during the *Round*; and

a supplementary external source of energy is temporarily connected to the *Automobile*, utilising the supplied connector, to start the engine whilst in the pit area or on the grid prior to the formation lap at each *Round*.

Note: Fitment of the supplementary energy source whilst checking starting system capability is prohibited.

T11.3 Engine Control Unit (ECU)

- 11.3.1 Only the ECU, including software and components, as supplied by the manufacturer is permitted to be used.
- 11.3.2 Each *Competitor*, for each *Automobile*, must ensure that:

the ECU diagnostic connector is positioned in an accessible position within the *Cockpit* of the *Automobile* allowing the *TD* free access to it at all times including when the *Driver* is seated in the *Automobile* and fully prepared to take part in a *Track* session; and

they notify the *TD* of any damage or performance issue as soon as practical once identified.

T11.4 Sensors

- 11.4.1 It is prohibited to replace, relocate, or interfere in any way with any sensor.
- 11.4.2 Additional sensors to those listed in the S5000 Reference Documents are prohibited.

T12 ENGINE IGNITION SYSTEM

T12.1 Spark Plugs

- 12.1.1 The standard production spark plug as supplied by the manufacturer must be used.
- 12.1.2 The location of the electrode tip will be in the standard position in the combustion chamber.

T12.2 Ignition Coil

The standard production coil-on-plug units as supplied by the manufacturer must be used and may not be repositioned. It is prohibited to use any other method or component to trigger, distribute or time the ignition.

T13 TRANSMISSION

T13.1 Flywheel and Clutch

Only the flywheel and clutch assembly including clutch plate, diaphragm and clutch actuating slave cylinder as supplied by the manufacturer is permitted to be used. Any modification to these components as supplied, other than normal wear from use, is prohibited.

T13.2 Gearbox

13.2.1 Each *Competitor*, for each *Automobile*, must ensure that:

all casings and gearbox components, including shifter mechanisms, must be of original manufacturer supply; and

a reverse gear must be operable by the *Driver* at any time when the engine is running.

13.2.3 Gearboxes will be sealed by the supplier, Hollinger Engineering, Kilsyth South, VIC, prior to *Competition* and must remain sealed.

13.2.4 Unless approved by the *TD*, gearbox *Seals* must not be removed, modified or manipulated.

13.2.5 The oil level in the gearbox/drop-gear assembly must be maintained at the correct level as per the Reference Documents.

T13.3 Gearbox Ratios

Only the original gearbox ratios as supplied by the manufacturer are permitted as follows:

Final drive	32:10
Drop Gear	25:26
1 st	40:13
2 nd	36:16
3 rd	32:18
4 th	30:20
5 th	31:24
6 th	24:21

T14 SUSPENSION

T14.1 Springs

Only 1 pair of the 3 different rate pairs of front/rear springs supplied with the *Automobile* is permitted to be used at any time.

T14.2 Shock Absorbers

14.2.1 Only the JRi shock absorbers supplied with the *Automobile* are permitted to be used, which will be sealed.

14.2.2 Two-way adjustment using the standard mechanism is permitted.

14.2.3 At any time, and with reasonable notice, the *TD* may instruct a team to remove the shock absorbers fitted to their *Automobile* and replace them with a set of shock absorbers as provided by ARG.

T15 FUEL SYSTEM

Only the complete fuel system, including tank, pump, filters, lines and required connections as supplied by the manufacturer is permitted to be used. Except for those components applicable under T2.1 and/or T2.3 of these regulations, any modification to the fuel system components as supplied is prohibited.

T16 BRAKES

Only the complete front and rear brake systems, including brake rotors, calipers, master cylinders, push rods, lines and required mounts/connections as supplied by the manufacturer and/or associated parts supplier is permitted to be used. Except for those components applicable under T2.1 and/or T2.3 of these regulations, any modification to the brake system components as supplied, other than wear from normal use, is prohibited.

T16.1 Brake Pads

16.1.1 Only the brake pads as detailed in the S5000 Reference Documents are permitted to be used.

16.1.2 Save for wear from normal use and any process of cleaning or de-glazing the brake pads, modification of the supplied brake pads is prohibited.

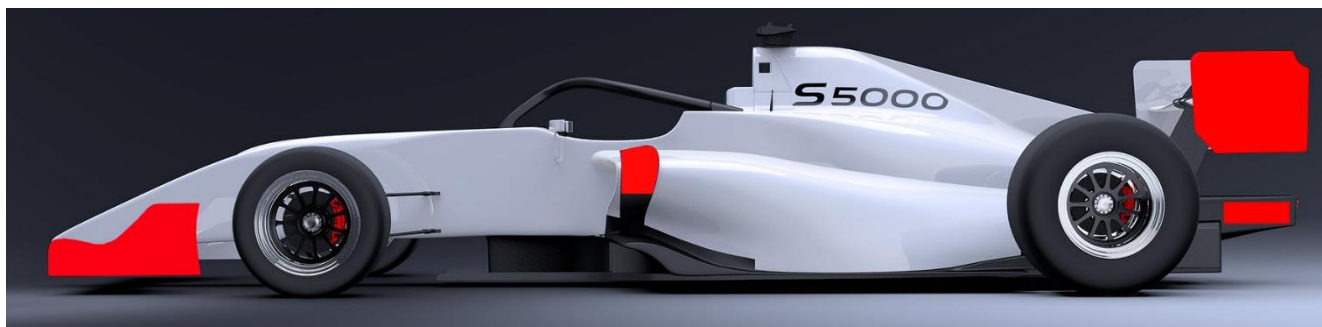
T17 WHEELS

17.1 Only the complete front and rear wheel and required mounting components as supplied by the manufacturer are permitted to be used. Except for painting of the outer surface, any modification to these components as supplied is prohibited.

17.2 A safety retention device must be in place on the wheel nut throughout the *Round* and must be in service after each wheel change. This safety retention device must be painted dayglow red or orange and be visible when a wheel is fitted correctly.

ATTACHMENT 1 – MARKINGS ON AUTOMOBILES

Areas marked in red are reserved for ARG (sponsor) and *Competition Number* use unless authorised by the CM.



ATTACHMENT 2 - DEFINITIONS & ABBREVIATIONS

CA	The Category Administrator as appointed by the CM.
Car Controller	A crew member who is responsible for the safe operation of an <i>Automobile</i> in the <i>Pit Lane</i> .
CM	The Category Manager for the <i>Series</i> as appointed by <i>Motorsport Australia</i> .
Competition Number	The number used to identify each <i>Automobile</i> and as displayed on the <i>Automobile</i> in accordance with Schedule K of the <i>Manual</i> .
CRSR	Circuit Race Standing Regulations as promulgated by <i>Motorsport Australia</i> .
DSA	The Driving Standards Advisor appointed by the CM.
Official	Any <i>Official</i> appointed to the <i>Event</i> by the <i>Organiser</i> , <i>Motorsport Australia</i> or the CM.
Pit Bay	The area in the 'working lane' of the <i>Pit Lane</i> that is allocated by the <i>Organiser</i> or CM to an <i>Automobile</i> where it must stop for work to be carried out if in the <i>Pit Lane</i> .
Pit Lane	All of the road in which the speed limit applies as indicated by the speed restriction sign at its beginning and the speed derestriction sign at its end. The <i>Pit Lane</i> includes the pit signalling area, the lane closest to the pit signalling wall called the 'fast lane' and the lane closest to the <i>Pit Garages</i> called the 'working lane' which includes all of the <i>Pit Bays</i> .
Pit Garage	The structure allocated by the <i>Organiser</i> or the CM to an <i>Automobile</i> that is adjacent to the <i>Pit Lane</i> where it will be housed when not on the <i>Track</i> . The 'front' of the <i>Pit Garage</i> is the side of the <i>Pit Garage</i> that is adjacent to the <i>Pit Lane</i> .
Pit Stop	Any time that an <i>Automobile</i> is stopped in either its <i>Pit Bay</i> or <i>Pit Garage</i> in any session.
Precinct	The area within the perimeter of the <i>Event</i> venue.
Prescribed Line	A line, whether or not marked on the surface of the <i>Pit Lane</i> , which extends across the front of each <i>Pit Garage</i> .
Previously Marked Tyre	A tyre that has been officially marked/scanned for use on an <i>Automobile</i> with the corresponding <i>Competition Number</i> at a previous <i>Round</i> or test. A new test tyre must have completed 20 laps during the pre-season test to the satisfaction of the CM to be classified as a <i>Previously Marked Tyre</i> .
RD	The Race Director as appointed by <i>Motorsport Australia</i> .
Round	A round of the <i>Series</i> .
Series	The 2021 S5000 Tasman Series
TD	The Technical Delegate as appointed by <i>Motorsport Australia</i> .
Team Manager	Authorised representative of the <i>Competitor</i> other than the <i>Driver</i> .