

**AUSTRALIAN
V8**

**TOURING CAR
SERIES**

KUMHO TYRES



2023 SERIES INFORMATION

INTRODUCTION



The Kumho Series is back!

A STAND-ALONE V8 Touring Cars National Series is returning in 2023, running exclusively at SpeedSeries events.

Catering for ex-Supercars up to and including the FG Falcon and VE II Holden Commodore, the returning V8TC series will feature at five SpeedSeries events next year.

Each race will be broadcast live and ad-break free on Stan Sport, with coverage on free-to-air via the Nine Network.

In 2020, 2021 and 2022 the series ran alongside the Super2 Series grid at Supercars Championship events.

Kumho V8 Touring Cars will return to running independently of Super3 next season, with their own unique rounds, calendar and media package.

The series commences at the SpeedSeries Phillip Island in early May, before returning V8's to country Victoria at Winton on the June long weekend.

Rounds at Sydney Motorsport Park (June), Sandown (September) and a finale' at the Supercheap Auto Bathurst International in November complete the five-round schedule.

There, Kumho V8 Touring Cars will join other SpeedSeries staples including Supercheap Auto TCR Australia, TransAm Series and more.

The Class Structure will be widened for V8TC in 2022 as we wind back the clock and include a class for Pre-Project Blueprint Cars (1992-2002). This includes Commodore VP, VR, VS, VT, VX and Falcon EB, EF, EL & AU . Full Class Structure listed further down.

The Kumho V8 Touring Car Series perfectly serves as both a place for Pro-Am/V8 Supercar Enthusiast drivers to race their cars at major events and the best tracks around Australia as well as offering a place for young up and coming drivers to ply their trade.

INTRODUCTION - CONTINUED

Every car in the field has significant history. Not only is the Series a happy home for many older Supercars, but it's also attracts a range of historically significant race cars that fans identify with from their various successes in the hands of some of the sport's great drivers and teams.

The Kumho V8 Touring Car Series attracts a wide cross section of backgrounds, many with a long-held desire to drive one of these cars through to experienced racers keen to compete in a high-profile national series.

The V8TC Cup – for Pro-Am Drivers – offers a place where those keen to do it more for enjoyment rather than a career can compete at a high level, either running the cars with a professional team or doing it themselves with friends and family out the back of a trailer. There's really a space for everyone in V8 Touring Cars.

The Series is subject to strict technical requirements and has been approved as an official MA-sanctioned National Series.

The series enjoys professional category management and an enthusiastic fan base online via social media .

Four important points underpin the category;

- In relative terms, minimisation of the cost of running and maintaining the cars.
- Providing a 'place to race' in a relaxed but safe and well managed environment.
- Maintaining a close working relationship with key stakeholders.
- Maintaining a controlled category with proactive technical compliance.



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2023 KUMHO V8 TOURING CAR SERIES CALENDAR

2023 Calendar comprises of 5 SpeedSeries Rounds

Round 1 – Phillip Island VIC, May 12-14

Round 2 – Winton Raceway VIC, June 9-11

Round 3 – Queensland Raceway QLD, August 11-13

Round 4 – Sandown Raceway VIC, September 8-10

Round 5 – Supercheap Auto Bathurst International NSW, November 10-12





THE CARS

The Series is based on de-registered V8 Supercars. All cars joining the Series require a current Motorsport Australia V8 Touring Car Logbook. This requires V8 Supercar de-registration.

Eligible models are:

- Ford Falcon EB to FG
- Holden Commodore VP to VE II

Only Ford Falcon and Holden Commodore vehicles that have a registered history with AVESCO/VESA will be recognised.

Documentation must be provided to establish a clear line of history for each vehicle. No new vehicles may be constructed for the Series.

The Series is subject to strict technical requirements. The Motorsport Australia appointed Technical Adviser oversees the compliance of the Technical Regulations and ensure that the cars are as they should be.

As the cars are former V8 Supercars, the Technical Regulations are based on their respective V8 Supercar requirements.

SERIES FORMAT

Each round normally consists of (depending on the event):

- Two x 20 minute practice sessions
- One x 20-minute qualifying session.
- Two x 20 minute races expressed in the number of laps.
- One x 30 minute race expressed in the number of laps .

The grid for each race is set as per the following:

- The grid for Race 1 & Race 2 is Progressive Grid i.e. Qualifying and Race 1.
- The grid for Race 3 is determined by the aggregate Series points scored by each driver in Races 1 & 2. Should more than one driver be on the same number of points such drivers will be placed in order of qualifying times.



Stan.
SPORT

Gem

Go!

A PREMIUM BROADCAST PRODUCT

In 2023, every race of the Kumho V8 Touring Car Series can be seen live, ad-free and on-demand on Stan Sport.

In addition, three hours on Saturday from each SpeedSeries round will be televised live and free-to-air on the screens of the Nine Network, with highlights of all races to be shown free-to-air within the week following each event.

Kumho V8 Touring Cars is among Stan Sport's expansive domestic and world motorsport line-up including Indycar, FIA World Endurance Championship, FIA World Rally Championship and Formula E.

SPORTING & TECHNICAL REGULATIONS

The Kumho V8 Touring Car Series Sporting and Technical Regulations contain the essential information to take part in the 2023 Kumho V8 Touring Car Series.

The current Sporting Regulations and Technical Regulations will be available on the Motorsport Australia Website <https://motorsport.org.au/>



SERIES CLASS STRUCTURE



The Kumho V8 Touring Car Series includes five classes to better recognise the achievements of our teams/ drivers.

- **Outright**
- **V8TC Cup,**
- **Masters Cup,**
- **Pre Project Blueprint (Cars 1992 to 2002)**
- **Post Project Blueprint (Cars 2003 to 2011)**

Outright is awarded to the car/driver with the highest number of points per race, round, and series.

The V8TC Cup is to better provide privateer teams/drivers (who are still possible front runners) with the opportunity to take part in the podium presentations, whilst also competing for the 'Outright' Championship.

All drivers are seeded according to their performances in previous national rounds and/ or their domestic race meetings. Drivers entering particular rounds of the Series will be seeded on their merits or at the discretion of category management.

V8TC Cup points are awarded as per the points table documented in the 2023 Series Sporting Regulations at each round.

V8TC Cup seeded drivers who qualify more than three times in the top four or finish a race more than three times in the top four during the 2023 Series, will then only be eligible for the Outright championship.

i.e. V8TC Cup drivers will be eligible for 'Outright' points, whereas those competing for Outright points only will not be eligible for V8TC Cup points.

All drivers are re-seeded after the final round of the 2023 Championship.

We also have the Masters Cup for all drivers aged 45 years and over. Masters Cup points are awarded as per the points table documented in the Series Sporting Regulations. All Masters competitors are also eligible for Outright and or V8TC Cup points depending on their seeding.

SERIES CLASS STRUCTURE CONTINUED

Another new addition is the 'Pre' and 'Post' Project Blueprint Classes.

Each V8TC entry will be allocated to one of these classes (on top of any other classes they are entered into) based on the car they enter. For cars built between 1992 to 2002 they will be entered in the 'Pre' Project Blueprint Class and for cars built from 2003 to 2011 they will be entered in the 'Post' Project Blueprint Class.

The drivers of the highest finishing 'Pre' & 'Post' Blueprint Cars will receive Class Winners trophies.

-Pre Project Blueprint (Cars 1992 to 2002)

Commodore VP, VR, VS, VT, VX
Falcon EB, EF, EL & AU

-Post Project Blueprint (Cars 2003 to 2011)

Commodore VY, VZ, VE & VE2
Falcon BA, BF & FG



ENTRY FEES

Entry can be done Round by Round or as a Discounted Series Entry. Entry fee summary below;

	SERIES ENTRY	ROUND BY ROUND
Series Entry Fee (to be paid before Round 1)	\$5,000 + GST	
ROUND		
Round 1 – Phillip Island	\$1,550 + GST	\$2,750 + GST
Round 2 – Winton	\$1,550 + GST	\$2,750 + GST
Round 3 – Sydney	\$1,550 + GST	\$2,750 + GST
Round 4 – Sandown	\$1,550 + GST	\$2,750 + GST
Round 5 – Bathurst Inter	\$1,850 + GST	\$2,750 + GST



* Entry Fee includes Garage & TV.

Round by Round entry fees will be invoiced and paid prior to each round.

Series Entries will be invoiced \$5,000+GST which will need to be paid before Round 1. A discounted entry fee will then be invoiced round by round. The Series Entry option includes a significant discount over the round-by-round option.

Entry needs to be lodged with V8 Touring Car Category Management (CM) via the Series Registration Form. Forms are available on request from CM. Series Entries will be lodged in the order received.

V8 TOURING CAR SERIES CHAMPIONS

2008	Chris Smerdon	Ford Falcon AU
2009	Adam Wallis	Holden Commodore VX
2010	Tony Evangelou	Ford Falcon BA
2011	Terry Wyhoon	Ford Falcon BA
2012	Josh Hunter	Ford Falcon BA
2013	Shae Davies	Ford Falcon BA
2014	Justin Ruggier	Holden Commodore VZ
2015	Liam McAdam	Holden Commodore VZ
2016	Taz Douglas	Holden Commodore VE II
2017	Jack Smith	Holden Commodore VE II
2018	Tyler Everingham	Ford Falcon FG
2019	Broc Feeney	Ford Falcon FG
2021	Nash Morris	Ford Falcon FG
2022	Bradley Vaughan	Ford Falcon FG



PRIZES

PER ROUND

Outright – 1st, 2nd & 3rd trophies plus the winner receives a set of new tyres (4 tyres) to be used at the next round/event

V8TC Cup – 1st, 2nd & 3rd trophies

Masters Cup – Winners Trophy

Pre Project Blueprint (Cars 1992 to 2002) – Winners Trophy

Post Project Blueprint (Cars 2003 to 2011) – Winners Trophy

Best Original Livery – \$500 per round



TECHNICAL

Note: The information below is a summary of some of the Series technical matters. It is highly recommended that you refer to the official Sporting and Technical Regulations, which contain considerably more detail. The regulations are available from Series management.

General

The V8 Touring Car Series Technical Regulations have close similarities to the existing V8 Supercar regulations as they are essentially the same vehicle. They also relate directly to the homologation details of the car model, so it is important to make sure that the correct documentation is with the car.

If you are buying or own a car that has already run in the V8 Touring Car Series then the eligibility/ logbook issues will have been taken care of.

However, if the car is still registered as a (V8) Supercar there is a process to go through as summarised below:

V8 Touring Car Category Status/Logbooks MA have advised the following;

- Cars have a Motorsport Australia category classification of V8 Touring Car.
- A car will only be recognised as a V8 Touring Car if it has a proven history as a V8 Supercar.
- When an application is received by the MA National office (only the national office will deal with this category) to transfer the classification from V8 Supercar to V8 Touring Car, and when the history of the car has been verified, the V8 Supercar log book will be replaced with a new V8 Touring Car logbook.
- The safety cage regulations for V8 Touring Cars will refer directly to the V8 Supercar safety cage. Regulations that were in force when the safety cage was originally certified for the V8 Supercar. The above process allows any ex-V8 Supercar that was homologated with a fitted diagonal windscreen reinforcement bar (as a V8 Supercar) to retain this member.

Note: It is the responsibility of each Competitor/car owner to organise a new logbook with MA.

Car Numbers

New competitors need to apply to Series management for a competition car number.

If a number is not used in V8 Touring Car Series competition for one year it may be reallocated.

TECHNICAL - CONTINUED



Tyres

The V8 Touring Car Series is using Kumho as the Series control tyre. There is an 18" and a 17" option that can be used. The two tyres are the same medium compound.

Cars can either run the 18" or 17" option. An entry/car can not change tyre sizes during a round, only one size can be used per round.

At the first round of the Series for each automobile, a maximum of eight (8) dry tyres, of which eight (8) may be new, shall be allowed for each automobile for all qualifying and races. These tyres shall be marked prior to qualifying.

At each remaining round a maximum of eight (8) dry tyres can be used for all qualifying and races of which only six (6) may be new tyres. Each remaining tyre for qualifying and races must be previously marked tyres. There are no restrictions on the number of wet tyres.

Tyres must be marked before the first qualifying session of a particular round. The V8 Touring Car Series Technical Delegate will be considered a Judge of Fact in respect to any decisions on tyres.

Tyre Costs:

Slick tyre – 280/680R17 S700 – \$410 inc GST per tyre

Slick tyre – 280/680R18 S700 – \$490 inc GST per tyre

Wet tyre – 280/680R17 W700 – \$410 inc GST per tyre

Wet tyre – 280/680R18 W700 – \$490 inc GST per tyre

Kumho Tyre Contact

David Atkin

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david@primetyres.com.au

KUMHO TYRES



TECHNICAL - CONTINUED



Fuel

Competitors must only use fuel that is provided by the official control fuel supplier (RaceFuels Pty Ltd), which is available for purchase at each round. Cost TBC

Please note: With the exception of ambient atmospheric air and the specified fuel detailed, no other substance may be added to the intake charge of the engine.

Engine Sealing

Each engine, and the MoTeC engine electronic control unit (ECU), must be sealed prior to the commencement of any qualifying session or race. The only seals recognized for this purpose shall be V8 Series Seals as fitted by approved V8 Touring Car Series sealers. This shall not prevent the addition of seals by event officials for judicial or scrutiny purposes.

ECU (MoTeC)

A suitable MoTeC ECU must be fitted.

The ECU must have the following features:

- Conforms to original wiring system as fitted to V8 Supercars / Super 2 Supercars.
- Has a fixed rev limit set to 7500 RPM
- ECU mapping cannot be adjusted while the engine is running.
- ECU software includes a test program to check that the ECU conforms to V8 Touring Car Regulations.
- Technical Representatives/Scrutineers have software to perform a detailed check on the ECU and record the results.
- The ECU has data logging with a fixed logging setup and cyclic memory (512 Kb). The logged data can be downloaded by teams and officials but cannot be erased.
- A MoTeC PCI Cable is required to connect a PC to the ECU for communications and configuration.

Race Management Radio

It is mandatory for each team to have at least one radio tuned to the exclusive V8 Touring Car Series Race Management channel. The frequency is: TBC

This is a LISTEN ONLY channel so that V8 Touring Car Series management can pass messages to team managers/crew chief when required (especially prior to and during races).

SERIES SIGNAGE REQUIREMENTS



V8TC requires space on each entered race car to display logos for series sponsors as indicated.

Note: this is subject to change.

Australian V8 Touring Car Series - Decal Placements 2023



Rear Screen Banner



Front Screen Banner



Car Numbers must be 150mm in height and 'Day-Glo Yellow' in colour, and placed on the upper passenger side edge of Front Window, and upper drivers edge of Rear Window.

Rear Qtr Window



23

Car Numbers must be 210mm in height and 'Day-Glo Yellow' in colour, and placed 50mm from the upper edge of the Rear Door Window and a minimum of 50mm from the side edge of the Window.



Bodywork Decals

CONTACTS

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