



AASA
Australian Auto-Sport Alliance



**2026 Australian
Drivers' Championship**



Rules and Technical Regulations

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1. 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.

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.

2. Body Work and Aerodynamics

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

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.

2.1 Adjustable Aerodynamics

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

Hyper Racer X1 spec tow hooks must be fitted.

3. 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.

(a) 3.4(a) 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(a) 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.

4. Aftermarket Pistons and Connecting Rods

Notwithstanding the general requirement for OEM components under Rule 3.1(a) and 3.1(c), aftermarket pistons and connecting rods may be used, subject to prior written approval from Hyper Racer Pty Ltd and the conditions set out in this rule.

Application for Approval Prior to installation, the Authorised Engine Builder must submit a written request to service@hyperracer.com detailing:

- The make, model, and part number of the proposed aftermarket component(s)
- Relevant specifications including bore diameter, compression height, rod length, and material grade.
- Any manufacturer data sheets or technical documentation available

Approval Criteria Hyper Racer Pty Ltd will evaluate the submitted components against the following criteria. Approval will only be granted where the proposed components:

- Produce no change to crankshaft stroke
- Produce no change to compression ratio
- Produce no change to the combustion chamber geometry
- Do not constitute a performance enhancement of any kind relative to the OEM specification

Conditions of Use

- Only components that have received written approval from Hyper Racer Pty Ltd may be installed
- Approval is specific to the part number submitted. Substitution of an alternative component, even of similar specification, requires a new application
- The approved components must be installed by an Authorised Engine Builder in accordance with the existing build documentation and engine sealing process under Rule 3.5
- The engine build must be documented through the official Hyper Racer Authorised Builder Google Form in the usual manner, with the approval reference included
- Hyper Racer Pty Ltd aims to respond to approval requests in a timely manner but does not guarantee approval of any component

(f) The following table may be used to delegate penalties regarding engine technical breaches

Description of Rule Breach	Rule Number	Potential Penalty
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 AASA officials.

5. BRAKES

5.1 Brake Pads and Fluids

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

6. SUSPENSION and STEERING

6.1 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

6.2 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.

7. ELECTRICAL and DATA

7.1 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**.

7.2 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) 6.2(a)(ii) 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

6.2(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.

8. COMMUNICATION

8.1 Radios

No radio communication is allowed between drivers and pit crew during qualifying or races.

8.2 Pit wall Communication

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

9. IMPAIRED CONTROLS

9.1 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.

For more information please contact:

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