

2026 Australian Drivers' Championship

Rules and Technical Regulations



SERIES SPONSOR



Overview

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 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.

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.

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.

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)** or the Original **Hyper Racer X1–manufactured Locked Axle** 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 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.

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.

7.2 Pit wall Communication

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

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	November 13 - 15	VIC	Calder Park Short	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 AASA NCR, AASA Circuit Standing Regulations, AASA Bulletins, Event Supplementary regulations, briefing notes and any other AASA documentation for this Series or event the series may races at.
- (b) To be eligible to enter and compete in the ADC all competitors must be a financial member of the Hyper Club and abide by all club rules and regulations.

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 are appointed by the category as representatives.

National Category Manager	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.

SR3.4 Awards and Point Score

- (a) The Hyper Racer **ADC** will use the AASA points scoring.
- (b) Each driver will deduct the round in which they scored the least amount of points for their overall championship points tally. Referred to as the "Drop a Round" rule.

2026 ADC Points System		
Position	Qualifying	Race
1	30	60
2	24	48
3	21	42
4	19	40
5	17	38
6	15	36
7	13	34
8	11	32
9	9	30
10	8	28
11	7	26
12	6	24
13	5	22
14	4	20
15	3	18
16		16
17		14
18		12
19		10
20		9
21		8
22		7
23		6
24		5
25		4
26		3
27		2
28		1
29		1
30		1

SR3.5 Dead Heat

If two or more drivers finish the Championship with the same number of points, the higher placed 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, a dead heat will be declared with combined points averaged and distributed equally to each driver.

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 AASA Officials, 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 at any time upon request of the Event Director / Clerck of Course or nominated AASA official.
- (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 may 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 a AASA official to run the C72H (Hard).
- (b) All wet tyres are to be Hankook W52H.
- (c) AASA Officials may, at their discretion, approve the use of alternative-brand wet-weather tyres for rookie competitors.
- (d) Tyres are to be supplied directly through Hyper Racer.
- (e) Hyper Racer may scan tyres pre shipping and in conjunction with AASA officials branding tyres at events.
- (f) 3 sets of new or used Hankook slicks are permitted for the 6 rounds of the **ADC**.
- (g) The number of wet tyres used is unrestricted for the year. One set maximum per round.
- (h) The tyre sets are to be used as follows:

Round 1	Four (4) new tyres will be introduced. (Tyre bank # 1-4)
Round 2	No new tyres can be introduced. Only tyres previously scanned during the 2026 ADC can be used.
Round 3	Four (4) new additional tyres can be introduced. (Tyre bank # 5-8)

Round 4	Four (4) new additional tyres can be introduced. (Tyre bank # 9-12)
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 AASA officials to use a set of previously scanned and raced tyres from the 2025 ADC, during a round in which additional tyres are prohibited from being introduced.

- (i) 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 / branded 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**
- (j) Scrubbing in new tyres before the race meeting is permitted.
- (k) Tyre treatments of any kind are **not** permitted
- (l) Tyre warmers are **not** permitted during qualifying and racing heats.
- (m) A replacement 'used' tyre of similar wear and tear may be approved by a AASA Official. No new tyre can be used as a replacement tyre.
- (n) A replacement tyre can only be used in the event of a puncture or other tire damage that results in a safety issue.
- (o) Each tyre is scanned / branded 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).
- (p) The use of any tyre scanned under another competitor's name, or any unscanned tyre, is prohibited.

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;

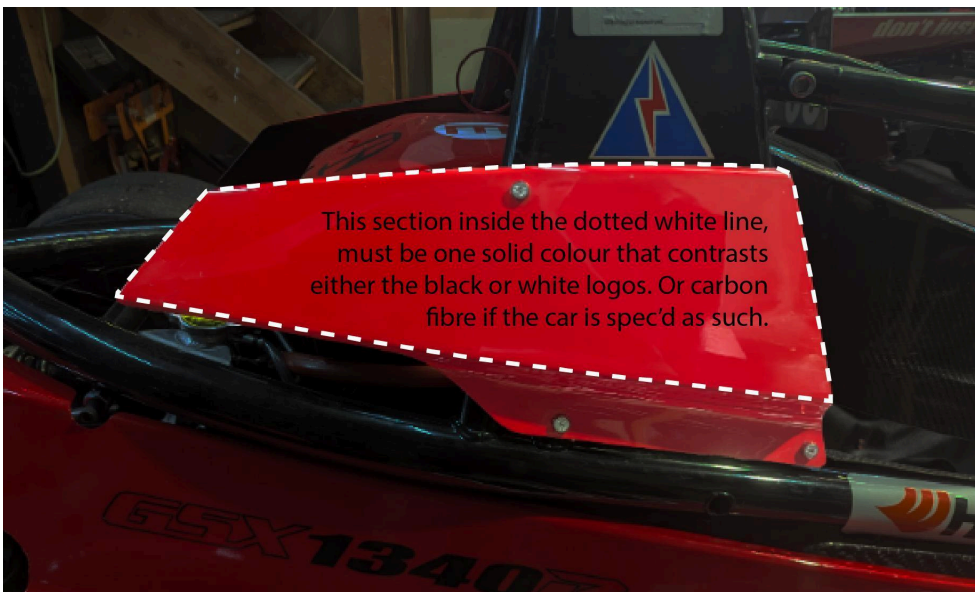
- (a) Drive to a standard, speed and consistency to satisfy AASA requirements.

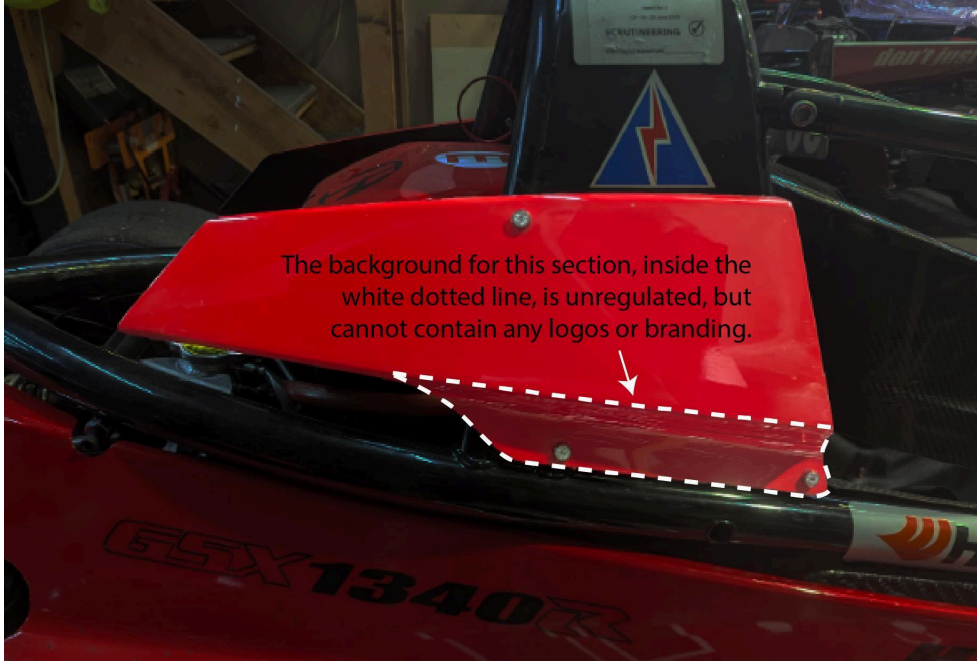
SR3.9 Car signage

- (a) All cars must display the ADC and AASA Logo's, supplied by Hyper Racer or AASA, on the head/intake panel.
- (b) Images and files of AASA logos can be found here: [AASA Event Promotion Guidelines | Promote Your Event with Confidence — AASA](#)
- (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.





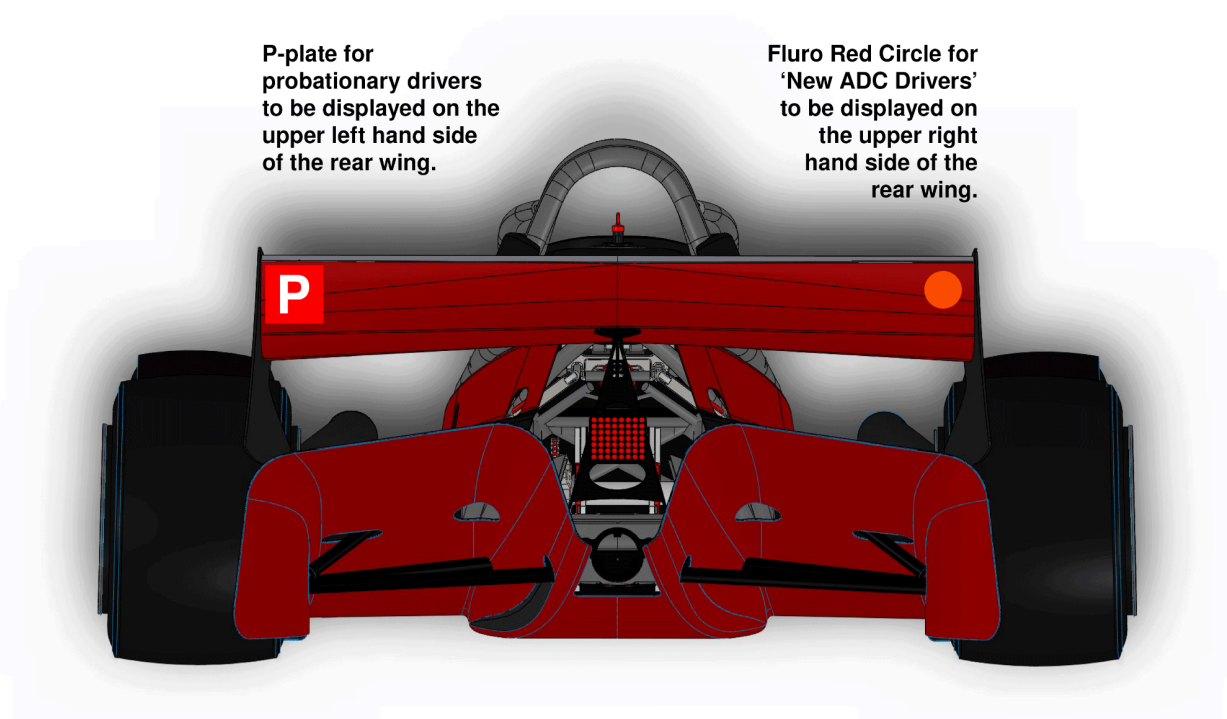
(e) The blank colour must contrast with the black or white supplied stickers.

SR3.10 New Drivers

- (a) 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 **SR3.11**.
- (b) 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 New ADC Drivers



SR3.13 Parc fermé

a) Parc fermé regulations may apply at the conclusion of Qualifying and each Race Heat, or at any other time as declared by AASA officials. When parc fermé conditions are in effect, no work, maintenance, adjustment, or removal of components may occur unless expressly authorised by AASA officials 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 any Heat and Qualifying session, or as directed by AASA officials.

c) Immediately post event or during parc ferme conditions AASA officials may instruct competitors to weigh cars at the weighbridge / scales area.

e) All post-session technical checks, including fuel sampling, oil collection, ECU data verification, or other inspections, may be conducted within the weighbridge/parc fermé area under the supervision of the AASA officials and or TMgr.

Fuel sampling may occur at any time.

f) Vehicles remain under parc fermé control until released by AASA officials.

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.

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.

SR3.16 Race Numbers

(a) Race numbers 1, 2, and 3 are reserved exclusively for the competitors who finished 1st, 2nd, and 3rd respectively in the previous season's championship. These numbers may not be allocated to, or used by, any other competitor during the current season regardless of circumstance.

(b) The competitors who finished 1st, 2nd, and 3rd in the previous season's championship may each elect to use their respective reserved number (1, 2, or 3) in the current season in place of their previously assigned race number. Should any of these competitors choose to do so, their previously assigned race number also becomes reserved for the duration of the current season and may not be allocated to or used by any other competitor. These reservations apply whether or not the eligible competitors choose to compete in the current season.

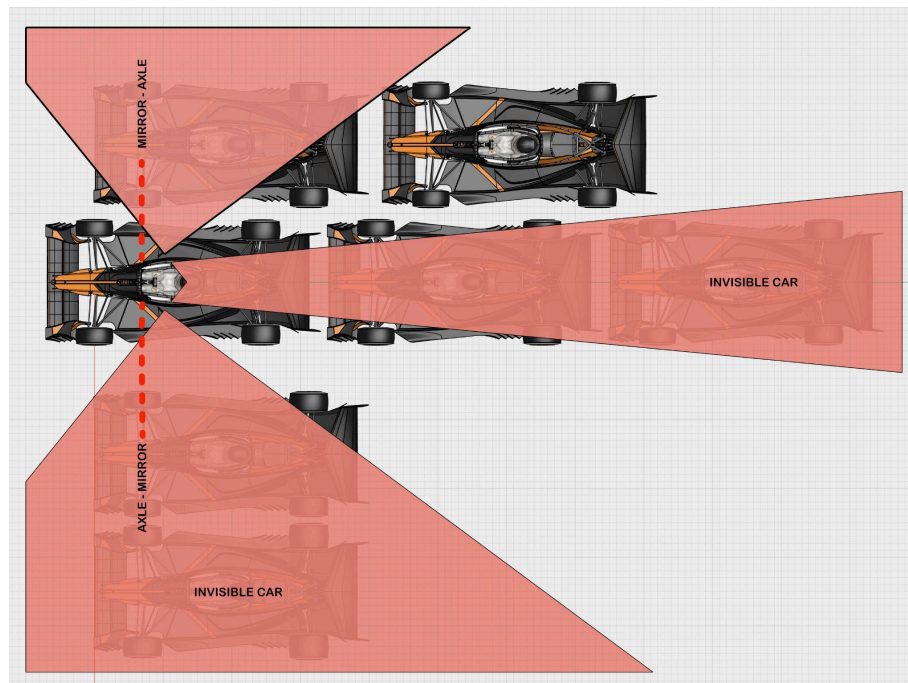
- (c) Where a reserved number would otherwise cause a conflict with an existing allocation, the affected competitor must be reassigned an alternative number by the relevant officials prior to the commencement of the season.

CODE OF DRIVING CONDUCT

Driving standards and driving conduct for ADC will be determined, enforced and co ordinated via the AASA NCR, AASA Circuit standing regulations, AASA Bulletins, Event Drivers Briefing notes and other official AASA communications.

SR4.3 Passing Overlap Guidelines

The following image describes an overlap of an attacking car that may 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.



SR 5.4 Request for Engine Inspection

- a) AASA officials and a nominated representative of Hyper Racer Pty Ltd, reserve the right to require an engine be sealed for the purposes of future inspection to ensure compliance.
- c) If AASA officials and a nominated representative of Hyper Racer Pty Ltd, determine 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 mutually agreed to by the CM and competitor. Failure to comply will be treated as a refusal to submit to inspection and may incur penalties via the Hyper club rules and regulations.

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, Hyper club rules and regulations may determine a penalty is required.

If a breach has been established and confirmed by Hyper Racer. AASA reserve the right to retrospectively enforce a penalty of championship points, race points or race results to a competitor after a seal has been placed on an engine or components of an engine. Those penalties can be applied from the time the engine seal was applied.

- 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.

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

