

2026 Australian Drivers' Championship

Rules and Technical Regulations

A dynamic version of the 2026 Australian Drivers' Championship competition rules will be maintained as current on the www.AustralianDriversChampionship.com website. It will have full regulatory value and effect.

It is the competitor's responsibility to review this document before each event as there may have been changes and there is no obligation on Hyper Racer to notify of any change. However, they will endeavour to do so where possible entirely at their discretion.



SERIES SPONSOR

 **Hankook**

 **VIVRC**  **VICTORIAN MOTOR RACING CHAMPIONSHIP**

 **AASA**

AUSTRALIAN AUTO-SPORT ALLIANCE

 **Hi-Tec Oils**  **SUPER SERIES** 

RACING CARS INTERNATIONAL PL is the manufacturer of a car called the Hyper Racer X1.
RACING CARS INTERNATIONAL PL and HYPER RACER
will be referred to as “**HYPER RACER**” for the remainder of this document
“Hyper Racer Australian Drivers’ Championship”, “Hyper Racer ADC” or “Australian Drivers’
Championship” will be referred to as “**ADC**” for the remainder of this document.

The following is to be used in conjunction with the relevant safety documents, supplementary
and further regulations from the category manager, event promoter, stewards and event
bulletins and guidelines as deemed appropriate by the track officials and/or governing body.

TECHNICAL SPECIFICATION OF THE HYPER RACER X1 IS “AS PER MANUFACTURER'S SPECIFICATION”.

**All Hyper Racer X1 vehicles competing in this competition, are to
remain unmodified, in their original form, as per the manufacturer's
specifications, and as supplied by HYPER RACER.**

**If this rule book does not explicitly state that a component of the car can be modified,
then it is to be assumed that the modification will be deemed a rule breach.**

If you are unsure as to whether or not a modification or specific repair may be deemed a rule
breach, you should confirm this with the Category Manager (CM) to avoid the inconvenience
and costs associated with reversing the modification/repair, as well as any penalties that may be
imposed.

These rules are to benefit the ADC class as a whole. Consideration will be given to individual
circumstances, but the intent is to keep the cars mechanically equal to each other, with no
advantage to any one competitor, while keeping cost to a minimum for this level of motorsport.

ANY CHANGES MADE WILL BE COLOURED IN RED

General Specifications

1.1 Minimum Weight

Minimum combined car and driver race weight (after race) of 530kg.

1.2 Fuel

- (a) Only standard 98-octane premium pump fuel, exactly as sold to the public at commercial fuel stations, is allowed.
- (b) Any other fuel - whether blended, mixed, treated, or sourced differently - is strictly prohibited.
- (c) No additives, performance enhancers, or non-pump fuels are allowed under any conditions.
- (d) Fuel checks may be performed, and any deviation from this standard will result in immediate disqualification.

1.3 Repairs

It is permissible for people to repair their cars provided they conform to the original specifications and use original parts manufactured by **HYPER RACER**. The production of moulds, patterns or jigs produced from original Hyper Racer parts is forbidden and the use of copies of Hyper Racer parts is prohibited.

1.4 Chassis Ballast

- (a) Ballast weight added to the chassis must be fully secured.
- (b) A maximum Ballast weight of 15kg is permitted for each mounting location.

1.5 Chassis I.D. Plate

The Chassis I.D. plate located on top of the rear bulk head must not have been tampered with, removed or modified in any way. A car without a compliant Chassis I.D. plate will not be eligible to run in the championship.

Body Work and Aerodynamics

2.1 All replacement body panels must be supplied by **HYPER RACER**.

2.2 Repairs to body panels must not change the shape of the panels to aid in aerodynamic performance or alter the visual look of the Hyper Racer X1.

2.3 Adjustable Aerodynamics

Front flap and Rear wing adjustments are permitted within the range of the original hardware.

2.4 Hyper Racer X1 spec tow hooks must be fitted.

ENGINE, DRIVE TRAIN

3.1 Engine Specifications

- (a) Suzuki Hayabusa Gen 2 and Gen 3 Engines, auxiliaries, and drivetrains as supplied and sealed by **HYPER RACER** or an authorized engine builder found in Rule 3.5(a).
- (b) Engine rebuilds are to be carried out under the control of **HYPER RACER** (see rule 3.5a).
- (c) Replacement components not identical in their supplier and part number are not to be used unless specific permission is granted, via writing from the **HYPER RACER or ADC** Category Manager.
- (d) The use of upgraded valve springs is permitted.
- (e) The use of upgraded main studs is permitted.
- (f) The factory Hyper Racer X1 bolt-on muffler is to be used where required.
- (g) Spark Plugs are unregulated.
- (h) Oil Filters are unregulated.
- (i) Air filters must be OEM.
- (j) Exhaust system coatings are unregulated.
- (k) These engine rules are in place to protect the integrity and cost-effectiveness of the Category. Any breach of the engine rules will be dealt with harshly and treated as deliberate cheating.

3.2 Transmission

- (a) Transmission rebuilds are to be carried out under the control of **HYPER RACER** (via contracted engine builders if required).
- (b) Auto throttle blip and cut, is permitted with Gen 3 Engines only.
- (c) No paddle shifts are allowed except for exceptional circumstances such as a driver with a disability.
- (d) The Hyper Racer X1 Reverse Kit may be fitted.
- (e) The use of upgraded shift forks and rods is permitted and must comply with rule 3.2(a).
- (f) The undercutting of Dog gears is permitted and must comply with rule 3.2(a).

3.3 Clutch

- (a) A Rekluse centrifugal clutch may be fitted either in conjunction with a hand clutch or as a stand-alone system.
- (b) A hand clutch system may be fitted either in conjunction with a Rekluse system or as a stand-alone system.

3.4 Drive Axle

- (a) Primary and Final drive gear ratios are fixed. 15t drive sprocket and 41t driven sprocket.
- (b) Only the **Hyper Racer X1–manufactured limited slip differential (LSD)** is permitted. No alternative differentials, modified OEM units, or third-party LSDs are allowed.

3.5 Engine Lubrication – Wet Sump Permitted

1) General Requirement

All engines must retain a **wet sump lubrication system**.
Dry sump systems are prohibited.

2) Permitted Modifications (Wet Sump Only)

Competitors may modify the internal oil control system for reliability and oil surge management, provided the system remains a wet sump. Permitted modifications include, but are not limited to:

- i) Custom or modified sump baffle designs
- ii) Trap doors, one-way flaps, or windage control devices
- iii) Swinging, articulated, or alternative oil pickup designs
- iv) Modified oil pickups and pickup locations
- v) Sump extensions or reshaping, provided oil is stored within the sump

3) Prohibited Systems

The following are **not permitted**:

- i) Any form of **dry sump system**
- ii) External oil reservoirs or tanks supplying pressurised oil to the engine
- iii) External scavenge pumps intended to evacuate oil from the crankcase
- iv) Systems designed to create sustained crankcase vacuum via external pumping

4) Oil Storage Definition

All engine oil must be stored **entirely within the engine sump** during normal operation. Temporary oil accumulators or surge control devices integrated into the sump are permitted. External oil storage is not permitted.

5) Compliance Determination

The category technical committee reserves the right to inspect oiling systems and determine compliance based on **system intent, function, and operating principle**, not solely component appearance.

3.5 Engine Rebuilds

- (a) Only organisations or individuals formally approved by **Hyper Racer Pty Ltd** may rebuild, service, or reseal engines used within the Hyper Racer Series.
- (b) Approval is granted at the discretion of Hyper Racer Pty Ltd and may be withdrawn at any time.
- (c) Authorised Engine Builders may perform routine rebuilds, servicing, and resealing of un-flagged engines in accordance with the technical specifications issued by Hyper Racer Pty Ltd.
- (d) Flagged engines, or engines under investigation, may **only** be torn down or inspected by **Hyper Racer Pty Ltd**. See **SR5.4**
- (e) Conditions of Authorisation
 - i. All authorised builders must comply with Hyper Racer’s current build procedures, torque and measurement standards, and documentation requirements.
 - ii. Rebuilders must maintain accurate records of all engines serviced, including serial numbers, seal IDs, and build dates, and must provide these records to the CM or Technical Manager upon request.
 - iii. Authorisation is personal to the rebuilder or organisation and cannot be transferred or subcontracted without written approval from Hyper Racer Pty Ltd.
 - iv. Each rebuild must be documented through the [official Hyper Racer Authorised Builder Google Form](#), which requires the submission of build photographs, seal/tag identification images, and other information as specified by Hyper Racer Pty Ltd.
 - Only rebuilds submitted and accepted through this form are recognised as compliant.
 - Failure to submit the required form and evidence will render the engine ineligible for use until the documentation is complete.
- (f) The following table will be used to delegate penalties regarding engine cheating.

Description of Rule Breach	Rule Number	Penalty to be applied
Non-OEM Component (Non-performance enhancing)	Rule 3.1 (a),(c)	Disqualification from the heat.
Non-OEM Component (Performance enhancing - external)	Rule 3.1 (a),(c),(i)	Disqualification from the meeting.
Non-OEM Component (Performance enhancing - Internal)	Rule 3.1 (a),(c),(i)	3-year ban from the ADC.
ECU Tempering	Rule 6.1 (b)	3-year ban from the ADC.
Exhaust Infringement	Rule 3.1 (a)	Disqualification from the

		meeting.
Tampering with engine casings/castings (i.e engine ports)	Rule 3.1 (a)	3-year ban from the ADC.
Modifications involving the machining of parts.	Rule 3.1 (a)	3-year ban from the ADC.
Fuel - Non-conforming	Rule 3.1 (a)	1-year ban from the ADC.
Engine Seals missing	Rule 3.1 (a)	Disqualification from the meeting.

Penalty severity can be adjusted at the discretion of the CM.

BRAKES

4.1 Brake Pads and Fluids

- (a) Circo S88.HYPER Brake Pads Must be used.
- (b) Brake Fluid is unregulated.

SUSPENSION and STEERING

5.1 Suspension Front and Rear

- (a) Suspension geometry may only be adjusted within the limits of standard spec supplied equipment of the Hyper Racer X1. No alternate ball joints, spherical bearings, rod ends or bushing sleeves are permitted other than the variants supplied with the vehicle.
- (b) The position of the sway bar bushing pins can be adjusted to suit driver preference.
- (c) Either Hyper Racer X1 Spec Ohlins or JRI Shock absorbers can be used and must remain unmodified including standard spring rates and valving. Preload may be adjusted.
- (d) All shocks must be supplied by **HYPER RACER**

5.2 Steering

- (a) Geometry may only be adjusted within the limits of standard spec supplied equipment of the Hyper Racer X1.
- (b) Power steering of any kind is prohibited.

ELECTRICAL and DATA

6.1 Electrical

- (a) The wiring loom must remain as supplied. Modifications to allow the use of a 'hard-wired' camera is permitted, no other modifications are permitted.
- (b) ECU reflashing or tuning is not permitted. The ECU is to remain as standard, supplied by **HYPER RACER**.

6.2 Data Collection

Data collection is strictly limited to the use of the AiM Solo 2 DL Dash supplied with the car. No additional sensors, data loggers, control modules, or data transmission devices may be installed or connected, except for cameras used solely for video recording.

- (a) Permitted Data Sources

Only the following data channels may be collected:

ECU-Derived Data (via CAN from Gen 2 Hayabusa ECU – 2008–2020)

The AiM Solo 2 DL may receive and log the following data directly from the stock ECU:

- Engine RPM
- Throttle Position (%)
- Gear Position
- Battery Voltage
- Coolant Temperature
- Intake Air Temperature
- Neutral Switch Status
- Clutch Switch Status

- (b) AiM Solo 2 DL Internal Sensors

The device's built-in sensors may also collect:

- GPS-based lap timing and track mapping
- GPS speed and derived acceleration
- Lateral and longitudinal G-forces

- (c) Prohibited Items

The following are explicitly not allowed under any circumstances:

- Additional external sensors (e.g., brake pressure, suspension travel, steering angle, wideband AFR, etc.)
- Additional data logging devices or ECUs
- External modules or controllers (e.g., wideband O2 controllers, MAP sensors)

- Telemetry or wireless data transmission systems
- Any modification or wiring to transmit extra sensor data into the AiM Solo 2 DL

Any attempt to collect data beyond the permitted sources listed above will be considered a breach of the rules.

COMMUNICATION

7.1 Radios

No radio communication is allowed between drivers and pit crew during qualifying or races, with the exception (at the Category Manager's discretion) of the first 3 race meetings for beginners.

7.2 Pitwall Communication

No pit wall communication is allowed using signs or signals except to signal a driver to slow, pit or abort immediately.

IMPAIRED CONTROLS

8.1 Impaired Controls

Non-performance enhancing alterations related to driver accessibility and comfort are at the Category Manager's discretion, regarding the ability to alter control mechanisms, chassis, bodywork and seating to cater for an individual's physical impairments.



2026 Sporting Regulations

SERIES CALENDAR 2026

Round 1	March 13-15	SA	The Bend	Hi-Tec SS
Round 2	April 18-19	VIC	Calder Park	VMRC
Round 3	June 20-21	NSW	One Raceway	Hi-Tec STN
Round 4	July 17-18	NSW	Sydney Motorsport Park	Hi-Tec SS
Round 5	October 3-4	VIC	Winton	VMRC
Round 6	TBC	VIC	TBC	TBC

TITLE, AUTHORITY and JURISDICTION

SR1.1 Title

- (a) This Series shall only be known as and referred to as the “Hyper Racer Australian Drivers’ Championship” or “Hyper Racer Australian Drivers’ Championship - Masters’.

SR1.2 Authority/Jurisdiction

- (a) Each event in the Series shall be conducted under the Sporting and Technical Regulations issued for this Series, Supplementary and Further Regulations issued by the Organiser (AASA) at each round; Bulletins Issued by the Stewards of the Meeting; Driver Briefing Notes issued by the Race Director or the Clerk of the Course at a meeting and any event specific documentation as published by the CM.

SR1.3 Categories

- (a) Competitors aged 40 and above as of February 28, 2026, will automatically be placed into the 2026 Masters ADC.
- (b) Masters Competitors will **not** be excluded from the 2026 ADC, and will effectively run in both categories.

- (c) Eligible Masters competitors who placed 3rd or higher in the previous year's ADC will automatically be excluded from the 2026 Masters ADC and will compete only in the 2026 ADC.
- (d) Points awarded to competitors in the 2026 ADC, will also be used to formulate separate standings for the 2026 Masters ADC. No Separate points system will be used for Masters.
- (e) Trophies will be awarded at each round for both the 2026 ADC and 2026 Masters ADC.
- (f) Masters competitors who place on the podium in both categories will receive both trophies.

ADMINISTRATION

SR2.1 Personnel

The following people have been appointed by the drivers in the category, and have the authority to administer the various aspects of these regulations.

National Category Manager Driving Standards Officer	Jon Crooke	0418547150	sales@hyperracer.com
Category Administrator	Zac Catlin	0477960593	zac@hyperracer.com
Technical Manager	Dean Crooke	0432037190	dean@hyperracer.com

EVENT

SR3.1 Qualifying Format

A continuous session of generally 15 or 20 minutes whereby the fastest lap time achieved by each driver is used to determine the final qualifying positions.

SR3.2 Grid Determination

The grid for each race shall be determined as follows:

Race 1: The grid for Race 1 shall be determined by the fastest order from qualifying.

Race 2: The grid for Race 2 and beyond will be a progressive grid based on the finishing positions of the previous race.

SR3.3 Start Procedure

The start procedure for each race shall be a rolling start as detailed in the supplementary regulations of each race meeting.

In the event of inclement weather such as wet or partly wet track conditions, the CM reserves the right to start the race in single file, with racing on the green flag. This will be advised before the race starts.

SR3.4 Awards and Point Score

- (a) The Hyper Racer **ADC** will use the AASA points scoring system except when the **Australian Drivers' Championship** category manager (and/or tribunal) decides otherwise due to penalties.
- (b) Each driver will deduct the round in which they scored the least amount of points for their overall championship points tally.

SR3.5 Dead Heat

If two or more drivers finish the Championship with the same number of points, the higher place in the Championship shall be awarded to:

- a) The holder of the greatest number of first places in a race.
- b) If the number of first places is the same, the holder of the greatest number of second places in a race.
- c) If the number of second places is the same, the holder of the greatest number of third places in a race and so on until a winner emerges.
- d) If this procedure fails to produce a result, the CM will nominate the winner according to such criteria as they see fit.

SR3.6 Cameras

Each Automobile must be fitted with a camera unit as detailed in these regulations.

- (a) The camera unit must be switched on and remain fully operational and record video footage for the duration of all on-track sessions.
- (b) The camera unit must be installed on top of the roll bar, and adjusted in such a way as to at all times provide clear unobstructed video images of the Driver's view of the racetrack ahead, as well as their steering wheel.
- (c) HYPER RACER may request camera footage from any driver for social media purposes.
- (d) The data stored on the camera's SD card is not permitted to be deleted/cleared until 1 hour after the completion of the final race heat of the weekend. In the case where an incident has occurred and an investigation is being carried out by the CM, the drivers involved and/or drivers whose cameras may have recorded the incident will not be able to delete footage until after the determination of any investigation.
- (e) Access to the in-car camera SD card must be provided to the Chief Steward or CM at any time upon request.
- (f) If the driver fails to provide footage on request or deletes footage prior to investigation or the camera of the accused driver or fails to record footage of the incident, or the driver fails to load an SD card, then the driver will be deemed at fault in the absence of any other relevant footage.

SR3.7 Tyres

- (a) All Tyres are to be Hankook C92H (Soft) unless special permission is granted by the CM to run the C72H (Hard).
- (b) All wet tyres are to be Hankook W52H.

(c) The Category Manager may, at their sole discretion, approve the use of alternative-brand wet-weather tyres for rookie competitors.

(d) Tyres are to be supplied by **HYPER RACER** or directly through Hankook.

(e) 3 sets of Hankook slicks are permitted for the 6 rounds of the **ADC**.

(f) The number of wet tyres used is unrestricted for the year. One set maximum per round.

(g) The tyre sets are to be used as follows:

Round 1	A new or used set of tyres can be introduced at this round.
Round 2	No new tyres can be introduced. Only tyres previously scanned during the 2026 ADC can be used.
Round 3	A new or used set of Tyres can be introduced.
Round 4	A new or used set of Tyres can be introduced.
Round 5	No new tyres can be introduced. Only tyres previously scanned during the 2026 ADC can be used.
Round 6	No new tyres can be introduced. Only tyres previously scanned during the 2026 ADC can be used.

Special permission may be granted by the CM to use a set of previously scanned and raced tyres from the 2024 ADC, during a round in which additional tyres are prohibited from being introduced.

(h) Your selected tyre set must be used for qualifying and all race heats. Tyres for Friday practice and morning warm-up are free. Your chosen tyre set will be scanned at the beginning of every round to ensure the rules are being followed. Tyres may also be scanned at random following the completion of qualifying or any race for the duration of the round. See **SR3.13 Parc fermé**

(i) Scrubbing in new tyres before the race meeting is permitted.

(j) Tyre treatments of any kind are **not** permitted

(k) Tyre warmers are **not** permitted during qualifying and racing heats.

(l) A replacement 'used' tyre of similar wear and approved by the CM can be used in the event of a puncture or similar.

(m) Each tyre is barcoded/scanned and permanently assigned to a specific competitor. Only tyres recorded under that competitor's allocation may be used on their car at any time during official sessions (qualifying, or racing).

(n) The use of any tyre scanned under another competitor's name, or any unscanned tyre, is prohibited and will result in exclusion/disqualification from the session or event.

SR3.8 ADC entry qualification standards.

The ADC intends to run a competitive and safe series and to that end, the qualifying criteria for entry to the **ADC** will be as follows;

- (a) A driver must be able to complete a minimum of 50 laps, spread over 3-4 sessions, at a Winton (long track) track day, lapping consistently under 1:25 seconds with no spins or off-track incidents.
- (b) Display sound situational awareness abilities.
- (c) Display successful driver management abilities when being lapped or when passing other drivers.

SR3.9 Car signage

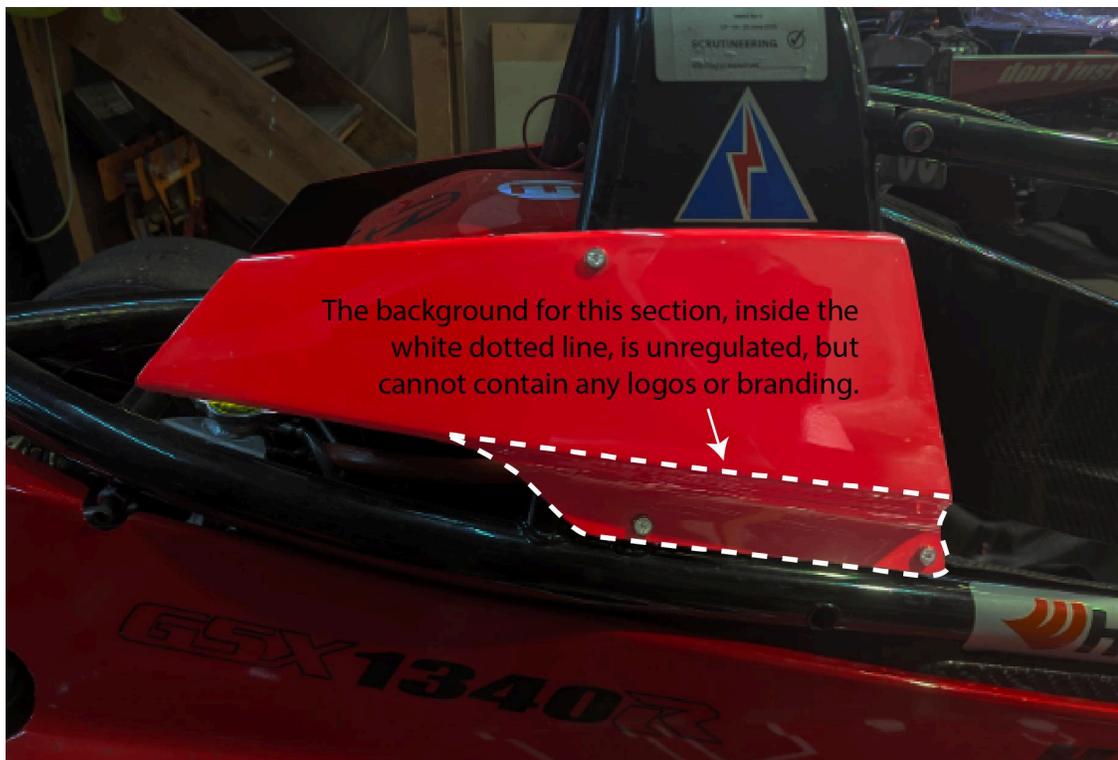
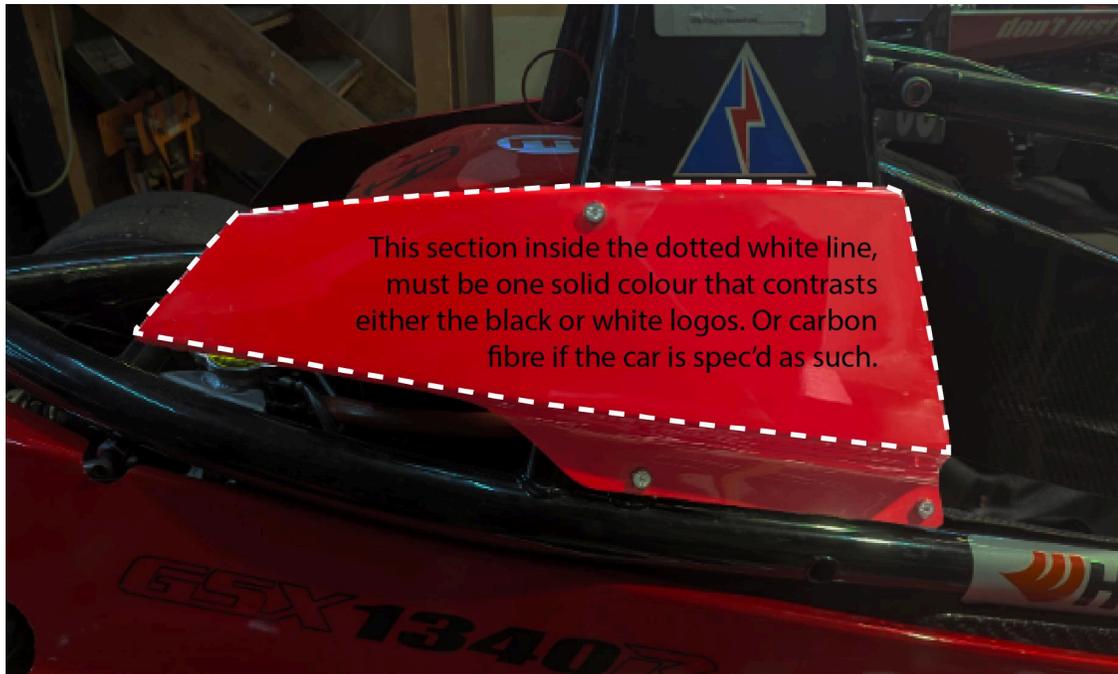
- (a) All cars must display the ADC and AASA Logo's, supplied by Hyper Racer, on the head/intake panel.
- (b) The AASA Logo can be one of the following (New or Legacy).



- (c) The Image below illustrates where each of the logos are to be displayed on the intake/head panels.



- (d) The image below illustrates which section of the intake/head panel must remain as one solid colour, or carbon fibre if spec'd as such, and which section of the intake/headpanel can be covered with the cars livery.



- (e) The blank colour must contrast with the black or white supplied stickers.

SR3.10 New Drivers

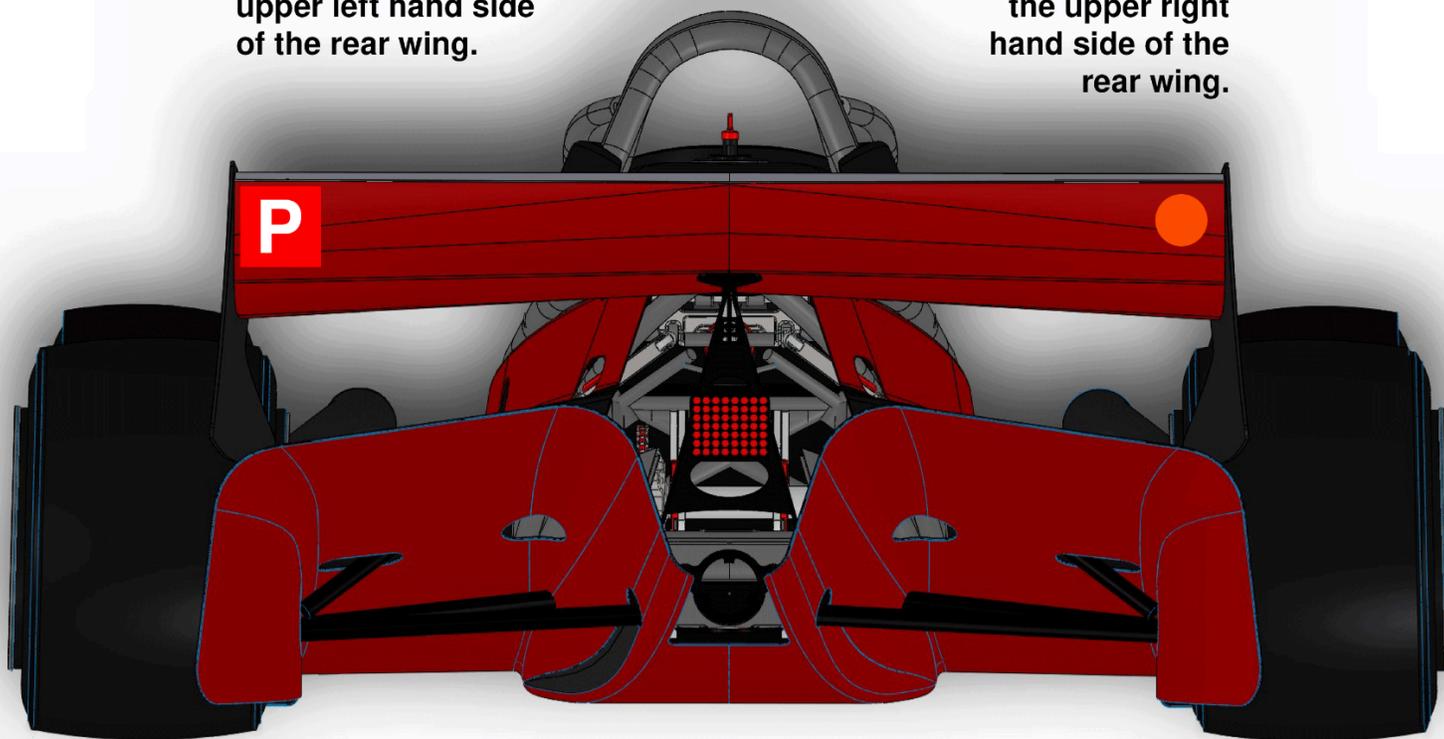
- (a) New drivers who have no demonstrated race history will be required to hold “Rookie” status for the first 12 months and complete at least 4 race meetings. A “P” plate must be displayed at the rear of the vehicle while the Competitor is still a Rookie, as shown in section **SR3.12**. The Clerk of Course should complete the Rookie log at the conclusion of each of the previously mentioned 4 Race Events.
- (b) ‘New ADC Drivers’ are drivers who already hold a full AASA National Race license, but have no demonstrated race history in the ADC.
- (c) A ‘new ADC driver’ will be required to display a Fluoro Red circle on the rear wing, for the first 4 race meetings, as shown in section **SR3.12**.
- (d) Any heat/race completed by a ‘new ADC driver’ without displaying the Fluoro Red circle, will not receive any championship points.

Hyper Racer will be able to supply these at each round.

SR3.11 P-plate and New ADC Drivers

P-plate for probationary drivers to be displayed on the upper left hand side of the rear wing.

Fluro Red Circle for 'New ADC Drivers' to be displayed on the upper right hand side of the rear wing.



SR3.12 Probationary and New ADC Driver Specific penalties

Action	Penalty
A Probationary or 'new ADC driver' causes a Red Flag or Pace car, on their first occasion, during the qualifying session.	The Driver will be issued with a verbal warning from the Category Manager. Additionally, the driver will be required to start race 1 from the back of the grid.
A Probationary or 'new ADC driver' causes a Red Flag or Pace Car to be deployed, on their first occasion, during a race.	The Driver will be issued with a verbal warning from the Category Manager.
A Probationary or 'new ADC driver' causes a Red Flag or Pace Car to be deployed, on their second occasion, during the same race meeting as the first occasion (being a qualifying or a race session).	The driver will be excluded from the remainder of the race meeting.

The CM reserves the right to force any probationary or new ADC driver to start from the back of the grid if deemed necessary.

Red Flags or Pace cars caused by a Probationary or 'new ADC driver' that were influenced by another driver or a mechanical failure, will not result in the penalties listed above. The Intent is to penalize new drivers for exceeding the limitations of their race car and/or driving ability, and preventing other drivers from completing a full race.

SR3.13 Parc fermé

- a) Parc fermé regulations apply at the conclusion of Qualifying and each Race Heat, or at any other time as declared by the Category Manager (CM) or Clerk of Course. When parc fermé conditions are in effect, no work, maintenance, adjustment, or removal of components may occur unless expressly authorised by the CM or Technical Manager (TMgr).
- b) Drivers and teams are not permitted to remove or alter wheels or tyres until instructed via official ADC communication channels. Tyre scanning will be conducted at the conclusion of every Heat and Qualifying session, or as directed by officials.
- c) If the CM or Technical Manager (TMgr) announces prior to the Meeting that post-session weighing will occur, all competitors are required to proceed directly to the weighbridge area upon completion of their session. Any competitor who drives or pushes their car to the garage, paddock, or any unauthorised area before weighing is completed will be disqualified from that session or Heat. Weighing may occur after Qualifying and/or each Heat as determined by track layout, staffing, or event circumstances.

d) When drivers are required for podium presentations, interviews, or media duties directed by Event Officials, they must first place their helmet on the car before leaving it, and ensure the helmet and vehicle are not touched by any other person except the driver. After interviews are complete, drivers must immediately return to the vehicle and proceed as instructed to the weighbridge area.

e) All post-session technical checks, including fuel sampling, oil collection, ECU data verification, or other inspections, will be conducted within or adjacent to the weighbridge/parc fermé area under the supervision of the TMgr. Fuel sampling may occur at any time. Oil analysis will ordinarily be conducted after the event and may be limited to the top three finishers at the discretion of the CM. No fluids may be drained or replaced prior to official sampling authorisation.

f) Vehicles remain under parc fermé control until both the official weight has been recorded and tyres have been scanned, and, if applicable, fuel samples or ECU checks completed. Only once these procedures are signed off by the TMgr will the vehicle be officially released from parc fermé.

SR3.14 Practice Sessions

In the event where the Friday practice session is organized separate to the race weekend, the ADC will consider the Friday practice to be a part of the round meaning all rules will apply and penalties can be issued to drivers.

SR3.15 Rain Light

- (a) If a session is declared *wet* by the Chief Steward, the rain light must be switched on by the driver.
- (b) For night races, the rain light must remain switched off.

CODE OF DRIVING CONDUCT ON CIRCUITS

All references to the 'AASA' hereinafter includes the AASA, AASA Stewards and the AASA's other officials and representatives.

SR4.1 Code of Conduct and Disrepute Clause

To bring the "company" into disrepute refers to actions or behaviour by an employee, representative or customer that damages the "company" reputation or public image. Examples of behaviour that can bring the "company" into disrepute include inappropriate social media posts, illegal activities, public misconduct, or making harmful statements about the "company". It is the competitor's responsibility to ensure the driver and all associated team members always respectably conduct themselves. Failure to do so will result in the competitor being referred to the Category Manager for bringing the category into disrepute. The CM reserves the right to adjudicate and impose any penalty they deem appropriate, to a driver, team member or competitor, for failing to conduct

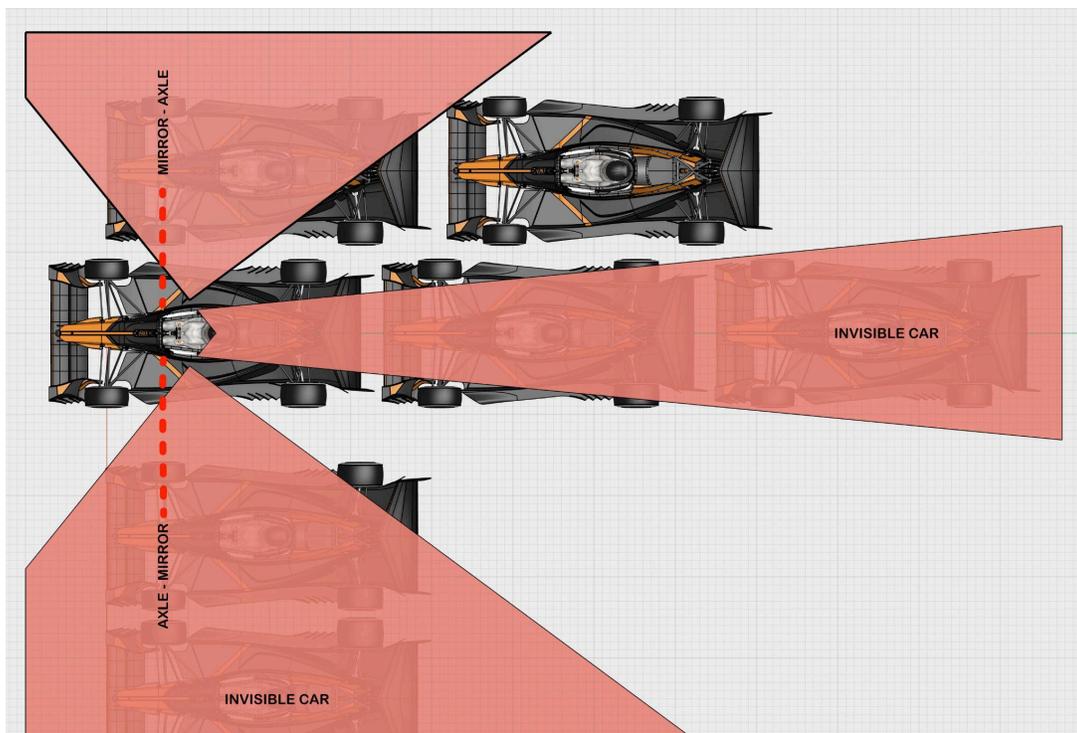
themselves in a reasonable and responsible manner, on or off the track. Any person found to have brought the “company” into disrepute may be banned from driving or entering a “company” event for life.

SR4.2 Overtaking and Car control

- a) DEFINITION. ‘Track Limits’ are defined as the track surface that is bordered by the white painted lines along the edges of any sealed portion of the track adjacent to and connected to the white line ie; ripple strips and curbing.
- b) Overtaking, according to the circumstances, may be carried out on either the right or the left of the defending driver. A driver may not leave the track without justifiable reason. More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner. However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the ‘Track Limits’ or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences will be reported to the Stewards and or the CM/Tribunes.
- c) Causing a collision, repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the ‘Track limits’) will be reported to the Stewards and or the CM/Tribunes and may entail the imposition of penalties up to and including the disqualification of any driver concerned. It is not permitted to drive any car unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time.

SR4.3 Passing Overlap Guidelines

The following image was used to determine a minimum overlap of the attacking car, and the defending car, that will entitle the attacking car to racing room. It also serves the purpose of highlighting the blind spot areas so that the attacking car knows where their car needs to be, in relation to the defending car, in order to be seen and given racing room by the defending car.



SR4.4 Overtaking on the inside of a corner.

In order to be entitled to room from the defending car, the attacker is expected to have its front axle at least alongside the mirror of the defender by the apex of the corner. It must be driven safely through the entry, apex and exit without forcing the defending car off the track at the exit. The attacker is expected to make the corner within 'Track Limits', and must leave width for the defender all the way through the exit of the corner.

The same rules will apply throughout any corner type, such as chicanes and esses, meaning drivers could switch from the outside position to an inside position very quickly – the rules for each type will apply for each corner the drivers negotiate.

When negotiating a sequence of corners (e.g., chicanes, esses), entitlement to racing room applies at each corner independently. Drivers may not force another car off track at any point in the sequence.

SR4.5 Overtaking on the outside of a corner.

In order for the attacking driver to be entitled to space through the corner, including the exit, while attempting to pass around the outside, the attacker must have their front axle at least alongside the front axle of the defending car at the apex of the corner. If the defending car is sufficiently far ahead at the apex, ie; half a car length, the attacking driver is not entitled to be given space through the rest of the corner, including the exit. The attacker must be able to go through the corner, including the exit, within 'Track Limits'.

SR4.6 Defending and Racing Room

SR4.6.1 Defensive Moves - Weaving:

A driver may make one change of direction to defend against an attacking car, prior to the braking zone.

Excessive weaving, defined as more than one change of direction to disrupt a following car, is prohibited.

Once the attacking car has begun overlapping, the defending driver must not make reactive or late defensive moves that force the attacker off the track or cause contact.

Braking or lifting on a straight to prevent an overtaking move is prohibited unless required for safety reasons.

SR4.6.2 Defensive Moves - Straights:

A driver may make one defensive move to break the slipstream on a straight. Any return towards the racing line must be made in a predictable manner without impeding the attacking

driver. Excessive weaving or erratic changes of direction intended to disrupt a following car are prohibited.

When on a straight, if any part of the attacking car is alongside the defending car (establishing overlap), the defending driver must leave at least one car width between their car and the track edge or any solid obstacle (including walls, barriers, or grass). Failing to leave racing room will be considered dangerous driving.

The defending driver must not make any movement in reaction to the attacking driver's move once the attacking car has committed to a side. All defensive moves must be made proactively and in a predictable manner. Reactive or late blocking will be considered dangerous driving.

SR4.6.3 Racing Room on Corner Entry and Exit:

Once an attacking driver has established an overlap - as defined in SR4.4 and SR4.5, meaning their front axle is alongside or ahead of the defending car's mirror - the defending driver must leave sufficient space to allow the overtaking car to negotiate the corner without being forced off the track or into barriers.

Sufficient racing room is defined as at least one car width between the defending car and the edge of the track or any solid obstacle, throughout the corner entry, apex, and exit.

SR4.6.4 Prohibited Defensive Behaviour:

Any deliberate movement by the defending driver that forces an overtaking driver off the track, into barriers, or runoff areas, or otherwise restricts safe passage once overlap has been established, will be considered an unsafe manoeuvre and may incur penalties.

SR4.6.5 Moving Under Braking:

Any change of direction whilst under braking for a corner is prohibited. Defensive moves must be completed before the braking phase begins.

PENALTIES - GENERAL

SR5.1 Penalties relating to the CODE OF DRIVING CONDUCT ON CIRCUITS.

- a) Incidents occurring on circuit shall initially be assessed in accordance with the AASA 2023 Standing Regulations and the applicable AASA Standing Regulations in force for the season.
- b) Where the AASA imposes a penalty on a driver, the **ADC Tribunal** may review the incident for championship purposes. If the ADC Tribunal determines that the penalty is inconsistent with ADC sporting standards, the Tribunal may:
 - Nullify the AASA-imposed penalty for ADC championship purposes; or
 - Substitute an alternative ADC penalty.

c) Where the AASA elects not to impose a penalty for an on-track incident, and the ADC Tribunal determines that a driver is at fault, the **Category Manager (CM)** may impose a championship points penalty of **5, 10, or 50 points**, which shall be applied to the driver's total championship points tally.

SR5.2 ADC Technical regulation penalties

a) Any driver found to be in breach of the ADC Technical Regulations may be penalised at the discretion of the Category Manager.

b) Penalties may include, but are not limited to:

- Disqualification from a heat;
- Disqualification from a round;
- Suspension from the ADC for a period of **one (1) to three (3) years**;
- **Lifetime exclusion** from the ADC.

c) The severity of the penalty shall be determined based on the nature of the breach, intent, performance advantage gained, safety implications, and any history of prior offences.

SR 5.3 Demerit Strikes

a) The ADC has established a demerit strike system to discourage poor driving standards and penalise repeat offenders.

b) Demerit strikes may be issued to drivers found guilty of breaches of the ADC Sporting Regulations, as determined by:

- The Chief Steward at the event; or
- The ADC Tribunal following post-event review.

c) A driver who accumulates **six (6) demerit strikes within any rolling twelve (12) month period** shall be ineligible to participate in the subsequent championship round.

d) Demerit strikes remain on record for a period of **twelve (12) months from the date of issue**, regardless of any penalties already served in relation to those strikes.

Sporting Regulation	Rule Numbers	Demerit Strikes
EVENT	SR3.1 - SR3.12	1
CODE OF DRIVING CONDUCT ON CIRCUITS	SR4.1 - SR4.5	2
AASA 2026 National Competition Rules	All	1

SR 5.4 Request for Engine Inspection

a) The Category Manager (CM), or a nominated representative of **Hyper Racer Pty Ltd**, reserves the right to order the removal of any engine from a competitor's car for the purpose of internal inspection and compliance verification at any time during an event or season.

b) An inspection may be initiated as a result of:

- i. A formal written complaint lodged by another competitor; or
- ii. A determination by the CM that reasonable grounds exist to suspect a breach of the Technical Regulations.

c) When the CM or Technical Manager (TMgr) determines that an engine should be inspected, it will be formally *flagged* in the engine-seal register. Flagging identifies the engine for compulsory teardown at its next rebuild interval or, at the latest, prior to the end of the championship year. The engine may continue to compete provided all official seals remain intact and no unauthorised work is carried out.

d) A flagged engine must be presented for official teardown inspection at:

- i. Its next scheduled rebuild or overhaul; or
- ii. Within 30 days following the final round of the championship season - whichever occurs first.

The competitor must notify the CM in writing at least seven (7) days before the intended rebuild date.

e) Only **Hyper Racer Pty Ltd** is authorised to perform the teardown and inspection of any flagged engine. No other team, competitor, or authorised service agent may remove, rebuild, or disassemble a flagged engine or its seals unless instructed in writing by the CM.

f) Cutting, replacing, or interfering with official engine seals or tags on a flagged engine without written release from the CM constitutes deliberate tampering. Such action will be treated as a confirmed technical breach and will result in immediate suspension of the engine's eligibility and the penalties prescribed under Rule 3.5(d).

g) The competitor must make the engine and vehicle available for inspection at the time and location specified by the CM. Failure to comply will be treated as a refusal to submit to inspection and may incur penalties at the discretion of the CM.

h) Following inspection, the engine will be resealed and a written report issued to the CM. If no breach is found, the CM will determine whether the engine is to:

- i. Be rebuilt or serviced by **Hyper Racer Pty Ltd** based on the inspection findings; or
- ii. Be returned to the competitor's authorised engine builder of choice for reassembly under the supervision or approval of the CM or TMgr.

Once reassembly is complete and new official seals are applied, the engine may resume competition use.

If a breach is confirmed, penalties under Rule 3.5(d) will apply.

i)

i. All costs associated with the removal, transport, inspection, testing, reassembly, and resealing of an engine are the responsibility of the **Competitor of Record** (the entrant named on the event entry form).

ii. Where the car is leased, operated, or managed by a third party, the CM may assign cost liability to the party found to have had control or beneficial use of the engine at the time of flagging.

iii. Failure to pay inspection costs within 30 days of written notice renders the competitor ineligible for further competition until paid in full.

SR5.5 Intent of the Penalty System

The intent of the ADC penalty and demerit system is to promote safe, fair, and respectful competition through consistent enforcement of driving standards and technical compliance. Where external stewarding decisions do not adequately reflect ADC standards or championship objectives, the ADC reserves the right to apply championship-specific penalties in the interests of safety, sporting integrity, and fairness.

ADC PENALTY PROCEDURES

SR6.1 Reporting an Incident to the Stewards

- a) Under no circumstances can a competitor approach / instigate a complaint to the AASA. A competitor must first inform and consult with the CM on the matter. Under no circumstances can a competitor present evidence to the AASA Stewards without the coordination of the CM, as well as the attendance of all drivers and evidence relating to the incident. Attempting to do so will result in significant penalties at the discretion of the CM.
- b) The driver who wishes to report an incident to the stewards will first be required to make this known to the CM.
- c) The CM will coordinate with both drivers, and the AASA, allowing both parties to present their case to the AASA Stewards in the one meeting. All involved drivers will be required to present their onboard footage. The CM may also request footage from an uninvolved driver if they feel as though more evidence is required to fully understand the incident.
- d) Appealing a decision with the AASA is forbidden, attempting to do so will result in significant penalties.

SR6.2 Tribunal Procedures

- (a) Any on-track incidents will be dealt with by the AASA Stewards of the meeting initially. It is the drivers' responsibility to put forward their case concerning a particular incident.
- (b) Only under exceptional circumstances, if any of the involved parties of the incident are dissatisfied with the outcome ruled by the AASA Stewards, they will then be able to present their case to the CM, to be adjudicated by a panel of 3 randomly selected tribunal members, selected from the top 10 of the championship standings. If it's the first

round of the season then the selection of the tribunal will be from the top 10 returning drivers from the previous season.

- (c) Any driver selected to be a part of the tribunal can be redrawn at the request of the CM if they are determined to be a conflict of interest.
- (d) The CM will collate all of the evidence required to present the information to the 3 randomly selected tribunes.
- (e) A dispute of an incident must be lodged within 1 hour of the completion of the final race heat of the weekend.

SR6.3 Appealing a decision via the ADC Tribunal

- a) A driver may wish to appeal a decision made by the AASA, by requesting the CM to submit the case to the ADC Tribunal, for peer review.
- b) The tribunal will consist of the full list of drivers from the 2024 Australian Drivers' Championship standings, who also qualify based on the below criteria:
 - i) The driver is currently competing in the 2026 ADC, and is in attendance at the current race meeting.
 - ii) The driver has 5+ years of car or kart racing experience.
 - iii) Is not a P-plate or 'new ADC driver'.
- c) This criteria generates the following competitors:
 - Damon Sterling
 - Dean Crooke
 - Hayden Crossland
 - Hamish Leighton
 - Lucas Stasi
 - Peter Nowlan
 - Zachary Catlin
- d) The drivers who are involved in the incident, will be removed from the tribunal list.
- e) All tribunes will be presented with the evidence, and will be required to fill out the ADC Tribunal Decision form, presenting the tribune with the following question:

Is the driver being accused of *Insert rule being breached*, guilty of the alleged offence, or do you deem them innocent?
- f) The final result will be determined when the majority of the tribunes vote against or in favour of the accused driver.

SR6.4 Category Manager rights to investigate

- a) The CM may at any time after the race, request footage from a driver in order to investigate any matter brought to the attention of the CM.
- b) Any driver who fails to produce the requested footage at the time the request is made will automatically be deemed at fault.
- c) The CM may impose any penalty listed in this rule book, upon a driver found to be in breach of any of the current AASA Standing regulations, or ADC specific rules.

If the rules don't say you can then assume you can't!

