



**December**

**2009**

**SUPPLEMENTARY  
REGULATIONS**

## LIST OF CONTENTS

	Page
<b>EVENT PROGRAMME</b>	2
<b>GENERAL INFORMATION</b>	4
<b>ORGANISATION</b>	
ARTICLE 1      ORGANISATION	5
ARTICLE 2      EVENT DESCRIPTION	6
ARTICLE 3      COMPETITOR ELIGIBILITY	6
ARTICLE 4      VEHICLE ELIGIBILITY	7
ARTICLE 5      ENTRY FORM, ENTRIES AND ENTRY FEE	8
ARTICLE 6      SERVICING AND REFUELLING	9
ARTICLE 7      CREW BRIEFING	9
ARTICLE 8      RECONNAISSANCE	9
ARTICLE 9      MAPS	9
ARTICLE 10     ODOMETER CHECK	9
<b>DOCUMENTATION &amp; SCRUTINY</b>	
ARTICLE 11     DOCUMENTATION AND SCRUTINY	10
<b>RUNNING OF THE RALLY</b>	
ARTICLE 12     SHAKEDOWN	11
ARTICLE 13     RUNNING OF THE RALLY	11
ARTICLE 14     RETIREMENT AND REJOINING	11
ARTICLE 15     CONTROLS	11
ARTICLE 16     SCORING PENALTIES	12
ARTICLE 17     RESULTS	12
<b>MISCELLANEOUS</b>	
ARTICLE 18     INSURANCE	13
ARTICLE 19     ACCIDENT PROCEDURES/YELLOW FLAGS	13
ARTICLE 20     DRUGS IN SPORT	13
ARTICLE 21     COPYRIGHT	13
ARTICLE 22     PROTESTS	13
ARTICLE 23     POSTPONEMENT, ABANDONMENT OR CANCELLATION	13
<b>AWARDS</b>	
ARTICLE 24     PRIZES, TROPHIES AND AWARDS	14
ARTICLE 25     PRIZE GIVING FUNCTION	14
<b>APPENDICES</b>	
APPENDIX I     VEHICLE SIGNAGE DIAGRAM	15
APPENDIX II     EVENT ITINERARY	16
APPENDIX III    TOURING STAGE	18
APPENDIX IV     VEHICLE TECHNICAL & SAFETY REGULATIONS	19
APPENDIX V     SYMBOLS AND ABBREVIATIONS USED IN THE ROUTE INSTRUCTIONS	25
APPENDIX VI     MAP OF REFUELLING AREA	29

<b>EVENT PROGRAMME</b>
------------------------

	<b>20 March 2009</b>		
	⌚ 0800hrs	Expressions of Interest Open	Secretariat
<hr/>			
	<b>25 April 2009</b>		
	⌚ 0800hrs	Entries Open	Secretariat
<hr/>			
	<b>30 November 2009</b>		
	⌚ 1700hrs	Entries Close	Secretariat
<hr/>			
	<b>2 November 2009</b>		
	⌚ 1700hrs	Balance of Entry Fees Due	Secretariat
	⌚ 1700hrs	Vehicle Identity & Status Declaration forms to be lodged	
<hr/>			
	<b>25 November 2009</b>		
	⌚ 1700hrs	List of entries published	Secretariat
<hr/>			
	<b>26 November 2009</b>		
	⌚ 1700-2100hrs	scrutiny/safety check/documentation	TBA
<hr/>			
<b>Friday</b>	<b>4 December 2009</b>		
	⌚ 0900-1200hrs	Pre-Start scrutiny/safety check/documentation	Service Park, Mt Buller
	⌚ 1100hrs	Latest time for a change of crew member	
	⌚ 1100hrs	Latest time for vehicle change (inclusive of scrutiny)	
	⌚ 1200hrs	Crew Briefing (compulsory, all crew members) Prologue Start order Published	Theaterette , Mt Buller
	⌚ 1330 -1730hrs	Shakedown runs	Official Notice Board Mt Buller Tourist Rd, Mt Buller

**Saturday****5 December 2009**

⌚ 0800hrs	Procession to Start of Leg1	Service Park, Mt Buller
⌚ 0830hrs	Start leg 1	
⌚ 1230hrs	Service/Lunch/Regroup	
⌚ 1330hrs	Procession to Start of leg2 commences	Service Park, Mt Buller
⌚ 1350hrs	Start leg2	
⌚ 1750hrs	Last car enters Service Park	
⌚ 1830hrs	Posting of Unofficial Leg 1+2 Results	Official Notice Board
⌚ 2000hrs	Official Start List for Leg 3 Posted	Official Notice Board,

---

**Sunday****6 December 2009**

⌚ 0800hrs	Procession to Start of Leg 3 commences	Service Park, Mt Buller
⌚ 0830hrs	Start leg3	Service Park, Mt Buller
⌚ 1230hrs	Service/Lunch/Regroup	
⌚ 1330hrs	Procession to Start of leg4 commences	Service Park, Mt Buller
⌚ 1350hrs	Start leg 4	Service Park, Mt Buller
⌚ 1800hrs	Last Car into Parc Ferme	CFA, Mt Buller
⌚ 1815hrs	Post Event Scrutiny Commences	CFA, Mt Buller
⌚ 1915hrs	Posting of Provisional Results	Official Notice Board
⌚ 1945hrs	Awards Presentation	TBA, Mt Buller
⌚ 1945hrs	Rally HQ Closes	

---

**GENERAL INFORMATION**

<b>RALLY ENQUIRIES:</b>	Telephone: 0401 905 777 Facsimile: 03 9817 2152 Email: <a href="mailto:peter@mtbullersprint.com">peter@mtbullersprint.com</a> Website: <a href="http://www.mountainmotorsports.com.au">www.mountainmotorsports.com.au</a>
<b>CORRESPONDENCE:</b>	Address all correspondence to: <b>The Event Secretary</b> <b>Mt. Buller Sprint Pty Ltd</b> <b>P.O. Box 36</b> <b>Camberwell Vic 3124</b>  No responsibility will be accepted by the organisers for any correspondence sent to any other address
<b>RALLY HEADQUARTERS:</b>	Until 1700 hrs Wednesday 2 <sup>nd</sup> December 2009 2 Barnsbury Rd. Balwyn Vic 3103  Thursday 3 <sup>rd</sup> December to Sunday 6 <sup>th</sup> December 2009 Mt Buller bus lines office Mt Buller
<b>OFFICIAL NOTICE BOARD:</b>	Thursday 3 <sup>rd</sup> December to Sunday 6 <sup>th</sup> December 2009 Mt Buller bus lines office Mt Buller
<b>MEDIA ENQUIRIES:</b>	Event Secretary – Tim McNeilly 0401 905 777 <a href="mailto:tim@mountainmotorsports.com.au">tim@mountainmotorsports.com.au</a>
<b>MEDIA CENTRE:</b>	Mt Buller Buslines , Mt Buller - Mt Buller

## ORGANISATION

### ARTICLE 1 - ORGANISATION

- 1.1 The **2009 Mt. Buller Sprint** will be a National Special Stage (Tarmac) Rally, run under the provisions of the the National Competition Rules (NCR) of the Australian Autosport Alliance (AASA), these Event Supplementary Regulations and any authorised Bulletins..
- 1.2 'The Event' will be conducted using "A to B" Timing
- 1.3 The AASA Permit Number authorising 'The Event' is AASA061209/MM595
- 1.4 The Organiser and Promoter of the **2009 Mt Buller Sprint**, will be Mountain Motorsports Pty Ltd (ABN 38 006 488 473 of P.O. Box 36, Camberwell 3124.
- 1.5 **OFFICIALS OF THE RALLY**

AASA Stewards of the Meeting

To be appointed by AASA

1.6

**ORGANISING COMMITTEE**

Clerk of Course	James Taylor
Director	Peter Washington
Deputy Clerk of Course	Anthony Jenkins
Secretary	Tim McNeilly
Competitor Relations Officers	TBA
	TBA
Emergency Services Manager	Martin Doxey
Medical Services Manager	Travis Crane
Results Manager	Bruce Foote
Media Manager	TBA
Technical Advisor	Mike Pinder
Chief Scrutineer	Paul Grey

**ARTICLE 2 - EVENT DESCRIPTION**

- 2.1 'The Event' will include a non-competitive 'shakedown' and a minimum of 8 Special Stages, which have a minimum total Special Stage distance of approximately **130 kms** and the minimum overall length of approximately **270kms**. All Special Stages and Liaisons will be on tarmac.
- 2.2 The Event' will consist of a shakedown on Friday 4<sup>th</sup>, a Minimum of four (4) Special Stages on Saturday 5<sup>th</sup> (Legs One & Two) and a minimum of four(4) Special Stages on Sunday 6<sup>th</sup> (Legs Three & 4). 'The Event' will use public roads with the Competition Special Stages run on the Mt. Buller Tourist Road.
- 2.3 Competition in the first, second and third Legs will be conditional on the vehicle having started in the Shakedown but not necessarily finishing, unless application for exemption is made to a CRO for exceptional circumstances, and approval is obtained from the Stewards.
- 2.4 Crews may rejoin the event between stages, subject to inspection of the car by the Chief Scrutineer, and approval from the Clerk of Course, though the competitor shall not be eligible for classification in the leg in which they rejoin the event.
- 2.5 The slowest stage time shall be deleted from the results. i.e competitors slowest time will not count toward final results.

**ARTICLE 3 - COMPETITOR ELIGIBILITY****3.1 Competition:**

Both driver and co-driver shall hold, as a minimum, a current **AASA Rally Licence**

**3.2 Competitors:**

Competitors which are companies, etc. or who are individuals who do not hold another competition licence which allows them to enter the vehicle, shall hold the relevant AASA Competitor Licence.

- 3.3 All drivers and co-drivers who intend driving shall possess current civil driving licences issued by the appropriate State government authority.

- 3.4 Either crew member may drive the vehicle during the course of the series providing that they present their current civil driving licence and the appropriate AASA licence for scrutiny at Documentation, except as noted in Regulation 3.5 below.

- 3.5 Each crew member that will drive the competition vehicle shall be the holder of a Civil Driver's Licence.

**3.6 Driver Experience**

All drivers, and co-drivers (i.e. crew members who intend to drive on any stages) are required to satisfy the organisers that they have appropriate motor sport driving experience and competence to participate in the series. Demonstrated competence can also include having successfully participated in a suitable and approved, driver training course. It is strongly recommended that all intending drivers should drive the specific vehicle in which they are to compete, immediately prior to the event under conditions similar to those which will be experienced during the series.

The Clerk of Course is appointed by the Organisers as the Judge of Fact with respect to being satisfied as to the acceptable motor sport driving experience of competitors.

- 3.7 The criteria for driver acceptance shall be experience gained as follows:-

Participation in previous Tarmac Rallies, (eg. East Coast Classic, Targa Tasmania, Rally Tasmania or similar) or any prominent Touring Road Event (TRE) which included closed road events in the format, is deemed to be acceptable experience. **Intending driving competitors shall have driven a minimum of 10 special stages in the last 5 years to qualify.** Notwithstanding all of the aforementioned, the Organisers reserve the right to review and not accept the entry of any driver who has been identified in the past or is consistently involved during this series, in any officially observed incidents.

Circuit Racing - A competitor who has been involved in circuit racing and holds a minimum Provisional Circuit Racing licence is acceptable, providing they obtain a AASA Rally Licence . This is extended to include hill climbs, super sprints and lap dashes. Drivers with Speedway and Go-kart experience will be required to have had additional experience in circuit racing, acceptable TRE's, hill climbs or sprint type Multi Club events.

Rallying – Gravel Rally experience at State, National or International level is acceptable, however, Club level gravel rallying only is not normally acceptable if the experience is not combined with some other form of motor sport (eg. hill climbs or lap dashes, etc.).

Participation in such events as Bashes and Touring Road Events is not necessarily acceptable and will depend on how many such events, their status and the nature of the competition contained therein, the driver has participated in and the combination of experience stated herein, with other forms of acceptable motor sport.

Attending an approved Driver Training Course, specifically with the emphasis on tarmac stage or circuit driving competence is acceptable. This aspect is highly recommended for all first time crews and is available through a Approved National Rally Licence evaluator.

- 3.8 **Apparel:** Crews must comply with AASA Regulations in regards to apparel.

**ARTICLE 4 - VEHICLE ELIGIBILITY -****4.1 General**

**The Event is intended for Production Cars, categorised as Classic and Modern Cars, being four wheeled vehicles, capable of legally carrying 2 person's minimum.**

**4.1.2 Vehicle Identification**

To aid in the classification and subsequent scrutiny of the vehicle, the competitor will be required to complete a **Vehicle Identity & Status Declaration** as part of the scrutineering proforma, confirming details of the vehicle and its modifications status for which the invitation was issued. Should any detail be altered, such alteration shall be notified in writing to the Organisers who reserve the right to reclassify or reject the vehicle. The **Vehicle Identity & Status Declaration**, forms part of the official scrutineering form, and shall be signed by the competitor and returned to the Rally Office by **1<sup>st</sup> November 2009**

4.1.3 If, at the scrutiny (26<sup>th</sup> November) the vehicle does not conform to the specifications in the **Vehicle Identity & Status Declaration**, or does not conform to the relevant event eligibility regulations, one of the following shall occur:

- the vehicle is to be altered to conform
- the vehicle is to be reclassified appropriately
- a minor ineligibility notice is issued

If a vehicle fails the initial scrutiny, it shall be re-presented at a time notified by the Chief Scrutineer, as applicable, albeit not later than **1100 hrs on 4<sup>th</sup> December 2009**. If at any required post-event scrutiny, the vehicle does not conform to the relevant eligibility regulations, the matter will be referred to the Stewards. If a non compliance case is proven, a penalty of exclusion will apply, in addition to any other penalty deemed appropriate by the Stewards of the event.

4.1.4 At all times the onus of proof of eligibility of the vehicle and/or components, whether options or not, shall be the responsibility of the competitor by way of homologation papers, parts manuals, workshop manuals and/or other acceptable documents.

4.1.5 The spirit of the regulations is to ensure that all vehicles compete in a condition, mechanically and visually, compatible with the period of the specific category or class.

4.1.6 All vehicles shall be registered for use on public roads. State Authorities, Concessional or Conditional Registration or Temporary Road/Vehicle Permits will be allowed in accordance with Schedule R. However, the onus is on the competitor to ensure all statutory requirements relating to the use of the Concessional/Conditional Registration or Temporary Road/Vehicle Permit have been met, including the provision of Third Party Liability Insurance whilst driving on public roads.

4.1.7 The Organisers reserve the right not to accept a vehicle and/or vehicle/driver combination. Acceptance of a specific vehicle in a previous event year or another similar event, shall not necessarily mean that the vehicle will be automatically accepted for this event.

4.1.8 Where there are less than 4 vehicles entered in any Category, Group, Level or Class, the Organisers reserve the right to move such vehicles into the next higher Class, Level, or capacity Sub-class, as applicable or as deemed appropriate.

4.1.9 Vehicle battery locations are to be indicated on the outside of the vehicle, in a position as close to the internal battery location as is possible. The location marker shall be a Blue Triangle measuring 150 mm along each side.

4.1.10 It is recommended that all vehicles be fitted with re-settable odometers. The use of electronic odometers is permitted.

4.1.11 If a video or any other type of camera is carried in a competition vehicle during Special Stages it shall be fixed firmly into a cradle and shall be checked and approved at pre-event scrutiny by Chief Scrutineer.

**4.1.12 Oil Spills**

Competitors are required to carry in the competition car a securely mounted 1kg container / bag of environmentally friendly, 100% organic, non-leaching, non-toxic, biodegradable oil absorbent material.

If any crew is aware that their vehicle has lost oil which has been deposited on the road surface, they must **immediately pull off the driving line and stop as soon as safe to do so**. If an oil spillage has occurred, crews **must place their warning triangles** at least 50 metres (where practicable) prior to where the oil begins to advise following crews. The crew is then to spread the oil absorbent material where the bulk of the leaked oil has been deposited. Crews are to do this in a safe manner with one crew member warning the other of oncoming cars and showing the OK sign.

The vehicle **must not** be moved until the passage of the Sweep vehicle.

4.2 All Competition vehicles shall be the subject of a current AASA Passport.

4.3 A vehicle which does not comply with the eligibility requirements, as defined in these Supplementary Regulations may be entered as a Promotional Vehicle at the discretion of the Organisers. All safety requirements as set down in these Supplementary Regulations and applicable AASA regulations shall be complied with, and modifications permitted will be specified by the Organisers. The crew shall comply with all AASA Licensing and apparel requirements.

#### 4.4 Tyres

##### 4.4.1 Tyres

###### **Maximum number of wheels/tyres permitted**

A maximum of six tyres are permitted. These tyres must be marked by the organisers. It is absolutely prohibited for a competing vehicle to use or carry unmarked tyres at any time, and any breach of this regulation will result in a penalty up to exclusion being imposed.

The two spare tyres do not have to be carried in the competition vehicle during stages. Tyres not being carried in the competition vehicle must be placed in a secure quarantine area, to be provided by the organiser, prior to the start of competition. These are the only tyres permitted to be changed during the event without penalty.

Replacement with unmarked tyres will result in a penalty of 30 seconds per tyre. If a crew is directed by a scrutineer to replace a tyre for safety reasons, such replacement will result in a penalty of 30 seconds per tyre if it is unmarked.

It is the responsibility of the competitors to ensure that they start each morning on tyres that are safe.

It is prohibited to 'clean' or warm up tyres before the start of a stage by driving to the start line other than by the designated route. Any deviation will be reported to the Clerk of Course for a penalty up to exclusion from the event.

4.4.2 **Carriage of spare wheel/tyre on boot lid** - Where permitted, wheels/tyres may be carried on the rear boot lid provided the fitting devices satisfy the Chief Scrutineer as to their safety and suitability and that rearward vision is not unduly obstructed.

4.4.3 Scrutineers shall be considered Judges of Fact for all matters relating to wheels and tyres.

#### 4.5 Numbers and Signage

4.5.1 All event signage shown in Appendix I of these regulations, must be affixed to the vehicle prior to passing pre event scrutiny and remain on the vehicle for the duration of 'The Event'. Failure to meet this condition will result in the competitor being reported to the Stewards of the Meeting for consideration of a penalty.

4.5.2 The Organisers reserve the right to issue additional event sponsors decals and shall require them to be displayed prominently on all competing vehicles.

4.5.3 Driver and Co-driver names may be displayed on both sides of the vehicle, on the rear side glass, or vehicles without rear side glass may display them on the upper, rear section of the front mudguards.

4.5.4 No responsibility for any damage to vehicle paintwork during removal of event signage will be accepted by the Organisers.

**ARTICLE 5 - ENTRY FORM, ENTRIES AND ENTRY FEE**

- 5.1 Intending competitors in the 2009 Mt Buller Sprint are required to submit an Expression of Interest form, which shall be accompanied by a Deposit of \$1000.
- 5.2 On receipt of a fully completed and approved event Expression of Interest form, a formal invitation to enter shall be forwarded by the Organisers, if the application is deemed to be appropriate.
- 5.3 Competitors shall complete full payment to compete in the 2009 Mt Buller Sprint, prior to 1700 hrs Tuesday 17<sup>th</sup> November.
- 5.4 The full entry fee for a car and two-person crew in the 2009 Mt. Buller Sprint is **\$3000.00 (incl. GST)**.  
In addition, the invitation will include an Official Entry Form. Fully completed entries, together with the full entry fee shall be in the possession of the Organisers not later than **1700hrs on 2nd November 2009**. No responsibility will be accepted for any entry sent or delivered to any address other than as stated in General Information of these Supplementary Regulations. Cheques, money orders and postal notes shall be in Australian dollars and shall be made payable to Mountain Motorsports Pty Ltd.
- 5.5 **Fee Installment Payment**  
Having paid their Deposit Fee, and having received an invitation to enter from the Organisers, competitors shall the balance of their entry fees as one payment with the submission of their entry form.
- 5.6 Entries open **0800hrs 25<sup>th</sup> April 2009**
- 5.7 Entries close **1700hrs on 30<sup>th</sup> November 2009**.
- 5.8 The number of entries will be limited to 110 plus 10 places reserved for sponsors and media at the discretion of the Organisers. Entries received in excess of these entries are accepted on a conditional basis only. Entries will be accepted and confirmed on the basis of date of receipt of the completed Entry Form and payment of the full entry fee.
- 5.9 The entry confirms that the following will be provided to competitors:  
a) AASA Public Liability and Personal Accident insurance for all crew members. (refer to the current AASA Manual).  
b) Competition start in all 'The Event's' Special Stages, all Categories  
c) Set of all official maps and/or roadbook route instructions.  
d) Two door panels with car numbers, rally signage and any additional event sponsor decals as issued.  
e) Event merchandise.  
f) Two tickets to the presentation function.
- 5.10 By entering 'The Event', Competitors agree to be responsible to pay any costs incurred by the Organisers with respect to damage to Third Parties property and/or assets caused by any incident that the crew may be involved in during the event up to the amount of any excess payable by the Organisers.
- 5.11 Where the nominated competitor is a legal entity, or in any other case not part of the crew, the 'Driver' named on the nomination form will be held responsible for all liabilities and obligations of the competitor for the entirety of 'The Event'.
- 5.12 The Organisers reserve the right to accept or reject any entry nomination at their sole discretion and without explanation, in which case all fees paid shall be refunded in full
- 5.13 **Alteration To Entries**
- 5.13.1 The competitor may change any crew member upon written notification to the Organisers up until and including Documentation on 4<sup>th</sup> December 2009, as applicable depending on competition number. Substituted crew members' licences and other documentation shall be fully in order for acceptability in the category entered. If there is a discrepancy, the competitor will either have to down grade the category (ie. from Competition to Promotional), or withdraw, as applicable.
- 5.13.2 The entered/competing vehicle may be changed upon written notification to the Organisers up until **0900hrs on Friday 4<sup>th</sup> December 2009**. Should the eligibility of the substituted vehicle be unacceptable, the Organisers reserve the right to reject the substituted vehicle without explanation or alternatively re-classify the entered vehicle. The substituted vehicle shall be satisfactorily scrutineered by **1100hrs on Friday 4<sup>th</sup> December 2009** to be eligible for acceptance.
- 5.14 **Entry Refunds**  
The entry fee refund structure, should the entry be withdrawn prior to the commencement of 'The Event', is as follows:  
a) If an applicant wishes to withdraw his/her Expression of Interest prior to receiving an **Invitation to Compete there will be a complete refund**. Once an Invitation to Compete has been issued, the deposit becomes non-refundable. Withdrawals will only be accepted in writing.  
b) If a refund is requested (after the Invitation to Compete has been issued) on or before **19 July 2009**, all monies paid (less an administration fee of \$500.00) will be refunded, or all monies paid (less an administration fee of \$500.00)  
If a refund is requested after 27<sup>th</sup> September 2009, no money will be refunded, but all monies paid (less an administration fee of \$750.00)

**Article 6 - SERVICING AND REFUELLING**

- 6.1 Up to 8 Service Crew members per competing car starting the rally may register. Properly registered service crew members are covered by AASA Personal Accident Insurance.
- 6.2 Time to service the vehicles will be allowed in the Service Park. It is mandatory that all servicing be done within the Service Park.
- 6.3 Refuelling is only permitted in the event refuelling area (See Appendix VI). Refuelling will be available between each run. **All fuel is to be stored off the mountain. No fuel is to be stored at the service Park or the refuelling area. Arrangements have been made with the official fuel supplier to handle competitors' fuel.**
- 6.3.1 While vehicle refuelling takes place, competitors' vehicles must be turned off, crew members' safety harnesses must be undone, and vehicle doors must remain open. CFA will monitor this process and report breaches of this process to the stewards.
- 6.4 The Organisers recommend that all Service Personnel wear neck to wrist to ankle fireproof clothing, balaclava and fireproof gloves during refuelling.
- 6.5 In the Service Park, cars may only be washed by use of a sponge from a bucket. Where oils, solvents and degreasing fluids are used, all residues must be securely contained and not be allowed to come in contact with the ground. The use of pressure cleaners is prohibited. Breaches noted by an official of the rally will result in a report to the Stewards with a recommendation that a fine be applied.

**ARTICLE 7 - CREW BRIEFING**

- 7.1 A **COMPULSORY** briefing will be held at **1200 hrs on Friday 4<sup>th</sup> December** at the theatrette, Mt Buller Village. The briefing is mandatory for both crew members, who shall sign the briefing attendance register prior to the commencement of the briefing and be present for its entirety.
- 7.2 A fine of \$110 per crew member will be levied at the discretion of the Clerk of Course for not attending any scheduled briefing as required by the Organisers and the crew member will be required to attend a separate briefing at a time prescribed by the Clerk of Course.

**ARTICLE 8 - RECONNAISSANCE**

- 8.1 There shall be no official Reconnaissance period for the course.
- 8.2 The use of Competition Rally Cars for reconnaissance is strictly forbidden. Any reconnaissance must be carried out in road-registered vehicles, which do not carry any sign-writing relating to the event. In the interest of community relations, we recommended that crews only drive the course twice for reconnaissance.
- 8.3 Any reconnaissance must be conducted within the designated speed limits and respecting all other traffic laws. Crews are also advised that the Road Traffic Act will remain in effect for the duration of reconnaissance and that all road rules must be observed (eg complying with advisory signs, obeying speed limits imposed and keeping to the left).  
During reconnaissance, roads **WILL NOT** be closed and crews are advised that they **DO NOT** have priority over other road users. Members of the public will also be using these roads and will be travelling in opposing directions.
- 8.4 Any violation of road traffic laws arising from reconnaissance of the route at any time prior to the event or practicing on public roads may lead to crew member/s concerned being denied permission to participate in 'The Event'.
- 8.5 Any person associated with any entered team found to be in breach of any of the reconnaissance regulations, or who acts in such a manner as to bring the rally into disrepute shall be subject to a substantial monetary fine & potentially other penalty, the level of which shall be at the Stewards discretion.

**ARTICLE 9 - MAPS**

- 9.1 An overall map will be included in the Road Books.

**ARTICLE 10 - ODOMETER CHECK**

- 10.1 The official survey vehicle for the event recorded 9.43km from the M 10km sign heading to Mansfield from Benalla on the Midland Highway. The stop point is the 50 km/h sign just after the bridge across Ford's Creek on left hand side entering Mansfield.

## DOCUMENTATION & SCRUTINY

### ARTICLE 11 - DOCUMENTATION AND SCRUTINY

- 11.1 Crews are required to present current versions of the following items at Documentation:
- AASA Pass Book/Competition licences (Competitor, Driver & Co-Driver)
  - Civil Driving licences for both Crew members (not required if the Co-Driver has a Navigator only licence)
  - AASA vehicle Passport
  - Vehicle licence/permit/registration papers
  - Third Party insurance extension (Queensland registered cars)
  - Completed Entry Form
  - Completed Scrutiny Form with all items marked NAFF (No Apparent Fault Found)
- 11.2 Documentation will be available during the following times. Documentation must be completed prior to presentation of that vehicle for a safety check. **All competitors are reminded that their vehicle must be scrutineered before the event start. Full scrutineering of vehicles will be held TBA on Thursday 26<sup>th</sup> November 2009 from 5pm to 9pm. Interstate competitors will be scrutineered at Mt Buller On Friday 4<sup>th</sup> December from 8am to 11 am.**
- A safety check for all vehicles will be conducted at the same time. These are:  
Thursday 3<sup>rd</sup> December 2009-1300hrs to 1900hrs- Service Park, Mt Buller  
Friday 4<sup>th</sup> December 2009 from 8am to 11.30 am -Service Park, Mt Buller
- 11.3 Road Books, Service Instructions, Door Panels and Organiser's Advertising will be available for collection upon completion of documentation.
- 11.4 Post event scrutiny will take place at Mt **Buller CFA** approx.15 minutes after the selected vehicles finish 'The Event'.
- 11.5 Preceding the podium finish those vehicles selected for post event scrutiny plus any others nominated by the Stewards will proceed to the Post Event Scrutiny location.
- 11.6 The remaining competitor's vehicles will be held in an Assembly Area for approximately 90 minutes after the last cars crossed the Finish Line or until the Stewards release the cars.
- 11.7 Competitors are advised that any in-car video or moving film cameras must be installed in the vehicle prior to scrutineering so that the camera and its mounting can be inspected.

## RUNNING OF THE RALLY

### ARTICLE 12 - SHAKEDOWN

- 12.1.1 The **SHAKEDOWN** will start from the entrance to the Service Park area at Mt Buller at 1330hrs on **Friday 4<sup>th</sup> December**
- 12.1.2 The Starting Order for the **SHAKEDOWN** will be in the seeded order, based on past event performance and/or committee agreement.
- 12.1.3 After competing in the **SHAKEDOWN** the competitors are to return to the Staging Area.  
2 full runs will then be run.

### ARTICLE 13 - RUNNING OF THE RALLY

The Organisers will locate an assembly area at the Service Park. The cars will then travel to the start of the stage in the order and at the time required by the organisers.

- General**
- 13.1 All vehicles are to follow the 00 zero car in convoy formation. Overtaking is prohibited. Seat belts must be worn by each crew member.  
Any vehicle that fails to depart the Security park by the time the "0" car departs will forfeit their run and will remain in the Service Park.  
Crews will be issued with a Time Card and a Provisional Start Time at the Time Control which is situated in the Mirimbah Picnic Area. It is the crews' responsibility to ensure that they report to the Start Control at the correct provisional start time.
- 13.2 The start order for the rally will be determined based on past event performance and/or committee agreement..
- 13.3 The start order for each subsequent Leg will be posted on the Official Notice Board at 2000hrs on the preceding day, based on the progressive results of event, with the slowest car starting first.
- 13.4 The rally (shakedown) will start from Horse Hill at 1330hrs on 4<sup>th</sup> December.
- 13.5 The first car will finish the rally at Mt Buller Village at **1730 hrs on Sunday 6<sup>th</sup> December** with the Podium Finish starting at 1800 hrs.
- 13.6 Cars will start each Special Stage at thirty (30) second intervals

#### **Regularity**

- 13.7 Eligibility for the Regularity is open to any road registered vehicle. All safety requirements for competition vehicles listed herein are to be adhered to.  
The stage time nominated for each of the stages must not be lower than ten minutes thirty seconds (10:30 seconds). Any driver who completes the stage under this time will have, in the first instance, the time for the run forfeited. In the second instance will be penalized up to exclusion from the event, at the discretion of the Clerk of Course.  
The objective of category is for each driver to complete each of his/her laps as near as possible to his/her nominated time. The driver who, at the end of competition has the least amount of penalty time accumulated will be classed as first, with second and third etc being the next least penalty time and so on.  
Penalty time is the amount of seconds away from the target time accrued at the end of the stage.
- 
- 13.7.1 All competitors nominating to run regularity will be provided with two "R" stickers to be placed next to their car number on their door panel sticker. The "R" stickers will be made available after the Drivers' Briefing.  
  
Competitors who have nominated to run "Regularity" will complete the prologue stages as per all other competitors and therefore start the first 16k leg in normal prologue start formation order. After completing the first run and while kept in the parking area in front of the Fire station the competitor cars with the "R" sticker will be asked to nominate a Wet Time (the target time when road conditions are declared wet by Clerk of Course) and a Dry time. Both target times will stand for the remainder of the event.  
  
A start line sign will be shown when the course has been declared "Wet" this confirms to "Regularity" competitors which nominated time is in place for the given run or leg.  
  
Competitors are not permitted to adversely slow down, or stop on the course for the purpose of matching target time. Penalties up to exclusion may be applied by the stewards.

**ARTICLE 14 – RETIREMENT AND RE-JOINING RALLY**

- 14.1 Competitors who withdraw from the rally must complete the form at the back of the Road Book – “Notification of Withdrawal From Rally” and submit it to a Competitor Relations Officer, Sweep Vehicle or a Control Official. They are to complete the form indicating if they are withdrawing from the Event altogether or if they will be rejoining, and if so, at what location.
- 14.2 Any competitor who stops on a Stage and is passed by the Fast Sweep is deemed to have withdrawn from that Stage. If they rejoin the stage they are to drive the stage abiding by all applicable road regulations.
- 14.3 Results will be determined by compiling all runs less the slowest stage time.

**ARTICLE 15 - CONTROLS AND PARC FERMÉ**

- 15.1 Crews may book in early to the End of Leg controls without penalty.
- 15.2 There will be no Parc Ferme

**ARTICLE 16 – SCORING PENALTIES**

- 16.1 Results will be determined by the application of time taken on all of the special stages plus any penalties, if any, for each competing crew. Total time for all crews will be expressed in hours, minutes and seconds.
- 16.2 **Timing Penalties**  
The following penalties will also apply:
- a.) Entering a Control from the wrong direction.
  - b.) Failure to report at a Time Control.
  - c.) Failure to complete or start a special stage.  
Penalty: 14 minutes per offence.
  - d.) Receiving outside assistance or service in a no-service area.  
Penalty: 14 minutes per offence, but not counted against Late Time.
  - g.) Refuelling in a non approved area.  
Penalty: Up to EXCLUSION from ‘The Event’.  
As determined by the Event Stewards.

The following penalties will be the minimum applied to competitors reported to have exceeded the statutory speed limit on Liaison Sections of ‘The Event’:

For offences up to 30 km/h above the posted speed limit:

First Offence	5 minute penalty
Second Offence	5 minute penalty and \$200 fine
Third Offence	Exclusion

For offences over 30 km/h above the posted speed limit:

First Offence	Exclusion
---------------	-----------

As determined by the Event Stewards.

The number of offences means the number detected during the entirety of ‘The Event’, irrespective of speed.

**ARTICLE 17 – RESULTS**

- 17.1 Progressive Results will be distributed during the running of ‘The Event’.
- 17.2 Unofficial Results at the end of each Leg will be posted on the Official Notice Board at the Event Headquarters and at the Mansfield Mt Buller Bus lines office. Mt Buller Village
- 17.3 Provisional Results will be published at the end of ‘The Event’ on the Official Notice Board at the Event Headquarters and at the at the Mansfield Mt Buller Bus lines office. Mt Buller Village on **Sunday 6<sup>th</sup> December 2009 at 1815 hrs.**
- 17.4 The Provisional Results will become Final **30 minutes** after posting subject to no protests being received.

## MISCELLANEOUS

### ARTICLE 18 - INSURANCE

Crews involved in accidents resulting in property damage are advised that they may be required to pay up to the first \$5,000 of any claim to rectify such property damage. Refer to the AASA Regulations for further details regarding insurance cover.

### ARTICLE 19 – ACCIDENT PROCEDURES/YELLOW FLAGS

Crews should refer to the page in the front of the road book which details the action which must be taken in the event of an accident or if yellow flags are displayed on the course. Failure to adhere to these requirements will be reported to the Stewards of the Meeting for consideration of exclusion or other penalty.

A copy of the **SOS/OK** sign (minimum size 620sq cm) is required to be carried in the vehicle at all times.

### ARTICLE 20 – DRUGS IN SPORT

Crew members may be required to submit to tests, which may indicate the presence of prohibited substances in accordance with the AASA Drugs in Sports Policy. Alcohol testing may be carried out at any time during the event. Competitors are reminded of the 0.00 blood alcohol level during competition

### ARTICLE 21 – COPYRIGHT

It is a condition of entry, that vision taken from competing vehicles using in-car video or moving film cameras may not be used for commercial use or broadcast or used for transmission without the specific approval of the Organisers. Any vision taken in this manner may only be used for private purposes.

Further to this, any such vision shall be made available to the event Organisers on request at no charge who shall be able to use such video, film and moving images for any purpose whatsoever without any payment or encumbrance.

### ARTICLE 22 – PROTESTS

Protests, if any, must be lodged in accordance with AASA NCRs. Protests relating to the due and proper compilation, assessment or publication of results of a competition shall be lodged within 30 minutes of their being placed on the official notice board.

### ARTICLE 23 – POSTPONEMENT, ABANDONMENT OR CANCELLATION

The event may be abandoned, postponed or cancelled for reasons of force majeure in accordance with AASA NCRs.

## AWARDS

### ARTICLE 24 - PRIZES, TROPHIES AND AWARDS

#### Outright

1 <sup>st</sup> Outright	Trophies
2 <sup>nd</sup> Outright	Trophies
3 <sup>rd</sup> Outright	Trophies

#### Fastest Time

1 <sup>st</sup> Outright	Trophies
2 <sup>nd</sup> Outright	Trophies
3 <sup>rd</sup> Outright	Trophies

#### Classic

1 <sup>st</sup> Outright	Trophies
2 <sup>nd</sup> Outright	Trophies
3 <sup>rd</sup> Outright	Trophies

#### Class Awards

Trophies will be presented to the first three crews of each class in any of the eight stages.

#### Tarmac Magazine “ 8 Minute club”

Trophies

#### Muscle Car Awards

Trophies will be presented to the first three crews of the following class years:

Muscle cars – 1966 to 1971

Muscle cars – 1972 to 1978

#### Regularity Trophy

- 1<sup>st</sup>
- 2<sup>nd</sup>
- 3<sup>rd</sup>

The Organisers reserve the right to:

(i) Combine categories and or classes if a minimum of 3 entries is not reached. It will result in that category being amalgamated with the next highest a) capacity, or b) modification level. If no such category exists, the car will be eligible only for outright awards.

(ii) add to the awards up to the start of the event.

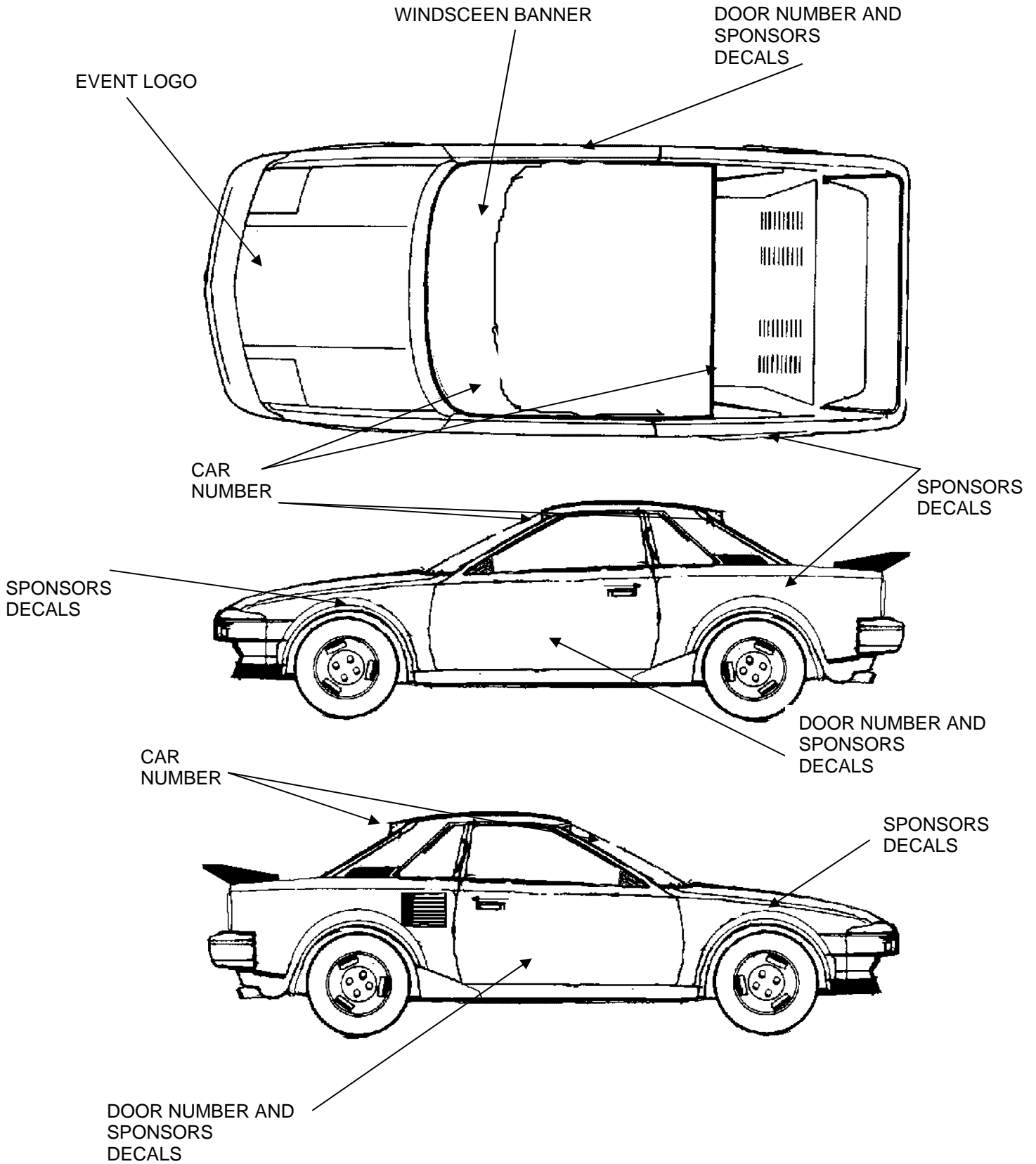
### ARTICLE 25 – PRIZE GIVING FUNCTION

The Prize Giving function and presentation of awards will be held at TBA, Mt Buller Village, on **Sunday 6<sup>th</sup> December 2009** commencing **1845 hrs.**

Additional tickets are available for **\$35** per person by ordering through the entry form or **at Rally Headquarters by 2000 hrs on 25<sup>th</sup> October.**

Note: Two tickets are included with entry fee.

# APPENDIX I - VEHICLE SIGNAGE DIAGRAM



## APPENDIX III – TOUR

### Touring stage

A touring stage **may** be conducted.

The requirements for all participants will be:

Maximum speed not to exceed posted speed limit

Cars are to be driven in a manner consistent with civil road rules

Cars are to be road registered

Cars are to be given a safety check prior to participation on each day of the activity.

A maximum of two (2) occupants

Seatbelts must be worn by occupants. Helmets are compulsory.

Crew to hold AASA Licences

Crews are to be assembled at the start location, situated at the Mirimbah Picnic Area at the bottom of the mountain at a time to be advised in a further bulletin.

Special conditions

- a. Participants are to follow the tour leader (Official Vehicle) through the stage in convoy and normal safe driving practices are to be adopted at all times.
- b. Speed will be limited to the posted limits, irrespective of the road being closed to public traffic.
- c. Participants are not permitted to 'drop back' and then accelerate at high speed
- d. Overtaking is not permitted, unless a vehicle in front has mechanical problems and has slowed down perceptively and a clear signal to overtake is given by the overtaken driver.
- e. Observers, who will be Judges of Fact, will be located around the course to make judgements based on the following which are prohibited:
  - Participants not maintaining formation
  - Sliding or drifting
  - Locked wheels while braking
  - Driving off the edges of the sealed surface
  - Bodywork damage

Violations reported to the Clerk of Course will result in the following action being taken.

First Offence: The Participant will be required to attend a Clerk of Course Hearing, who will consider the nature of the infringement and apply a penalty as deemed appropriate.

Second Offence: will be penalised by the Clerk of Course.

Travelling along a stage in the wrong direction is forbidden for safety reasons and could lead to exclusion from the Tour &/or other penalty being applied.

**APPENDIX IV****VEHICLE TECHNICAL & SAFETY REGULATIONS****G-00 GENERAL – ALL VEHICLES & CREWS; REQUIRMENTS****G-00-01 NUMBERS AND SIGNAGE**

G-00-01.1 All vehicles must keep the left and right front doors available for door panels and numbers, which will be supplied by the organizers. A space of 200 mm x 200 mm must also be left for smaller numbers without background panels to be fitted to the side screens of the vehicle. A space 200mm wide across the top of the windscreen for official purposes. Refer to Appendix I for further instructions.

G-00-01.2 Signs from sponsors or supporters of individual cars may be displayed on the vehicle, provided they do not interfere with the door or windscreen panels mentioned in G-00-01.1 and are printed and applied in a professional and tasteful manner and are not in conflict with any sponsors of The Event. The organizers reserve the right to have any advertising they consider distasteful or inappropriate removed from a competing vehicle before it is permitted to start. The Penalty for infraction; NO START.

G-00-01.3 The organizers reserve the right to provide additional event sponsors decals and require them to be displayed prominently on all vehicles.

G-00-01.4 Driver and co-driver names may be displayed on both sides of the vehicle, on the rear side glass, except that vehicles without rear side glass may display them on the upper part of the front mudguards. Refer to Appendix I for further instructions.

G-00-01.5 No responsibility for any damage to vehicle paintwork during removal of event signage will be accepted by the Organizers.

**G-00-02 SCRUTINY**

G-00-02.1 All vehicles must be scrutineered prior to starting in 'The Event'. A safety check of all vehicles to take place prior to each day's competition.

G-00-02.2 Each vehicle entered in the Competition must be subject of a AASA Passport, which is to be presented to the scrutineer at both the time of Scrutiny and Documentation.

G-00-02.3 Scrutiny forms will contain a statement to be signed by the competitor verifying that the vehicle remains unaltered from its form as presented and approved at Scrutiny to that at the commencement of 'The Event' in respect of safety equipment and eligibility. Penalty for alterations not re-scrutinised prior to Friday 4<sup>th</sup> December, 2009 – Exclusion.

G-00-02.4 A vehicle may be re-scrutinised at any time during 'The Event' to ensure that the vehicle is in an acceptable condition to continue, that all safety equipment is present, serviceable and correctly positioned, and that the eligibility of the vehicle remains unchanged.

G-00-02.5 If during the event the Chief Scrutineer considers a vehicle to be non-compliant, he may direct it to be repaired before recommending that the Clerk of Course approve its continuation in 'The Event'. No time allowance will be made for such repairs, however a new Start Time may be allocated at the discretion of the Clerk of Course.

**G-00-03 DOCUMENTATION**

G-00-03.1 Documentation will take place during the hours specified in A-07 - 'Event Schedule' and as notified by mail to competitors with their Acceptance of Entry. Both crew members must attend Documentation at their nominated time.

G-00-03.2 **The following documents will be checked:**

- a.) Completed Entry form
- b.) Civil Driver's Licences for both Driver and Co-Driver
- c.) AASA Licences for both Driver and Co-Driver

- d.) Service Crew Registration
- e.) Vehicle Registration certificate
- f.) Proof of Third Party Insurance for the vehicle - Qld competitors refer to B-06-01
- g.) Proof of Ownership or Authority to use vehicle
- h.) Scrutineering Form completed with all items marked NAFF (no apparent faults found) by an approved AASA Scrutineer for 'The Event'
- i.) AASA Vehicle Passport, signed NAFF
- j.) AASA Licence of Competitor

#### **G-00-04 FURTHER VEHICLE ELIGIBILITY**

G-00-04.1 A vehicle which does not comply with the eligibility requirements may be entered as a Promotional Vehicle at the discretion of the organizers. All safety requirements set down in these regulations must be complied with, and modifications permitted will be specified by the organisers. The crew of the vehicle will not be eligible for any awards and will not be listed in any classification.

G-00-04.2 The organisers reserve the right not to accept a driver/vehicle combination. Acceptance of a vehicle in one year does not necessarily mean that vehicle will be accepted in a following year/s.

G-00-04.3 Only vehicles with a production run of at least ten identical units will be eligible for the event.

### **G-01 GENERAL – ALL VEHICLES TECHNICAL & COMPULSORY**

#### **G-01-01 The spirit of the regulations;**

To ensure that all vehicles compete in a condition mechanically and visually compatible with the period being portrayed. Where any doubt exists between these Regulations and the original period specification, the latter will take precedence.

The Technical Regulations are based on the principle that modifications to the vehicle or its components other than those specified below are forbidden and all competing vehicles must comply with the AASA Regulations, these regulations and any further bulletins.

#### **G-01-02 Vehicle Eligibility**

At all times the onus of proof of eligibility of the vehicle and/or components whether options or not will be the responsibility of the competitor by way of homologation papers, parts manuals, workshop manuals, etc. These regulations do not supersede any civil requirements/regulations, and compliance with any such provisions is the responsibility of the competitor.

In cases where production of a model commenced before the cut-off date and continued after that date, vehicles actually manufactured after this date are considered to be eligible provided they were produced to exactly the same specification as the vehicles built prior to the date.

This provision known as; "model run-on" terminates upon a change in vehicle specification having being implemented by the manufacturer. In all cases, the onus of proof in relation to eligibility matters lies with the competitor.

#### **G-01-03 Roadworthiness and Eligibility of Vehicle**

All vehicles must be registered for use on public roads. Temporary Rally permits validating the use of vehicles on public roads will be allowed, however, the onus is on the competitor to ensure all statutory requirements relating to the use of such permits/registration have been met.

G-01-03-1 Left hand drive vehicles; if a right hand version of a particular model is not made by the factory, the conversion must follow the original configuration.

#### **G-01-04 Authority to enter vehicle**

The vehicle must be entered by the bona-fide owner of the vehicle, or in the case of a company, a person having the written authority of the bona-fide owner.

#### **C-01-05 Competition Categories**

All Vehicles will be divided into one of 2 groups; those manufactured prior to 1982, or be a model/specification which matches that of a vehicle manufactured prior to 1982; "**Group 1 Classic Competition Vehicles**", and those manufactured after 1982; "**Group 2 Modern Competition Vehicles**".

#### **G-01-06 Technical Specification**

To aid in the classification of the vehicle, the entrant must fully complete the 'Vehicle Identification Form' along with the application form. Should any detail be altered, such alteration must be notified in writing to the organisers who reserve the right to reclassify the vehicle.

The organisers reserve the right to amalgamate classes if there are fewer than three vehicles in a class.

#### **G-01-07 Unregistered Vehicles**

Unregistered vehicles which are invited to compete in the event, may be road registered for a 28 day period by applying to Vic Roads Vehicles. Full details of conditions and fees are available online at: <http://www.vicroads.vic.gov.au/Home/Registration/Permits/UnregisteredVehiclePermit.htm>

#### **G-01-08 Vehicle Passport**

The production of a properly entered vehicle passport issued by AASA is required for all vehicles entered in the event. The Passport number must be recorded on the Vehicle Identity Form. Failure to present such passport when the relevant vehicle is presented for documentation and scrutiny may cause it to be denied permission to start the event.

#### **G-01-09 Eligible Vehicles**

Each vehicle must have at least two seats, have been capable of achieving road registration when first released and be either;

- Sports cars (closed cars with no more than two seats).
- GT cars (closed cars with no more than one door on each side and no more than four seats).
- Models with two seats that have a competition history.
- Models without a specific competition history but which are considered by the Organisers to have a significant place in the history of the sporting automobile and to be in accordance with the spirit of the event.
- Historic & Classic Rally Cars.
- Period reproductions as and if approved.
- Group N – PRC rally vehicles

(Organisers may place further restrictions on eligible vehicles subject to these being defined in the supplementary regulations for the event)

#### **G-01-10 Options**

##### **G-01-10.1 General Requirements**

The onus is at all times on the competitor to provide proof that each component is in fact a genuine option, and if this cannot be provided the Technical Advisor may either request that the component be removed (prior to the start of the event) or recommend a penalty.

Options/accessories/parts (henceforth described as the 'option') may be permitted in certain areas, subject to the following:

To be acceptable in competition, each option shall comply with at least one of the following requirements:

- (a) It shall be listed by the manufacturer as a "production option", i.e, an optional item or specification listed on the vehicle build sheet and fitted at the time of the build. (For some vehicles, the options with which it was built are listed on the vehicle ID plate.)
- (b) It shall be an option listed and authorised by the manufacturer in official sales literature and to which a manufacturer's warranty applies and which may be fitted at an authorised dealership.
- (c) The option shall have been proven to have been supplied by the Manufacturer in more than the minimum production quantities for eligibility, in vehicles registered for road use.

In addition to the above, an option shall comply with ALL of the following requirements:

- (a) Each option must comply with the regulations of the relevant road authority and be ADR compliant.
- (b) Each option included on the vehicle must have been available during the model run of the vehicle.
- (c) Where a recognition document has been issued for a particular vehicle, each option shall be specified in the recognition document.
- (d) Each option must be permitted under the provisions outlined under each Specification.

##### **G-01-10.2 Specific Requirements**

Options will only be permitted in the following areas and then only when in compliance with the requirements set out under each specification:

- (a) All areas where these Technical Regulations provide freedom of modification.
- (b) Engine Radiator and oil cooler.
- (c) Gearbox Case, gear set and selector. (Classic only)
- (d) Suspension
  - (i) Elastomeric bushes and Sway bars.
  - (ii) Power Steering Cooler
- (e) Aerodynamic Options

Each aerodynamic 'add on' device may be considered as an option, provided it complies with the following requirements:

- (i) The rear aerodynamic device of a vehicle which is of sedan type (ie, three volumes) configuration shall comply with the dimensions outlined in the diagram below. The rear aerodynamic device of a vehicle which is of hatchback type (ie, two volumes) configuration shall be not more than 25mm above the roof.
- (ii) At its lateral extremities, the rear aerodynamic device must join the bodywork, and it must be entirely contained within the frontal projection of the vehicle without its rear-view mirrors.
- (iii) The material of construction for the rear aerodynamic device is free.
- (f) Other Body Options  
'Side skirts' fitted between the front and rear wheel arch. The side profile shall be no more than 100mm high, and which are entirely contained within the frontal projection of the standard bodywork without its rear-view mirrors.
- (g) Interior  
Additional gauges, gauge pods, consoles.
- (h) Wheels  
Wheel size and offset

### **G-01-11 Engine Changes**

Engines may be changed during the Event, upon application to the Clerk of Course and his acceptance of the change. The replacement engine must have the same type of block and head as the original engine, be of similar or lesser specification, and must comply with the requirements of the class within which it is entered. For Modern, Showroom, and Classic a penalty of 10 minutes will apply if an engine is changed.

### **G-01-12 Oil leaks/spillage**

G-01-12.1 If an official requests repairs to a vehicle to prevent or eliminate oil leaks or spillage, such repairs must be carried out to the satisfaction of the Chief Scrutineer. If a vehicle continues to leak or spill oil the vehicle may be refused permission to continue in the event, or such other position as is determined by the Clerk of Course. The Stage Commander is empowered to prevent, under the above circumstances, a vehicle from starting a stage until a decision is made by the Clerk of Course.

G-01-12.2 If the vehicle is fitted with crankcase breather/s discharging to the atmosphere, there must be fitted to such breather/s an oil-trap container (which must be empty at the start of each Section) of at least two litres (for vehicles of under 2000cc) or three litres (for vehicles of over 2000cc).

G-01-12.3 On vehicles with a closed crankcase ventilation system, it is permitted to disconnect or disable the breather system, provided that any open breather outlets on the engine are connected to an oil-trap container, as specified in regulation G-01-12.2 (as above). If there is no discharging to the atmosphere (i.e.: the engine is totally closed) a catch tank is not required to be fitted.

### **G-01-13 Damaged Motor resulting in a Oil Leak**

If a competitor damages a motor which results in an oil leak they must immediately pull off the driving line and stop as soon as safe to do so.

Caution triangles are then to be shown 50m before the oil spillage. They are then to spread the oil absorbent material where the bulk of the leaked oil has been deposited. Crews are to do this in a safe manner with one member warning the other of on coming cars and showing the OK board.

### **G-01-14 Wheels & Tyres**

Tyre fitment shall be in accordance with the Tyre and Rim Association Manual or with the organiser's approval. Tread wear indicators as provided by the tyre manufacturer shall be the definitive indicator of tread depth.

#### **G-01-14.1 Tyre Pressure Control Valves**

Tyre pressure control valves on the wheels are forbidden.

#### **G-01-14.2 Valve Caps**

Each tyre valve shall be fitted with a cap which effectively prevents leakage in use.

#### **G-01-14.3 Wheel Spacers**

A maximum of one metallic spacer may be used behind each wheel.

#### **G-01-14.4 Rim Profile/Inner Tubes**

Any tyre fitted to a rim without safety profiles must be fitted with an inner tube.

#### **G-01-14.5 Tyres**

Tyres that have been grooved after manufacture, or have been re-grooved, are not permitted to be used. It is permitted to have tyres siped in accordance with manufacturer guidelines.

#### **G-01-14.6 Manufacturers' Marking**

Tyres must be marked with numbers and lettering providing information about aspect ratio, speed rating and load carrying capacity.

#### **G-01-14.7 Prohibited**

The organisers reserve the right to prohibit the use of specific tyres at any time up to the start of the event should such tyres not meet the spirit of these regulations. Studded, slick and soft compound tyres are prohibited (Soft compound as per list supplied by the organisers).

Tyres must be marked legal for road use as indicated by the presence of either DOT or ECE markings. Any tyres marked “not for highway use”, “for racing use only” or similar are not permitted.

#### G-01-14.7.1 Prohibited Tyres

The organisers reserve the right to prohibit tyres at any time up to the start of the event should such tyres not meet with the spirit of these regulations. The following tyres are specifically not permitted:

- Bridgestone: 510, 610, RE608S
- Dunlop: D78J
- Goodyear: GSCS
- Falken: RX series
- Hoosier: Radials S01, S02, S03

#### G-01-14.8 Rim Material

Wheels may be manufactured only from aluminium alloy, steel or magnesium.

#### G-01-14.9 Tyre Warmers

The use of tyre warmers or any artificial method of pre-warming tyres is not permitted.

#### G-01-14.10 Tyre Rules for all Categories

##### G-01-14.10.1 Aspect Ratio's

The minimum tyre aspect ratio percentages are:

Up to 1946	65
1947 to 1971	45
post 1971	40

Lower aspect ratios are not permitted unless specified by the manufacturer as standard (or by application to the organisers), in which case that profile is the minimum permitted. Tyres that are not marked with a percentage aspect ratio by the manufacturer during the manufacturing process are not permitted, except where the tyre has an aspect ratio greater than 70.

##### G-01-14.10.2 Tyres

Tyres must be fitted in accordance with the tyre manufacturer's published specification. The fitment of tyres to rims which are either too narrow or too wide for the tyre in question shall result in exclusion from the event at minimum.

All tyres must have a minimum tread depth of 1.5mm at any point on the tread normally in contact with the road other than at tread depth indicators.

It is the responsibility of the competitor to ensure that tyres remain in conformance with any civil regulations during touring stages.

In all cases, the correctly inflated tyre shall not foul the body, suspension or steering at any point in full movement of these components.

##### G-01-14.10.3 Rim Size and Track

The maximum wheel rim width on any vehicle is 9" unless wider is specified by the manufacturer as standard fitment, in which case that width is the maximum permitted.

Unless otherwise specified for all Group 1; Wheels may be replaced by others of period style. Group SS, wheel diameters may be varied by a maximum of  $\pm 1$ " and the width by up to 1" from the standard (not optional) dimensions.

For Groups LMS and MS, wheel diameters may be varied by a maximum of  $\pm 2$ " and the width by up to 2" from the standard (not optional) dimensions.

Unless otherwise specified for all Group 2; S1, S2 & S3 wheel diameters must remain as standard, unless a factory option is available.

Notwithstanding, the maximum wheel diameter is 17" unless larger is specified by the manufacturer as standard fitment, in which case that diameter is the maximum permitted.

Except where varied by the following specific regulations, the track shall conform to the following requirement:

The upper part of the tyre, down to the wheel rim flange over the wheel hub centre must be within the perimeter of the vehicle when viewed vertically from above.

### G-01-15 Recognition Papers

The organisers may produce recognition papers which will define the specification of a given model, and if such papers have been produced they must be presented at scrutiny by the competitor. If the organisers issue a recognition paper for a recognised model, this will be considered the definitive document.

Irrespective of the parts for which the present article lays down freedom of modification, the original mechanical parts necessary for the propulsion as well as all accessories necessary for their normal functioning, having undergone the normal machining operations laid down by the manufacturer for series production may be subjected to all tuning operations through finishing, scraping but not replacement; provided that the origin of the series production part may always be established, its shape may be ground, balanced, adjusted, reduced or modified through machining.

However, the modifications permitted by the above paragraph are allowed on condition that the weights and dimensions mentioned on the homologation form, recognition documents, manufacturers manual &/or published specifications and workshop manuals are respected.

#### **G-01-16 Fasteners**

Throughout the vehicle, any nut, bolt, clamp or screw may be replaced by any other nut, any other bolt, clamp or any other screw and have any kind of locking device (washer, lock nut etc.) and clamp.

#### **G-01-17 Addition of material and parts**

Any addition of material or parts is forbidden unless it is specified or required by an article in these regulations. Any material removed is not to be reused.

Restoration of body shape and chassis geometry, following accidental damage, is permissible by the addition of the materials necessary to effect the repairs (body filler, weld metal etc); other parts which are worn or damaged are not to be repaired by the addition or attaching of material unless an article in these regulations allows appropriate freedom.

#### **G-01-18 Chassis, Sub-Frame, Monocoque and Interior**

General modifications to the Chassis, Sub-Frame, Monocoque and interior trim to facilitate the fitment of mandatory equipment and for the fitment of any other items permitted under specified freedoms within these regulations, are permitted.

#### **G-01-19 Pumps**

On any vehicle with electric fuel pump/s, the power supply to all such fuel pump/s must be cut off after a maximum of a six second absence of crankshaft revolution.

#### **G-01-20 Tinted Windows**

Tinted windows are permitted in accordance with State Vehicle Regulations.

#### **G-01-21 Rear view**

At least one rear vision mirror, with a reflecting surface of at least 50 square centimetres (or 8 centimetres diameter if round), must be fitted to the vehicle and must provide an unobstructed view to the rear of the vehicle in order to permit the driver to become aware of any overtaking vehicle. Historic vehicles are required to be fitted with a rear vision mirror for use by the navigator.

#### **G-01-22 Battery**

G-01-22.1 With the exception of Showroom Vehicles, the battery may be relocated to any position, but if mounted in the cockpit, it must be behind the front seats and mounted within an acid-proof sealed container with a vent outside the vehicle, or preferably be of dry cell in construction.

A blue triangle of sides 150mm indicating the location of the battery must be placed on the vehicle.

G-01-22.2 All vehicles must be equipped with a battery isolation (master) switch, which effectively isolates all electrical circuits from the battery and stops the engine. It must be capable of being operated by the seated driver. There must also be a second switch, or a remote means of operating the main switch which can be operated from outside the vehicle. This shall be in the vicinity of the A pillar on the driver's side. For vehicles without an A pillar the switch shall nevertheless be in a comparable position. This external switch, or remote activation, must be clearly marked by a symbol showing a red spark in a white edged blue triangle.

#### **G-01-23 Fuel & Tanks**

G-01-23.1 A maximum of 102RON fuel is permitted to be used during the event. No additives will be allowed that will increase the octane rating.

Commercially available E85 (up to 105 RON) and E10 fuels are also permitted.

Vintage, Early Classic, Late Classic may apply for an exemption to this rule.

**Note;** *BP Ultimate, (98 RON) and Elf Racing Fuel, (102 RON) will be made available by the Official event fuel supplier, this supplier will also have exclusive responsibility for the handling of all competitors fuel during the event and it's overnight storage.*

Penalties will apply for exceeding the octane rating.

First offence: 10 minute penalty

Second offence: Exclusion

G-01-23.2 The carriage of fuel in containers that are not part of the piped fuel system is prohibited, regardless of the vehicle construction.

G-01-23.3 All fuel lines passing through the cockpit area must be protected (eg: covered by a metal shield or enclosed in a metal tube) and must not have any joins inside the cabin.

G-01-23.4 Fuel tanks are free but must be of safe design.

FT3 standard fuel tanks are recommended. If an FT3 fuel tank is being utilised, the minimum amount of local modification of the bodywork to fit the fuel tank is permitted. An auxiliary fuel pump, to enable transfer of fuel to a swirl pot if required, is permitted.

#### G-01-24 Extensible Straps

Extensible straps (eg: 'Octopus' straps) should not be used to hold down objects of more than 2kg mass inside the vehicle.

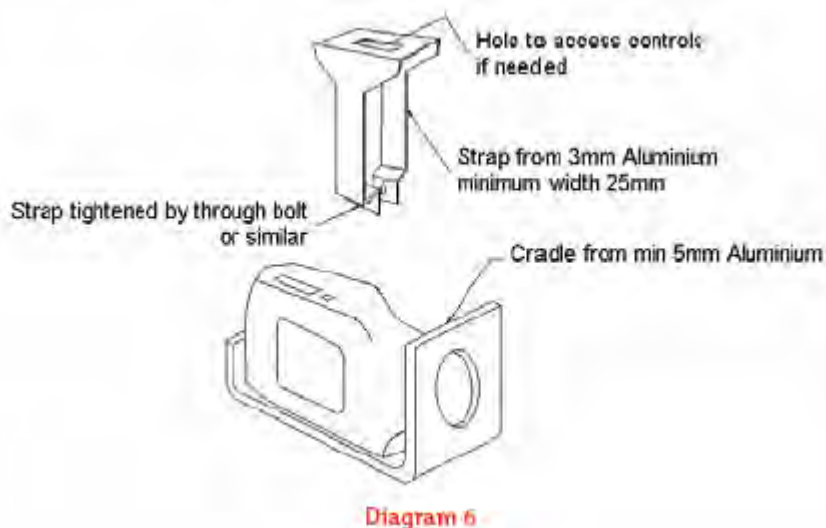
#### G-01-25 Cameras

Cameras and video recorders may be fitted to vehicles.

Where the camera and recorder are combined into a unit (Camcorder) the unit must be fitted only to the rollover protection structure or other substantial part of the body shell of the vehicle behind the crew. It must be mounted inside a safety cradle which fits closely around the body of the unit, which shall be from aluminium plate at least 5mm thick. The camcorder shall be held in place by a strap of at least 3mm x 25mm aluminium alloy held tight by means of self locking fasteners. The strap and cradle may be lightly padded. The cradle shall be constructed as shown in Diagram 6 below and held to the rollover protection by means of a metal clamp and at least two 6mm diameter class 8.8 bolts. Rollover protection type padding is to be placed on the outside of the cradle.

Where the camera is a small separate unit (eg, 'lip stick' lens), it need not be fitted inside the cradle described above, but the recorder shall be mounted in the luggage compartment, or where this is impractical (eg, hatchback vehicles), it shall be mounted inside a box made from aluminium of a minimum thickness of 5mm, held down by at least three 6mm diameter class 8.8 bolts.

The mounting of any on-board camera shall be approved by the Chief Scrutineer.



Alternative cradle designs may be permitted subject to approval by the organisers on the advice of the Chief Scrutineer. No camera may be fitted in such a way that it relies solely on the camera's original tripod mounting. Cameras or remote lens with a weight of less than 100g are not required to be fitted within a metal cradle.

#### G-01-26 Towing Eyes

To facilitate the ease of recovery of a vehicle, towing eyes shall be fitted complying with the following:

- have an internal diameter of at least 40mm;
- are fitted forward of the front axle and rearwards of the rear axle;
- are clearly visible in yellow, orange or red, the chosen colour being in contrast to the colour of the body work immediately adjacent the towing point;

• are constructed and fitted in such a way that when a load is applied to the towing point, parallel to the ground and in a direction facing away from the vehicle, parallel to the longitudinal centre line of the vehicle, the vehicle shall be capable of drawing the car over two blocks of 100mm height. These blocks shall be of a section 100mm x 200mm, not less than the width of the tyre and shall be placed immediately "in front" of the tyres closest to the towing point being subject to the applied load. In order to test the strength of the towing point, any non-structural body work which interferes with the test may be removed.

Or

As an alternative to the above, tow hooks provided by the manufacturer of the car as a standard fitment may be utilised, provided they are easily accessible and clearly visible, in yellow, orange or red, contrasting with the colour of the bodywork immediately adjacent to the towing point, and pass the same test as outlined above.

#### **G-01-27 Air Bags**

Vehicles fitted with SRS (Supplementary Restraint Systems – airbags) must have these disconnected, deactivated or removed where mounted in front of a terratrip or similar, and must carry a sticker to be provided by the organisers at pre-start scrutiny advising of this.

#### **G-01-28 Anti-lock brakes**

Vehicles fitted with ABS (anti-lock brake systems) may have these disconnected or deactivated.

#### **G-01-29 Steering**

The steering wheel may be replaced by another, providing that

- (a) It is not made of wood
- (b) Complies with all relevant civil regulations.

The addition of a power steering system fluid cooling system is permitted.

#### **G-01-30 Pedals**

Removable 'pads' on brake, clutch and accelerator pedals are free.

#### **G-01-31 Navigation Instruments**

Electronic or Mechanically driven Navigation instruments may be fitted

### **G-02 DEFINITIONS – ALL VEHICLES**

#### **G-02-01 Ancillary Item**

Ancillary items are deemed to be as follows; starter motor, alternator, power steering pump, air conditioning compressor, generator and emissions air pump.

#### **G-02-02 Vehicle**

A land vehicle propelled by its own means, running on at least four wheels not aligned, which are designed to be in contact with the ground. The steering must be ensued by at least two of the wheels, and the propulsion by at least two of the wheels.

#### **G-02-03 Elastomer**

An elastic solid composed of primarily hydrocarbon material with widely spaced cross linking bonds. Such material shall have a maximum Shore (A) Hardness of 100, and a maximum tensile strength of 60 MPa.

#### **G-02-04 Elastomeric Bushing**

A flexible coupling between two rigid structures that provides limited radial and axial freedom of movement. Bushings with less than 4.0mm of elastomer between the rigid structures shall not be regarded as elastomeric.

#### **G-02-05 Manufacturer**

A manufacturer is deemed to be a company which is the producer of complete vehicles in a quantity deemed sufficient by the organisers. Proof may be the recognition of such by a recognised civil registration authority – eg, the vehicle is registered or permitted in the name of the manufacturer by a registration authority.

#### **G-02-06 Mechanically Identical**

A component will be considered as being "mechanically identical" if it performs exclusively the original function/s in the same manner as foreseen by the manufacturer and it permits the attachment of any secondary components in the original manner and without modification of those components. In addition, for the purposes of these regulations, the material and dimensions of the component must be equivalent to the original.

**G-02-07 Modern Replica**

A vehicle which has been constructed as a replica of a period vehicle, but which employs modern mechanical components and/or materials.

**G-02-08 Muffler**

A muffler is a section of the exhaust system that must reduce the exhaust noise level of the vehicle. The cross section of the muffler must be at least 170% of that of the inlet pipe and contain sound deadening material. The sound deadening material may take the form of a 45% perforated tube or synthetic packing.

**G-02-09 Original**

A component which either the one originally fitted or a component which is an identical reproduction of that originally fitted, and is indistinguishable from it in all respects.

**G-02-10 Period**

In these regulations, the word 'period' refers to the age periods as defined in G1-01-02 and G2-01-02

**G-02-11 Reproduction**

A vehicle constructed at any time in the likeness of another vehicle using major components (ie, engine, chassis, transmission, axles and suspension) of that or a similar vehicle from the period being represented. The vehicle must replicate the period specification and appearance. Technical updating is not permitted, and will result in the vehicle being treated as a contemporary vehicle.

The vehicle being represented must be at least a two seater and have been made in significant numbers, with at least five registered for road use in the world.

The eligibility of such vehicles will be entirely at the discretion of the organisers. Such vehicles will comply with all relevant contemporary safety provisions.

**G-02-12 Pivot Point - Suspension**

Spherical Bearing: The geometric centre of the spherical surface about which suspension movement occurs.

Plain or Elastomeric Bushing: The midpoint of the bushing along the axis of primary suspension movement.

**G-02-13 Recognised Model**

A model which the organiser's at their sole discretion, recognise as a model of vehicle produced by a manufacturer in a given specification.

**G-02-14 Reconditioning**

To repair or restore to good or close to original condition, with no mechanical or performance advantage over its original condition.

**G-02-15 Registration in the country of origin**

Means the ability for a vehicle to be registered in the country in which it was first manufactured and/or released.

**G-02-16 Rotary Engines**

Rotary engines will be deemed to be engines with rotary (rather than reciprocating) motion of the compressing medium (Wankel type). A rotary engine will be defined as the rotor housings, intermediate and end plates and the eccentric (crank) shaft.

**G-02-17 Rotary Port Modifications**

Mild/extended porting will be defined as a single induction port per end/intermediate plate, per rotor, extended beyond the original induction port size and shape; save that it may not extend beyond the region traversed by the original rotor seal, the size and shape of such a port is free.

Peripheral porting is defined as a port on a rotary engine allowing the passage of gasses through the periphery of the rotor housing.

Bridge porting shall be defined as where the induction is accomplished utilising two separate induction ports per end/intermediate plate, per rotor, but not extending beyond the original outer edge of the inner water seal.

Any bridged induction port that is extended radially beyond the original outer edge of the inner water seal is, for the purposes of these regulations, considered to be a peripheral port.

**G-02-18 Standard Specification**

As supplied from the original manufacturer, including production tolerances allowed.

**G-02-19 Suspension Pick Up Points**

A bracket, lug or similar mechanical component attached to, or integral with, the fully sprung part of an vehicle to which is attached a partially unsprung suspension component, and about which such suspension component moves through an arc or solid angle consequential to normal suspension travel.

## G-03 COMPULSORY EQUIPMENT – ALL VEHICLES

### G-03-01 Headlamps

G-03-01.1 Effective headlamps must be fitted to the vehicle.

G-03-01.2 Vehicles with standard retractable headlamps may be fitted with at least two auxiliary lights, which must be fitted securely and to a standard approved by the organisers. When illuminated these lights must be visible to at least the same extent as the vehicle's standard headlamps on low beam in daylight.

All lamps must comply with the Government regulations for the State of Victoria. Existing lamps may be removed or replaced by other units provided their position remains unchanged. The maximum number of forward-facing headlamps is:

a.	low beam headlamps	two
b.	high beam headlamps	six
c.	fog lamps	two

However, only low beam headlamps and fog lamps may remain alight when low beam is selected. Any additional headlamps must be wired through the high beam circuit so that they extinguish once low beam is selected. Forward-facing lamps must be rigidly mounted in pairs and be equidistant from the ground and from the centre-line of the car. Up to two reversing lamps are permitted provided that they are not more than 1m above the ground. If these are actuated manually, a warning lamp, energised together with the lamps, must be fitted within the sight of the driver. Any guards fitted to headlamps must permit manual cleaning of the lens.

### G-03-02 Fire Extinguishers

Each vehicle is required to carry a fire extinguisher or fire extinguishers as below

(i) Hand-held extinguishers: All cars must be fitted with one or two fire extinguishers, which must meet the following criteria:

- The extinguisher must be: AFFF, Dry Powder or an extinguisher of a standard recognised by Mountain Motorsports.
- The minimum capacity of the total of the two extinguishers must not be less than:

2.4 litres pressure 12.0 bar  
2.0kg AS1841.5

- Each AFFF extinguisher must be equipped with a means of checking the pressure of its contents.
- The following information must be visible on each extinguisher:
  - capacity
  - type of extinguishant
  - weight or volume of the extinguishant
  - date on which the extinguishant must next be checked, which must be no more than two years after the date of the last filling or the date of the last check.

(ii) All international vehicles must comply with a standard recognised by Mountain Motorsports.

Fire extinguishers must be maintained according to the following prescriptions:

- an inspection, to be carried out by scrutineers at least once every six months, or otherwise prior to competition. This involves visually checking the unit and its mountings for damage, checking the pressure of the contents, and shaking the container to check for settling of the extinguishant. Where practical the extinguisher should be weighed
- a six-yearly hydrostatic test of the pressure vessel

*Note:* It is the competitor's responsibility to provide evidence that the required six yearly services have been undertaken.

### G-03-03 Oil Absorbent Material

Competitors are required to carry in the vehicle a 1kg bag of environmentally friendly, 100% organic, non-leaching, non-toxic, biodegradable oil absorbent material (This may be Kitty Litter) or 500g of specialist absorbent material.

**G-03-04 First Aid Kits**

All vehicles are required to carry on board a weatherproof emergency first aid kit, which can be easily accessed.

*Note:* This kit is not a substitute for first aid training. It is recommended that all competitors should undertake a first aid training course.

**G-03-05 OK/SOS Signs**

Each vehicle is required to carry an OK/SOS sign on board at all times. (Supplied as part of the Road Books)

**G-03-06 Reflective Warning Triangles**

At least two red reflective triangles, with sides at least 300mm in length, must be carried in the vehicle at all times while competing. One triangle must be placed approximately 100m and the second triangle approximately 50m prior to the vehicle - immediately after the vehicle has stopped in the competitive stage for any reason (including a minor breakdown). Failure to place triangles as described will result in a penalty being applied by the Clerk of Course.

**G-03-07 Seatbelts/Harnesses**

All vehicles must be fitted with a Five or six point harnesses with minimum 3" wide webbing and must include a crutch strap. Harnesses will meet 8853/98, 8853-1985, SFI16.1, AS2596, ECER16 or of a standard recognised by Mountain Motorsports meeting the requirements of AASA Regulations. Harnesses must be worn at all times when the vehicle is moving. International crew vehicles must be fitted with harnesses as per above. There is no age limit on harnesses. Five and six point harnesses must be securely mounted. If the two shoulder straps join prior to a common mounting point then that junction shall be at least 150mm behind the wearer's neck. In all cases of mounting the following must be observed:

- (a) On series production cars, some or all of the original seat belt mounting points may be satisfactory. Where the original seat belts are affixed to the seat, such mounting points may be used only where the original unmodified mounting points on the seat are retained. Where the original mounting points are not used, additional floor mounting points must be reinforced with a 3mm steel plate of at least 75mm x 50mm on the underside of the body.
- (b) Harnesses rear mounting points must be to a substantial part of the vehicle's structure, reinforced as for floor mounts above, or to the ROPS.
- (c) Under no circumstances may a safety harness mounting bolt be used to affix a ROPS to the bodyshell.

Harnesses or seat belts of cars involved in any accident must be inspected by a scrutineer. If appropriate, the vehicle passport shall be endorsed with a requirement that the belts be replaced. The scrutineer at the car's next meeting must satisfy himself that the replacement has been made.

The material from which seats are manufactured is free, including carbon fibre and Kevlar.

It is the responsibility of the competitor to ensure seat mountings are engineered with adequate strength to withstand the forces that may be experienced during a sudden stop.

The front seats may be moved rearwards, but not beyond the vertical plane defined by the front edge of the original rear seat (where originally fitted). The limit relating to the front seat is formed by the seatback at its rearmost point where the seat does not incorporate the headrest, and if the headrest is incorporated into the seat, by the rearmost point of the driver's shoulders.

**G-03-08 Throttle Return Spring**

On each throttle, whether butterfly, slide or other type, there must be fitted a return mechanism which, in the event of the throttle linkage becoming detached, will in all cases return each throttle to the closed position.

**G-03-09 Cables, Lines and Electrical Equipment**

Fuel and oil lines and brake cables must be protected externally against any risk of deterioration (stones, corrosion, mechanical breakages, etc). Such protection shall not add to the structural strength of the vehicle and if the series production fitting is retained, no additional protection is necessary.

**G-03-10 Windscreen**

A laminated glass windscreen must be fitted to the vehicle. The use of silvered or tinted films is authorised on the side and rear windows and must comply with the vehicle regulations in the relevant state.

**G-03-11 Rollover Protection**

All vehicles must be fitted with Roll Over Protection that complies with an Australian standard or of a standard recognised by Mountain Motorsports meeting the requirements of AASA Regulations. The mounting of Roll Over Protection will be closely scrutinised to ensure strict compliance with the regulations. Additionally, all rollover

protection must be wrapped in non-flammable protective padding where the driver and co-driver's bodies or crash helmet could come into contact with it.

#### **G-03-12 Bonnet Restraints**

Each vehicle must have at least two independent fastening systems, of adequate strength and limited extensibility, which simultaneously hold the bonnet closed.

#### **G-03-13 Helmets**

Drivers and Co-Drivers must wear helmets that comply with the current Australian Standard and the AASA Regulations.

#### **G-03-14 Crew Apparel**

During all special stages, crew members are required to wear flame retardant driving suits, a separate balaclava, and flame retardant boots and socks, these shall be worn as their manufacturer intended during all special stages are the minimum requirements for both crew members.. Under garments of cotton, wool or other non flammable material may be worn. Failure to comply with this requirement will result in a penalty up to and/or inclusive of exclusion, at the discretion of the Clerk of Course

#### **G-03-15 Compulsory Requirements Interpretation**

Control Officials and Scrutineers shall be considered Judges of Fact in relation to all compulsory requirements. Whilst every attempt has been made to ensure these regulations reflect the provisions that will be in place at the time of the event, the timing of the event and publication of the supplementary regulations can make that difficult. Any changes made by AASA to the relevant provisions of the AASA Regulations shall supersede these requirements and in addition, the organisers reserve the right to amend the safety equipment to reflect such requirements.

## **G1-01 TECHNICAL REGULATIONS - GROUP 1 CLASSIC COMPETITION**

#### **G1-01-01 Application**

The Technical Regulations are based on the principle that modifications to the vehicle or its components other than those specified below are forbidden.

#### **G1-01-02 General Requirements**

Each vehicle will have been manufactured prior to 1982, or be a model/specification which matches that of a vehicle manufactured prior to 1982.

Vehicles manufactured up to the 31st December 1981 will be divided into one of three modification groups: SS (Standard Specifications), LMS (Limited Modified Specifications) or MS (Modified Specifications). The specific requirements for these three modification groups are listed below.

All vehicles in Group 1 with V8 engines will divided into one of 2 "age" categories, all other vehicles will be classified in separate 'age' categories determined by the date of manufacture (except in the case of "run on" models) which is as follows:

<b>Category 1 Original Classic;</b>	<b>up to 1965</b>
<b>Category 2 Early Classic;</b>	<b>1966 to 1971</b>
<b>Category 3 Late Classic;</b>	<b>1972 to 1981</b>
<b>Category 4 Muscle Cars Early;</b>	<b>1966 to 1971</b>
<b>Category 5 Muscle Cars Late;</b>	<b>1972 to 1981</b>

For the purposes of awards, the organisers may combine Periods when there are insufficient entries in a given Category.

#### **G1-01-03 Group 1 (Classic) Capacity Classes**

Each category will be further divided into the following classes based on engine capacity. If at the time of pre-start scrutiny a vehicle does not correspond in its presentation to the class in which it was entered, the vehicle may be transferred to another class by the organizers.

##### **Category 1 Classic (up to 1965)**

- 1A 0 to 1300cc
- 1B 1301cc to 1600cc
- 1C 1601cc to 2500cc
- 1D 2501cc to 3500cc
- 1E Over 3501cc

**Category 2 Classic (1966 to 1971)**

- 2A 0 to 1300cc
- 2B 1301cc to 1600cc
- 2C 1601cc to 2500cc
- 2D 2501cc to 3500cc
- 2E Over 3501cc

**Category 3 Classic (1972 - 1981)**

- 3A 0 to 1300cc
- 3B 1301cc to 1600cc
- 3C 1601cc to 2500cc
- 3D 2501cc to 3500cc
- 3E Over 3501cc

**Category 4 Early Muscle Car (V8's)(1966 to 1971)**

- 4A Up to 5035cc (or 308cu")
- 4B Over 5036cc

**Category 5 Late Muscle Car (V8's)(1972 - 1981)**

- 5A Up to 5765cc (or 351cu")
- 5B Over 5766cc

**G1-01-04 Weight****(i) General**

- (a) The minimum weight must be in accordance with the organisers imposed minimum or manufacturer's original specifications, homologation papers, workshop manuals, or sales specifications (in that order of priority). This weight will be deemed to include all liquid tanks to be at the normal operating levels as foreseen by the vehicle manufacturer, except the fuel tank which shall be empty.
- (b) For the purposes of confirming weight during the competition, the organisers may refer to the minimum competition weight of the vehicle
- (c) If the organisers intend to use competition weight as the reference, this intention will be stated in the supplementary regulations for the event.
- (d) It is recommended that fuel not be used for ballast as there could be miscalculation by the crew which could result in the vehicle being underweight when measured.

**(ii) Minimum weight for SS.**

The minimum weight for SS, will be checked if required, by weighing the vehicle without persons or luggage on board, measured in accordance with Article (i) above.

**(iii) Minimum competition weight for LMS.**

The minimum weight for LMS, shall be not more than 5% below the manufacturer's original specifications, measured in accordance with (i) above.

**(iv) Minimum competition weight for MS**

The minimum weight for MS, shall be not more than 10% below the manufacturers original specifications, measured in accordance with (i) above.

**G1-02 MODIFICATIONS PERMITTED IN SS - GROUP 1 (CLASSIC)****G1-02-01 General**

Vehicles competing in Group 1SS may be modified as specified in the following regulations. Any item not specifically referred to under the following allowable modifications must remain original as supplied by the vehicle manufacturer. It is the responsibility of the competitor to provide all relevant information to the organisers and to demonstrate that all modifications to the vehicle are in accordance with the limitations specified.

Special low volume or, 'high performance' versions of vehicles are not permitted, nor are homologated competition versions or parts allowed in this class. There is a listing at **G1-02-11** that lists vehicles which are ineligible for classification in SS. This list may be expanded.

**G1-02-02 Engine:**

The original engine specification as supplied by the vehicle manufacturer for the make and model concerned must be employed. Mechanical modifications are forbidden except for the following:

Only the following engine modifications are permitted:

The cylinder block shall be:

- (i) Original; or
- (ii) A mechanically identical (refer Definitions Technical) substitute block, dimensionally interchangeable,

from the manufacturer of the vehicle, manufactured prior to 31 December 1981; or

(iii) A replacement block permitted by the organisers for that vehicle.

Substitute cylinder blocks shall be of the same type, configuration, number of cylinders and material as the original.

#### **G1-02-02.1 Capacity**

Boring of the cylinders up to 1.5mm above the original diameter is permitted. The vehicle will be classified according to its original capacity, inclusive of the relevant supercharging and rotary equivalence factors.

#### **G1-02-02.2 Pistons & Rings**

Pistons and piston rings or, where applicable, the rotors and seals of rotary engines are free save that they must be dimensionally the same as original except for the piston diameter and piston crown dimensions and shape, which is only allowed to be varied as per 1.2 above. The compression ratio must remain as standard.

#### **G1-02-02.3 Cylinder Head**

The original cylinder head may be modified by the removal of metal only. The valve sizes must remain standard.

#### **G1-02-02.4 Camshafts**

Camshaft timing and lift is free as are the timing gear/s, the timing chain and timing chain tensioning system.

#### **G1-02-02.5 Rotary Engines**

Modifications to rotary engines rotors, housings and end plates may be effected only by the removal of metal. Rotary engines may be modified by the utilisation of the porting technique/s known as "Extend" and/or "Mild" porting. More extensive porting, including "Bridge" or "Peripheral" porting is explicitly not permitted.

#### **G1-02-02.6 Ignition**

The original ignition system must be retained save that 'pointless' distribution operation may be substituted for breaker points; and that freedom of mechanical and vacuum advance mechanisms is allowed, as is freedom of ignition wires, spark plugs etc.

#### **G1-02-02.7 Turbo's & Superchargers**

Turbochargers or superchargers, if fitted as original equipment, must remain standard, as must the method of controlling boost or pressure. Induction boost pressure is free.

#### **G1-02-02.8 Induction**

The original induction system components must be retained. The components which control the quantity of fuel entering the combustion chamber may be modified, provided that they do not have any influence over the quantity of air admitted. Air filter elements are free, providing they fit into the original air cleaner housing/s without modification of the housing. Additional air ducting is not permitted.

#### **G1-02-02.9 Exhaust**

The exhaust system is free beyond the point of exit of the exhaust manifold. The exhaust pipe must exit at the original point on the vehicle.

#### **G1-02-02.10 Fuel Pumps**

Fuel pumps are free. On all vehicles with electric fuel pumps, the power supply to all such fuel pumps must be cut off after a maximum of six seconds absence of crankshaft revolution. Vehicles subject to a Historic Documentation, with which the vehicle remains in compliance, are exempted from this requirement.

#### **G1-02-02.11 Radiator**

The radiator may be replaced by another of the same height and width, with the same or greater thickness. The material of manufacture must remain the same as the standard part. The original cooling fan/s may be removed, and one electric fan may be added. Thermostats may be removed. Engine liquid cooling systems (ie, water and oil) must otherwise remain standard.

#### **G1-02-02.12 Air Cooled Engines**

Air cooled engines must retain the standard cooling system, although the speed ratio may be changed.

**G1-02-02.13 Ancillary**

A bolt on ancillary item may be replaced or changed.

**G1-02-02.14 Transmission**

The transmission clutch may be modified only by the changing of springs, diaphragms or linings.

**G1-02-02.15 Reconditioning**

Reconditioning of other engine components within the manufacturers' specified tolerances is permitted.

**G1-02-02.16 Baffling**

Internal baffling of the sump is permitted.

**G1-02-02.17 Oil Filter**

The oil filter element/cartridges is free, providing the element/cartridge fits without modification and does not perform any function other than filtering the oil.

**G1-02-03 Gearbox/Transaxle/Differential/Axles:**

(i) the original gearbox and final drive assemblies, as supplied by the vehicle manufacturer for the make and model concerned, must be employed.

(ii) gearbox casings, gear selection mechanism and the number and ratios of forward gears must be original.

(iii) limited slip differentials or similar are not permitted unless original equipment. The original final drive ratio must be retained.

306.2.1 Automatic transmissions provided optionally by the manufacturer for that model are permitted instead of a manual gearbox. The fitment of a manual transmission from the same make and model to an vehicle that originally had automatic transmission is permitted.

306.2.2 Column gearshift mechanisms may be transferred to floor shift mechanisms; the minimum necessary modifications may be made to the transmission tunnel to accommodate such alteration.

**G1-02-04 Chassis/Sub-Frame/Monocoque**

The chassis, and sub-frames and any monocoque structure must be standard except for any necessary modifications to the body shell in the immediate area to permit the fitment of a replacement seat or specified safety equipment. No part of the modified bodywork may extend any lower than the unmodified surrounding original bodywork. Seam welding is not permitted.

Sump, gearbox and differential guards may be fitted, provided their primary function is to protect these components and they are attached by bolts.

**G1-02-05 Suspension**

G1-02-05.1 All original components are required to be fitted, but these suspension components may be strengthened by the addition of metal, provided the added metal follows the contour and is in contact with the original component. Seam welding is not permitted.

G1-02-05.2 Springs, torsion bars and dampers are free, save for McPherson struts where only the damping mechanism is free, provided their original mounting points and design are retained. The material used in suspension bushes must be original.

G1-02-05.3 Lever arm dampers not forming part of the main suspension components (i.e, they do not have a suspension locating function) may be replaced by telescopic dampers. The addition of braces for strut towers is not permitted.

G1-02-05.4 Anti-roll bars must remain as original.

G1-02-05.5 Additional location of leaf spring live axles is permitted only by the addition of two arms going from the front leaf spring mounting point on the chassis to the axle centre line. Spherical "rose joints" are not permitted in the construction of these arms.

G1-02-05.6 All suspension pick up points must remain in the standard position.

**G1-02-06 Steering:**

All original components of the steering system must be retained other than the steering wheel, which may be replaced by another of sympathetic style, that does not incorporate components, made of wood.

Reversal of the driving side is permitted, on the condition that the modified vehicle utilises parts foreseen by the

manufacturer for such conversion for the model in question and conversions retain the original steering type (rack & pinion etc), must retain the original steering configuration and ratio and is accompanied by an engineers certificate signed by an accredited engineer accepted by an Australian road authority. It is highly recommended that a collapsible steering column be used.

#### **G1-02-07 Brakes**

G1-02-07.1 The original front disc or drum brake components may be replaced by others. Callipers must originate from a production vehicle manufactured within five years either side of the competition vehicle's age period as specified in G1-02.

G1-02-07.2 Front drum brakes may be replaced by a disc brake system. Suspension components must not be altered in order to fit different brake components, save for the minimum local modifications to adapt the brake calliper. Such components must be mounted by bolts. Alternatively, where a variant of that model is available with disc brakes, the 'knuckle' from the disc brake equipped model may be utilised provided no associated component is modified or replaced.

G1-02-07.3 The disc is free, save that it shall not be a 'floating' type and shall be made entirely of ferrous material.

G1-02-07.4 Drum rear brakes may not be replaced by disc brakes. However they may be replaced by other drum brake components, provided that these originate from a production vehicle manufactured within five years either side of the competition vehicle's age period as specified in G1-02.

G1-02-07.5 Mechanical braking systems may be made hydraulic except for emergency/parking brakes.

G1-02-07.6 Master cylinders are free, and tandem master cylinders are recommended. Brake bias adjustment by a pressure limiting device is free. Rear brake lines may be located inside the vehicle.

G1-02-07.7 Brake boosters may be added or deleted.

G1-02-07.8 Brake backing plates may be modified or removed.

G1-02-07.9 Brake lining or pad material and brake hoses are free.

G1-02-07.10 Modifications to the firewall to install permitted brake modifications are allowed.

#### **G1-02-08 Coachwork/Bodywork:**

G1-02-08.1 The bodywork and body fittings in its entirety must be as supplied by the manufacturer, including materials.

G1-02-08.2 The use of any under trays, fairings, scoops, louvres, air intakes or exits are not permissible unless supplied by the vehicle manufacturer as standard equipment in original production.

G1-02-08.3 Easily demountable windscreens may be replaced by another screen of a period type.

G1-02-08.4 The addition of any front and rear aerodynamic aids, side skirts and mudguard flares is not permitted unless supplied by the vehicle manufacturer as standard equipment in original production.

G1-02-08.5 The bumper bars must be retained, but over riders may be removed.

#### **G1-02-09 Interior**

G1-02-09.1 Save for modifications required to comply with safety requirements, the addition of navigation instruments and the optional removal of floor carpets, the interior must remain unchanged.

G1-02-09.2 The rear seat in any vehicle may be removed only if required in order to permit the fitment of rollover protection and/or spare wheels.

G1-02-09.3 The luggage compartment cover in hatchback design vehicles may be removed.

G1-02-09.4 The seats occupied by the crew may be replaced with seats complying with Schedule C of the Classic General regulations.

#### **G1-02-10 Electrical**

The wiring harness is free. Original instruments and switches may be replaced, provided that they are replaced

by items compatible in face, style and size with the original instruments.

A panel incorporating additional/replacement switches and/or circuit breakers may be added. The battery may be replaced by another of free type but the location must remain as original.

### G1-02-11 Vehicles Ineligible for SS

This is a list of vehicles eligible for LMS and MS, but which have also been deemed ineligible for SS.

This is not an exhaustive list and may be subject to change from time to time.

Alfa Romeo	TA, GTAM, GTV6
Aston Martin	DB7 Vantage 5.9 Coupe; 5.9 Volante, V12, All Road 2.7
Austin Healey	100M, 100S
Austin	Mini Cooper
BMW	3.0 CSL, M Series (all models - SS, MS, M5 etc), 2002 Turbo,
Bolwell	All Models
Bugatti	All Models
Chevrolet	Corvette IMSA, L88, LT1, Camaro Z28, RS, SS
Chrysler	Valiant Charger RT, Pacer 4BBL, Dodge Charger, Challenger.
Datsun	1600 SSS, 180B, 200B.
De Tomaso	Pantera, Pantera GTS.
Ferrari	All Models
Fiat	Abarth, Sport 131 Racing.
Ford	Escort RS series (MkI & MkII), Escort Mexico, Lotus TC, Falcon XC Cobra, Falcon Sprint, Falcon GT & GTHO, Cortina, Cobra Jet, GTA, Mach1, GT, Perana V8, Capri RS3100, Escort Cosworth.
Goggomobile	Dart
DT	All Models
Hillman	Imp Rally
Holden	Commodore SS, Commodore V8, Monaro GTS 327, 350, Torana A9X, GTR-XU1, SLR-5000, L34
Jaguar	100, C Type, D Type, XK120M, E Type Lightweight.
Lancia	Fulvia HF, Stratos
Lotus	S4, Elan R, Europa 49, Esprit Series 1
Marcos	3000 GT
Maserati	All Models
Mercedes Benz	300SL & SLR
Mitsubishi	Sigma Turbo
Morris	Mini Cooper
Pontiac	Trans AM, GTO,
Porsche	All Models
Renault	Alpine A310 V6, Alpine A110, R5 Turbo, Gordini.
Robnell	All Models
Saab	Sonett
Shelby	All Models
Sunbeam	Tiger V8
Triumph	Dolomite Sprint

### G1-03 MODIFICATIONS PERMITTED IN LMS - GROUP 1 (CLASSIC)

A vehicle which does not comply with the provisions of Group SS, or are limited edition vehicles or high performance original production variants from the same period as the original, will generally be classified as Group LMS.

Vehicles competing in LMS must comply with the provisions of SS, unless additional freedoms of modifications are noted as follows. It is the responsibility of the competitor to provide all relevant information to the organisers and to demonstrate that all modifications to the vehicle are in accordance with the limitations specified.

#### G1-03-01 Engine

Only the following engine modifications are permitted:

The cylinder block shall be:

- (i) Original; or
- (ii) A mechanically identical (refer Definitions Technical) substitute block, dimensionally interchangeable, from the manufacturer of the vehicle, manufactured prior to 31 December 1981; or
- (iii) replacement block permitted by the organisers for that vehicle.

#### G1-03-01.1 Capacity

A maximum capacity increase of 15% above the original capacity of the engine is permitted. The vehicle will be classified in accordance with the actual capacity of the vehicle, inclusive of any supercharging and rotary equivalence factors.

#### G1-03-01.2 Crankshaft

The crankshaft and connecting rods are free, save that the material must be ferrous or original. Crankshaft torsional dampers are free.

#### G1-03-01.3 Pistons

Pistons and piston rings are free or, where applicable, the rotors and seals of rotary engines are free.

#### G1-03-01.4 Camshaft

Camshaft timing and lift and valve train components are free.

#### G1-03-01.5 Rotary Engines

Modifications to rotary engine housings and end plates may be effected only by the removal of metal. Rotary engines may be modified by the utilisation of the porting technique/s other than "Peripheral" porting.

#### G1-03-01.6 Ignition

The ignition system is free (eg, a distributor may be replaced by another), save that the original configuration (eg, single coil with distributor, multi coil pack) must be retained. Electronic engine management and programmable ignition systems are not permitted unless fitted as original equipment. If so, the electronic engine management, programmable ignition system may be modified or replaced, provided the replacement system is from the same period as the original system.

#### G1-03-01.7 Cylinder Head

The cylinder head must be the original or mechanically identical to the original and may be modified only by the removal of metal, addition of material, and valve size (save that the original number of valves and method of operation [eg, push rod, single overhead camshaft etc] must be retained).

#### G1-03-01.8 Induction

For naturally aspirated vehicles the complete induction system is free save that fuel injection shall not replace carburettors, unless it was an option on another model of the same series of vehicle. Where fuel injection replaces carburettors, all replacement items must be from the same period as the original items replaced. Additional air ducting, which does not involve the modification of the bodywork, is permitted.

#### G1-03-01.9 Turbo's & Superchargers

Turbochargers or superchargers may not be added. If fitted as original equipment, the turbo and waste gate or supercharger may be replaced by another from the same period, fitted in the same positions as the original part. Induction boost level is free, provided that it remains fixed, and cannot be adjusted externally unless external boost adjustment is fitted as standard; in which case the original control must be retained and no other means of adjustment may be used. The remainder of the original induction system including any intercoolers must remain as original.

#### G1-03-01.10 Exhaust

The exhaust system is free.

#### G1-03-01.11 Fuel Pump

Fuel pumps are free.

#### G1-03-01.12 Liquid Cooling

The engine liquid cooling systems are free; however the bodywork must not be modified to accommodate them.

#### G1-03-01.13 Air Cooled

Air cooled engines must retain the standard cooling system, although the speed ratio may be changed.

G1-03-01.14 Ancillary  
Bolt on ancillary items, may be replaced or changed.

G1-03-01.15 Clutch  
Clutches and flywheels are free.

G1-03-01.16 Sump  
The sump may be modified to increase capacity. Internal baffling may be added.

G1-03-01.17 Internal Modifications  
All other internal engine modifications, other than those specifically addressed &/or limited in this Article, are free.

G1-03-01.18 Oil Filter  
The oil filter element/cartridges is free, providing the element/cartridge fits the original location without modification and does not perform any function other than filtering the oil.

**G1-03-02 Gearbox/Transaxle/Differential/Axles:**

G1-03-02.0 Same as SS except as follows;

G1-03-02.1 Internal components of the gearbox and final drive assembly, including ratios, are free, save that the original number of forward gears must be retained.

G1-03-02.2 The fitment of a manual transmission from the same make and model to an vehicle that originally had automatic transmission is permitted, provided that transmission was available during the Age Category. Automatic transmissions provided optionally by the manufacturer for that model are permitted instead of a manual gearbox. Transmission tunnel modifications necessary to allow the fitment of an automatic transmission are permitted.

G1-03-02.2 Column gearshift mechanisms may be transferred to floor shift mechanisms, otherwise the method of actuating the gear change, (eg "H" pattern, pre-selector) must be retained. Shortened or "quick" shifters which do not result in modification to the casings or housings are permitted. Sequential change mechanisms are not permitted, unless originally fitted.

G1-03-02.2 Full floating hubs may be fitted on vehicles with a live rear axle. A minimum modification to axle housings in order to fit such hubs is permitted and encouraged.

G1-03-02.2 Additional transmission and/or differential coolers are permitted provided there are no body modifications required to fit them.

**G1-03-03 Chassis/Sub-frame/Monocoque:**

G1-03-03.0 Same as SS except as follows;

G1-03-03.1 Seam welding is permitted. Further strengthening is permitted provided the added metal follows the contour of the original component.

G1-03-03.2 The rollover protection structure shall comply with Schedule J, however, the structure must be contained entirely within the passenger compartment save for bars extending through the firewall in accordance with drawing 253-11 which are optional.

**G1-03-04 Suspension:**

G1-03-04.1 Suspension components may be strengthened by the addition of metal, provided the added metal follows the contour and remains in contact with the original component. Hubs and stub axles may be replaced by others of the same working principle, providing that other suspension components that are required to be retained and remain unmodified are not changed or modified as a result.

G1-03-04.2 The elastomeric material used in suspension bushes is free. The original design of the bush must be retained, save that the position of the hole for the locating bolt within the bush is free. Rose or heim type joints and/or spherical bearings are not permitted in the suspension unless fitted as original or unless permitted elsewhere by these regulations.

G1-03-04.3 Springs, torsion bars and dampers are free provided their original design (eg, coil, leaf, tubular, lever arm), number and location of mounting points are retained. Coil spring mounting platforms may be made

adjustable.

The mounting bushes for dampers which do not have a guiding function are free.

Notwithstanding, lever arm dampers not forming part of the main suspension components (ie, which do not have a suspension locating function) may be replaced by telescopic dampers.

Front lever arm dampers forming part of the main suspension components may be disabled, but not removed or replaced, and telescopic dampers may be added to provide the damping action. In doing so, none of the original suspension components or sub-frames may be modified, other than to provide the necessary mountings for the new dampers.

G1-03-04.4 Sway bars are free other than on strut type suspensions where the sway bar acts as a control arm. In this case it is permitted to change the thickness of the bar &/or add an additional sway bar. The inclusion of spacers at the sway bar mounting points is permitted, but only by extending bolts in the original body mounts.

G1-03-04.5 The location of live axles is permitted only by the addition of a maximum of two fore and aft locating arms and one transverse locating arm/rod. The design, position and mounting method of these arms are free, provided no modifications to the body shell are made, other than the addition of suitable brackets bolted or welded to the outside of the body shell. The locating arms are explicitly not permitted to be mounted inside the original cockpit, and modifications enabling this such as adding a box mounting will render the vehicle ineligible.

G1-03-04.6 Adjustable strut tops which may have the effect of altering the camber and/or caster are permitted (where applicable- i.e, on McPherson strut equipped vehicles). However, no modifications are permitted to the bodywork at the point where the strut top is mounted. Spherical bearings are permitted in front strut tops.

G1-03-04.7 The addition of braces for strut/damper towers is permitted, provided they are only connected to each suspension tower, and are not connected at any other point of the chassis or bodywork. Attachment of such a brace must be only by bolts. The design of the brace is otherwise free.

G1-03-04.8 It is permitted to relocate the front control arm pivot point radially by up to 25mm within the confines of the existing cross member or body panels. No metal may be removed save that directly associated with the actual pivot point relocation.

#### **G1-03-05 Steering**

Same as SS, except that power steering from the same manufacturer may be fitted and the steering ratio is free.

#### **G1-03-06 Brakes**

G1-03-06.1 The braking system is free; providing disc rotors do not incorporate carbon ceramic materials and that a mechanical handbrake is retained. A hydraulic hand brake may be added.

G1-03-06.2 Master cylinders are free, and dual tandem master cylinders are recommended. Brake bias adjustment is free. Localised modification to the bodywork to allow fitment of pedal boxes and dual master cylinders is permitted.

G1-03-06.3 Brake cooling ducts not involving body modifications may be added but these must remain within the perimeter of the bodywork when viewed from above.

#### **G1-03-07 Coachwork/Bodywork**

G1-03-07.1 The use of any under trays, fairings, scoops, louvres, air intakes or exits are not permitted unless supplied by the vehicle manufacturer as standard equipment in original production or the competitor can prove their legitimate use on the particular make and model in national or international level rally competition during the period in which the vehicle was manufactured.

G1-03-07.2 Easily demountable windscreens may be replaced by another screen of a period type. Safety straps or clips on front and rear windows are permitted.

G1-03-07.3 The addition of front and rear aerodynamic aids, side skirts and mudguard flares is permitted provided these are identical with the components originally fitted to a production model of the same body shape and the items are fitted in accordance with the total original package configuration.

G1-03-07.4 Bumper bars and 'over-riders' may be removed or replaced by ones of identical shape, but alternate material.

G1-03-07.5 Otherwise same as SS, except that lightweight panels may not be used unless they were fitted as

standard equipment in original production, original manufacturers' options, or were homologated for the make and model, and must be to those period specifications.

#### **G1-03-08 Interior**

G1-03-08.1 Except for door trim (which shall be some form of rigid material [eg. aluminium, fibreglass, Masonite], covered in fabric) and dashboard and instrument binnacle, interior and fitments may be varied but shall be retained. The original heating system may be removed but an electric demist system or similar must be retained.

Any remaining trim should be of period style. Roof lining, carpets, the luggage compartment covers (in hatch back style vehicles) and rear seats may be removed. Boot trim in sedans may be removed, but must be retained in hatchback vehicles.

G1-03-08.2 The material from which additional interior brackets, switch panels and other similar fitments are made is free, including the use of carbon fibre or Kevlar.

#### **G1-03-09 Electrical**

The wiring harness is free. Original instruments and switches may be replaced, provided that they are replaced by items compatible in face, style and size with the original instruments. A panel incorporating additional/replacement switches of a compatible style and/or circuit breakers may be added.

The battery may be replaced by one of free type and may be relocated provided that it is located within an appropriate battery box and securely mounted.

### **G1-04 MODIFICATIONS PERMITTED IN MS - GROUP 1 (CLASSIC)**

**G1-04-01** It is envisaged that MS vehicles can be modified to a greater degree than LMS vehicles. However, the modification level of such vehicles is controlled to a level deemed compatible with the environment within which these vehicles will compete. Vehicles modified beyond the limits specified for Group LMS, will be required to run in Group MS subject to the limitations of this regulation. Vehicles homologated prior to 1 January 1982 (including Errata) can be presented in their entirety and will be required to run in Group MS. The use of individual parts (eg, cylinder heads) from homologated vehicles is prohibited unless otherwise permitted by the following regulations.

The minimum production number is five vehicles. It is the obligation of the Competitor to prove that the minimum quantity has been produced.

#### **G1-04-01.1 Engine**

Other than turbo/supercharged vehicles where replacement is not permitted, the cylinder block shall be standard, or a replacement cylinder block is permitted subject to the following requirements:

- (a) The replacement must be: a production cylinder block of the same configuration, with more than 2500 units sold for road use, which upon application may be approved for tarmac rallies by the organisers as a suitable replacement engine; or
- (b) Be a documented recognised replacement or substitute for use in this period with approval of the organisers, in which case the approved item shall be utilised in its entirety.

The guidelines for approval of replacement cylinder blocks are that the block shall:

- be produced prior to 1982
- be produced by the same manufacturer as the original
- have the same number of cylinders
- be made of the same material as original
- be able to be located in the same general location as the original. No body modification is permitted to allow the fitment of the replacement cylinder block.

In regard to SRG1-04-01.1, G1-04-01.7, G1-04-01.8 and G1-04-01.9 following, references to 'original' shall mean the original engine fitted to that model, and not the replacement.

#### **G1-04-01.1 Capacity**

The maximum capacity is free. The vehicle will be classified according to its actual capacity inclusive of any bore or stroke increases (or decreases) and any relevant supercharging and rotary equivalence factors.

Rotary-engine vehicles are permitted to be fitted with engines with one size larger housing available from the original manufacturer, (eg, for Mazda engines, from 10A to 12A, or from 12A to 13B) over what was standard in the vehicle. The same number of rotors as standard shall be retained.

#### **G1-04-01.2 Crankshaft**

The crankshaft and connecting rods are free.

**G1-04-01.3 Pistons & Rings**

Pistons and piston rings are free or, where applicable, the rotors and seals of rotary engines are free.

**G1-04-01.4 Cylinder Heads**

Cylinder heads are free

**G1-04-01.5 Camshafts**

Camshafts are free, providing the original number and location are retained.

**G1-04-01.6 Rotary Engines**

Modifications to rotary engines rotors, housings and end plates may be effected only by the removal of metal. Rotary engines may be modified by the utilisation of the porting technique/s extend, bridge and peripheral.

**G1-04-01.7 Ignition**

The ignition system is free, save that electronic engine management systems are not permitted unless fitted as original equipment. If so, the electronic engine management system may be modified or replaced, provided the replacement system is from the same period as the original system.

**G1-04-01.8 Turbo's & Superchargers**

Where fitted as original equipment, the turbo and waste gate or supercharger may remain standard or be replaced by another from the same period, and the turbo mounting flange is fitted in the same position as the original part. Turbo boost level is free, provided that it remains fixed, and cannot be adjusted externally. However, if external boost adjustment is fitted as standard, the original control must be retained, and no other means of adjustment may be used. The remainder of the induction system is free; including intercoolers, but these must be fitted without any modifications to the external bodywork.

**G1-04-01.9 Induction**

For naturally aspirated vehicles the complete induction system is free save that fuel injection shall not replace carburettors, unless it was an option on another model of the same family of vehicle from the same period. Where fuel injection replaces carburettors, all replacement items must be from the same period as the original items replaced. Additional air ducting is permitted. The radiator support panel may be modified to allow fitment of induction system ducting but external body panels may not be modified.

**G1-04-01.10 Fuel Pumps**

Fuel pumps are free.

**G1-04-01.11 Exhaust**

The exhaust system is free.

**G1-04-01.12 Liquid Cooling**

The engine liquid cooling systems are free, however, save for the radiator support panel which may be modified to accommodate the liquid cooling systems, the bodywork must not be modified to allow fitment, nor are additional air scoops permitted.

**G1-04-01.13 Air Cooled**

Air cooled engine cooling systems are free.

**G1-04-01.14 Ancillary**

Bolt on ancillary items are free.

**G1-04-01.15 Clutch**

Clutches and flywheels are free, carbon components are permitted in the clutch assembly.

**G1-04-01.16 Sump**

The sump is free and / or dry sump oil systems are permitted. Oil filters are free.

**G1-04-01.17 Engine Mounts**

Engine mounts are free.

**G1-04-01.18 Internal Modifications**

All other internal engine modifications, other than those specifically addressed &/or limited in this Article, are free.

**G1-04-02 Gearbox/Transmission/Final Drive**

G1-04-02.1 (i) Gearboxes or transaxles may be replaced by another of free design, provided they have no more than five (5) forward gears and one (1) reverse gear, unless the vehicle had more than five forward gears as original in which case the original number of gears shall be the maximum.

(ii) Automatic transmissions provided optionally by the manufacturer for that model are permitted instead of a manual gearbox.

(iii) Transmission tunnel modifications necessary to allow the fitment of a transmission are permitted.

G1-04-02.2 It is permitted to modify the body for revised gearbox mounts and for the entry of the gear lever mechanism into the cabin.

G1-04-02.3 The bell housing is free.

G1-04-02.4 Column gearshift mechanisms may be transferred to floor shift mechanisms, otherwise the original method of actuating the gear change, (eg "H" pattern, pre-selector) must be retained. Shortened or 'quick' shifters are permitted. Sequential change mechanisms are not permitted unless originally fitted.

G1-04-02.5 The configuration of the rear axle or final drive assembly must be as originally fitted to the vehicle (eg, a live rear axle must remain in a vehicle so equipped as original), but otherwise the rear axle or final drive assembly is free. Full floating hubs are permitted and recommended.

G1-04-02.6 Limited slip differentials or other differentials which act to limit the differential action are permitted. Only mechanical differentials are permitted. "Mechanical limited slip differential" means any system which works purely mechanically, ie, without the use of hydraulic or electric actuators. A viscous clutch is not considered to be a mechanical system.

G1-04-02.7 All transmission drive shafts are free.

G1-04-02.8 Gearbox and differential oil coolers are permitted provided these are mounted without any modifications to the outside bodywork.

**G1-04-03 Chassis/Sub-Frame/Monocoque**

As per LMS.

**G1-04-04 Suspension**

The suspension type/configuration as fitted front and rear must remain original (eg, McPherson strut, dual wishbone, live rear axle, de Dion rear axle etc.), but may be modified only in accordance with the following regulations:

G1-04-04.1 All sprung and semi-sprung suspension components may be replaced, and/or modified. Suspensions sub-frames are free, providing they are attached exclusively at the original mounting points.

G1-04-04.2 The material used in suspension bushes is free. Rose joints, spherical bearings or heim joints may replace elastomeric bushings.

G1-04-04.3 Springs, torsion bars, McPherson struts and dampers and their mountings are free.

G1-04-04.4 Anti-roll (sway) bars, mountings and links are free, save that they may not be adjustable from the cockpit. Vehicles fitted with existing cockpit adjustable sway bars shall have either the adjustment system sealed or the actuating rods removed.

G1-04-04.5 Rear suspension is free, subject to the following:

For live rear axles:

- The body shell may be modified to allow the fitment of brackets to mount locating arms. To that end, the minimum required amount of metal may be removed from the standard body shell to allow the construction of a forward mount for the suspension arms inside the cockpit space.

- It is permitted to make the appropriate modifications (such as removal of metal and welding in replacement panels of the necessary shape) in order to construct a "turret" in the rear wheel arch, inner guard and/or boot area, the purpose of which is to accommodate and mount the top of a damper or combined spring/damper unit.

The cockpit space must be effectively sealed from the outside of the vehicle in the area where such modifications are made.

G1-04-04.6 Suspension pivot points are free.

G1-04-04.7 Adjustable strut tops which may have the effect of altering the camber and/or caster are permitted (where applicable, i.e, on McPherson strut equipped vehicles). Modifications are permitted to the bodywork at the point where the strut top is mounted to allow clearance for the strut top.

G1-04-04.8 The addition of braces for strut/damper towers is permitted.

#### **G1-04-05 Steering**

Steering is free. All changes to the original steering layout/system must be accompanied by a certification document signed by an Australian road Authorities' accredited Engineer. Collapsible steering columns are highly recommended.

#### **G1-04-06 Brakes**

G1-04-06.1 The brakes are free providing they do not incorporate ceramic materials.

G1-04-06.2 Modifications to fit pedal boxes and/or dual master cylinders are permitted.

G1-04-06.3 Cooling ducts may be added but these must remain within the perimeter of the bodywork when viewed from above.

#### **G1-04-07 Coachwork/Bodywork**

G1-04-07.1 The bodywork and body fittings in their entirety must be as supplied by the manufacturer, including materials, save that: Front mudguards, bonnet, nose panel, boot lid or rear hatch of alternative material are permitted, provided they are of the same external shape as the original panel. The following minimum specifications of alternative materials shall be respected: aluminium – 1.25mm thick; glass fibre/glass fibre reinforced plastic – 3mm thick.

G1-04-07.2 (i) The use of any under trays, fairings, scoops, louvres, air intakes or exits is not permitted (except as provided for in G1-04-06.3) unless supplied by the vehicle manufacturer as standard equipment in original production or the competitor can prove their legitimate use on the particular make and model in national or international level rally & circuit racing competition during the period in which the vehicle was manufactured.

(ii) Notwithstanding the above, the addition of period style bonnet louvres and engine cooling ducts within the bonnet and/or front valance panel is permitted.

G1-04-07.3 Easily demountable windscreens may be replaced by another screen of a period type. Other glass in all windows except for the windscreen may be replaced by any transparent material of adequate strength (eg, polycarbonate), which must be fixed and operate in the same manner as the glass replaced. Such material shall be not less than 3mm thickness. Safety straps or clips on front and rear windows are permitted.

G1-04-07.4 The addition of front and rear aerodynamic aids, side skirts and mudguard/wheel arch flares is permitted provided these are identical with the components originally fitted to a production model of the same body shape and the items are fitted in accordance with the total original package configuration.

Where a vehicle does not have access to such components, wheel arch flares may be added by bolt on means only, provided that the increase in the total width of the bodywork is less than 100mm and that the flare may not exceed the radius of the original wheel arch opening by more than 200mm. (Refer to diagram 7.) In this case, the maximum track increase allowed is 100mm and for the purpose of wheel and tyre clearance, it is permitted to remove up to 75mm of original bodywork measured radially from the edge of the wheel arch outwards. Any cavity exposed in a door or wheel arch through the removal of metal must be covered by the addition of a metal closing panel. Any body joint protrusions must be rendered safe. The operation of any door must not be affected.

G1-04-07.4 Bumper bars and over riders may be removed, or replaced by others of the same shape, but of alternate material.

G1-04-07.4 Roof vents may be added provided they are of a style evident in competition prior to 1982.

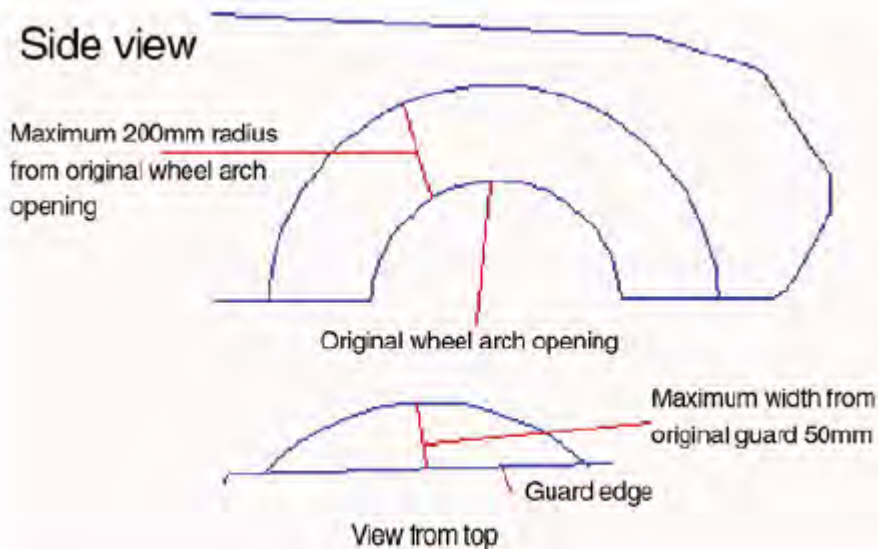


Diagram 7

**G1-04-08 Interior**

G1-04-08.1 (i) Except for the door trim (which shall comply with the 8.1(ii)) and dashboard and instrument binnacle, interior and fitments are free. Any remaining trim should be of period style.

**(ii) Doors - Side trim:**

It is permitted to remove the soundproofing material from the doors, provided that this does not modify the shape of the doors. It is permitted to remove the trim from the doors and replace this with a panel made from some form of rigid material [eg, carbon fibre or Kevlar, aluminium, fibreglass, masonite], covered in fabric. Alternatively it is permitted to remove the trim from the doors together with their side protection bars in order to install a side protection panel which is made from composite materials. If the original structure of the doors has not been modified (removal, even partially, of the tubes or reinforcements), the door panels may be made from metal sheeting at least 0.5mm thick, from carbon fibre at least 1mm thick or from another solid and non-combustible material at least 2mm thick and covered in fabric. The rules mentioned above also apply to the trim situated beneath the rear side windows of two-door vehicles. The minimum height of the door's side protection panel must extend from the base of the door to the maximum height of the door strut.

G1-04-08.2 The material from which additional interior brackets, switch panels and other similar fitments are made is free, including the use of carbon fibre or Kevlar.

G1-04-08.3 The removal of heating and air conditioning systems is permitted, providing adequate provision is made for windscreen demisting.

**G1-04-09 Electrical**

The wiring harness is free. Original instruments may be replaced, provided that they are replaced by items compatible in face, style and size with the other instruments. A panel incorporating additional/replacement switches and/or circuit breakers may be added. The battery may be replaced by one of free type and may be relocated provided that it is located within an appropriate battery box and securely mounted.

## **G2-01 TECHNICAL REGULATIONS - GROUP 2 MODERN COMPETITION**

### **G2-01-01 Intent**

The Technical Regulations are based on the principle that modifications to the vehicle or its components other than those specified below are forbidden.

### **G2-01-02 General**

Each vehicle will have been manufactured after 1981, or be a model/specification which matches that of a vehicle manufactured after 1981.

Each vehicle will be divided into one of three modification groups: **S1, S2 or S3**. The specific requirements for these three modification groups are listed below.

Due to the ever increasing levels of performance of modern vehicles, the philosophy of these modern regulations is to allow greater freedoms for vehicles which are noticeably not as fast as others in their production form. Due to the availability of data, 0-60mph times have been chosen as the defining performance criteria.

Only those vehicles which have the level of performance regarded appropriate will be placed in the higher level of modifications of **S2** and **S3**. However, those vehicles which are permitted **S2 or S3** may be built to a lesser level of modification (eg, **S1**), and compete in that category.

<b>Category 6</b>	<b>Modern Muscle Cars;</b>	<b>1982 to 1996</b>
<b>Category 7</b>	<b>Next Generation Muscle Cars;</b>	<b>1997 onwards</b>
<b>Category 8</b>	<b>Modern;</b>	<b>1982 to 1990</b>
<b>Category 9</b>	<b>Modern;</b>	<b>1991 to 2003</b>
<b>Category 10</b>	<b>Modern;</b>	<b>2004 onwards</b>
<b>Category 11</b>	<b>Modern Showroom;</b>	<b>2003 onwards</b>
<b>Category 12</b>	<b>Modern Sports Utes;</b>	<b>1997 onwards</b>
<b>Category 13</b>	<b>Modern Diesel;</b>	<b>2003 onwards</b>

For the purposes of awards, the organisers may combine Periods when there are insufficient entries in a given Category.

### **G2-01-02.1 Group 2 (Modern) Capacity Classes**

All vehicles in Group 2 with V8 engines will be divided into one of two "age" categories for "Modern Muscle Cars", all other vehicles will be classified in separate 'age' categories determined by the date of manufacture (except in the case of "run on" models) which is as follows:

#### **Category 6 Modern Muscle Car (V8's)(1982 - 1996)**

6A Up to 5035cc

6B Over 5036cc

#### **Category 7 Next Generation Muscle Car (V8's)(1997 onwards)**

7A Up to 5765cc

7B Over 5766cc

#### **Category 8 Modern (1982 to 1990)**

8A 0 to 2500cc

8B 2501cc to 3500cc

8C 3501cc to 4500cc

8D Over 4501cc

#### **Category 9 Modern (1991 to 2003)**

9A 0 to 2500cc

9B 2501cc to 3500cc

9C 3501cc to 4500cc

9D Over 4501cc

#### **Category 10 Modern (2004 onwards)**

10A 0 to 2500cc

10B 2501cc to 3500cc

10C 3501cc to 4500cc

10D Over 4501cc

#### **Category 11 Modern Showroom (2003 onwards)**

11A 0 to 2500cc

11B 2501cc to 3500cc  
 11C 3501cc to 4500cc  
 11D Over 4501cc

**Category 12 Modern Sports Utes (2003 onwards)**

12A 0 to 2500cc  
 12B 2501cc to 3500cc  
 12C 3501cc to 4500cc  
 12D Over 4501cc

**Category 13 Modern Diesel (1997 onwards)**

13A All capacities

**G2-01-03 Summary of Classification/Specification Levels**

**S1** This allows a very limited freedom of modification to make vehicles more suited to rally competition.

**S2** This allows a limited freedom of modification which allows increased performance and greater suitability for rally competition.

**S3** This allows a considerable freedom of modification which allows significantly increased performance and greater suitability for rally competition.

G2-01-03.1 Vehicles have been classified by criteria including power to weight, traction and 0-100 km acceleration.

G2-01-03.2 Application to alter the following classifications can be made to the organisers accompanied by supporting documentation.

**G2-01-04 Vehicle Classification List**

The Vehicle Classification List is a table that ranks vehicles against the highest level of modification permitted to that specific model and type. This is based on the performance of the vehicle as standard. In general, the faster the vehicle, the fewer modifications are permitted.

The modification levels shown below are the maximum levels of modification that can be applied to the specific vehicle.

Once the permitted level of modification is determined, the relevant regulations (ie, **S1**, **S2** or **S3**) are referred to. If the vehicle is modified to a lower level than the maximum allowed, where a separate class is provided by the organiser, it may compete in the appropriate modification category.

Vehicle make	S1	S2	S3	Vehicle confirmed as ineligible
<b>Alfa Romeo</b>		147 GTA	Most other	
		GT V6		
		GTV V6		
		156 GTA		
<b>Ariel</b>	Atom			
<b>Aston Martin</b>	Vantage S/C	DB7		
		DB7 GT		
		DB7 Vantage		
		DB9		
<b>Audi</b>			A3	
	R8		S3	
			RS4	
			A4	
			S4	
			RS6	
<b>Bentley</b>	Continental GT			
<b>BMW</b>		330i	Z4 2.5 330i	
		335i Sport	M3 (E30) 2.3i 335i Sport	
		M Coupe	540i	
			545i	

			M5 (E28, 34, 39)	
			M3	
			M5 (E60)	
			M6 CSL	
			M3 EVO (E36) 2.5i	
			M3 (E36)	
			M3R (E36)	
			645 Ci	
			M Roadster	
			Z4 30i	
<b>Bugatti</b>	Veyron			
	EB 110 / 110S			
<b>Bullet</b>	Roadster			
<b>Caterham</b>		7 Classic		
		7 Roadsport 115		
		7 Roadsport 140		
<b>Chevrolet</b>			Most other	
		Corvette Z06		
<b>Chrysler /Dodge</b>	SRT 10		Most other	
	Viper GTS-R			
<b>Citroen</b>			Most other	
<b>Clubman (All)</b>		subject to performance		
<b>CSV</b>			Mondo GT / Veloce	
<b>Daihatsu</b>			Most other	
<b>Daytona</b>	Coupe			
<b>Elfin</b>	MS 8 Streamliner			
<b>Ferrari</b>	430	456		
	360	288		
	360 CS	512		
	575			
	612			
	550			
	355			
	Berlinetta			
	F40			
	F50			
	Enzo			
<b>Fiat</b>		Coupe 20v Turbo	Most other	
<b>Ford</b>	GT	Focus XR5		
		Focus RS	Most other	
		Escort RS Cosworth		
		Saleen S281 SC	Mustang GT	
		Sierra RS		
		Falcon XR6T		
			Falcon XR8	
<b>FPV / Tickford</b>		F6 Sedan & Ute	Pursuit / Super Pursuit	
			GT	
			GTP	
			GTE	
<b>Giocattolo</b>		Group B		
<b>Holden</b>		Astra VXR		
			Commodore SS	
			Monaro CV8	
		Monaro CV8 T3		
<b>Honda</b>			Integra Type S	

			Civic Type R	
			Integra Type R	
		NSX	S2000	
<b>HSV</b>			GTS	
			Clubsport & Maloo	
			Clubsport R8	
			GTO	
			Coupe 4	
		W427		
<b>Hyundai</b>			Most other	
<b>Jaguar</b>	JP1	XJR	All Other	
	XJ220	XKR		
	XJR V8 S/C	XKR		
<b>Lamborghini</b>	Murcielago	Countach QV		
	Gallardo			
	Gallardo Surerleggera			
	Diablo			
<b>Lancia</b>		Delta Integrale	Most other	
<b>Lexus</b>		GS 430	IS200 / IS300	
<b>Lotus</b>	Elise S2 Sport 190	Carlton	Most other	
	Elise 200	Elise S1 & S2		
	340R	Elise 111R / S		
	Exige S1	Elise S2 135		
	Esprit Sport 350	Elise 135R		
		Elan SE		
		Exige S2		
<b>Mazda</b>		MX-5 SP	Most other	
		RX-7		
		RX-7 SP		
			RX-8	
		3MPS		
<b>Mercedes Benz</b>	S65 AMG		Most other	
	CL55 AMG		C55 AMG	
	CL65 AMG		C32 AMG	
	SL600		CLK AMG	
			SLK AMG	
	SLR McLaren			
<b>Maserati</b>		Coupe		
		Gransport		
		Quattroporte		
		3200GT		
		Ghibli Cup Cambiocorsa		
<b>MG</b>		ZT 260 V8	Most other	
		SV-R		
<b>Mini</b>		Cooper S Works	Cooper	
			Cooper S	
<b>Mitsubishi</b>		Lancer Evolution	Most other	
		GTO		
<b>Nissan</b>	GT-R (R35)	Skyline GT-R	Most other	
			Skyline GTS-t	
			350Z	
			200SX / Silvia	
			300ZX	
<b>Nizpro</b>		200SXR		
<b>Noble</b>	SS2			

	M400			
<b>Pagani</b>	Zonda			
<b>Peugeot</b>			206 Gti 180	
			206 Rallye	
			406 V6 Coupe	
			Most other	
<b>Prosche</b>	911 GT3	911 Carrera	944 S4	
	911 GT3 RS	911 Carrera 4		
	911 GT2	911 Carrera 4S		
	911 Turbo	911 Targa		
	911 Turbo RS		Boxter	
		Boxter S		
			928 GTS	
		944 Turbo		
			968 CS	
<b>Proton</b>			Most other	
<b>Renault</b>		Renault Sport Clio V6	Most other	
			.	
<b>Rover</b>			Most other	
<b>Saab</b>			9.5 Aero / 9.3 Viggen	
			Most other	
<b>Seat</b>			Leon Cupra R225	
			Most other	
<b>Skelta</b>	G-Force			
<b>Smart</b>		Brabus	Most other	
<b>Subaru</b>		Impreza WRX & STI	Most other	
			Legacy 3.0R Spec B	
			Liberty GT	
<b>Suzuki</b>			Most other	
<b>Toyota</b>			Celica GT-Four	
			Aurion	
			MRS	
			Most other	
<b>TVR</b>	Chimaera	Griffith		
	Cerbera			
	Tuscan			
<b>Ultima</b>	GTR			
	CAN AM			
	GTR 640			
<b>Vauxhall</b>	VX220	Lotus Carlton	Most other	
<b>Volvo</b>			S40	
			S60	
			Most other	
<b>Volkswagen</b>		Golf R32	Most other	
		Golf Gti		
<b>Westfield</b>		Clubman		

Most / Most other - Research at the time of writing has indicated that vehicles other than those listed which are by the manufacturer will be in all probability be classified as S3. However, due to the frequent introduction of models or the possibility of incomplete data, it is not possible to categorically determine this.

TBA - To Be Advised; Model classifications have not yet been determined.

TBC – To Be Confirmed; Information indicates this is the appropriate classification, but has not yet been finally confirmed.

This list is not necessarily definitive, and may be subject to addition and/or change by the organisers based on production numbers and/or performance, via the Technical Recognition Committee whose decision is binding.

**G2-01-06 Weight****(i) General**

(a) the minimum weight must be in accordance with the organisers imposed minimum or manufacturers original specifications, provided either by details obtained from recognition papers, workshop manuals or sales specifications (in that order of priority).

This weight will be deemed to include all liquid tanks to be at the normal operating levels as foreseen by the vehicle manufacturer.

(b) Minimum competition weight for S1 will be established by taking the minimum weight as established in "(a)". For S2 and S3, the minimum competition weight shall be established by taking the minimum weight as established in (a), less 10%.

(c) For the purposes of confirming weight during the competition, the organisers may refer to the minimum competition weight of the vehicle.

(d) If the organisers intend to use competition weight as the reference this intention will be stated in the supplementary regulations for the event.

(e) It is recommended that fuel not be used for ballast as there could be miscalculation by the crew which could result in the vehicle being underweight when measured.

**(ii) Minimum weight for Group S1, S2, S3**

If required, the minimum weight will be checked by weighing the vehicle without persons or luggage on board, measured. The minimum competition weight must be maintained at all times.

**G2-02 MODIFICATIONS PERMITTED IN S1 - GROUP 2 (MODERN)****G2-02-00**

The limits of the modifications allowed are specified hereinafter. Apart from these, any part worn through use or damage can only be replaced by an original part identical to the damaged one, and then only in accordance with the definition of reconditioning.

The vehicles must be strictly series production models and, where applicable, identifiable by the homologation form data (inclusive of Group N Variant Options) or the manufacturers published specifications.

**G2-02-01 Engine**

All components must be original except for the following;

**G2-02-01.1 Exhaust**

G2-02-01.1.1 For vehicles sold in Australia prior to 1 June 1986, and for other vehicles not originally fitted with a catalytic converter: The original exhaust may be replaced from the point of exit from the first muffler. The original first muffler must be retained, or alternatively replaced by a muffler as described in Definitions. The external diameter of the exit pipe at its point of exit from the first muffler and all other downstream pipes must not be more than 15% larger than the original first muffler exit pipe external diameter. If the original exhaust had two outlets from the first muffler and these are replaced by a single outlet the cross sectional area of the outlet pipe must not exceed the cross sectional area of the original two pipes at the point of exit from the first muffler. Only one pipe may be present at the exhaust exit, unless there were more present originally. The exit must be situated in the same position as that of the series production exhaust system and notwithstanding the foregoing diameter restrictions, the original outlet pipe/s may be used.

G2-02-01.1.2 For Australian made/delivered vehicles built after 1 June 1986 and other vehicles originally fitted with a catalytic converter: The original catalytic converter may be replaced by a substitute part of original dimensions approved by the appropriate transport authority, but it must be located in the original position. The original exhaust may be replaced from the point of exit from the catalytic converter. The external diameter of the exit pipe at the point of exit from the catalytic converter and all other downstream pipes must not be more than 15% larger than the original exit pipe external diameter. If the original exhaust had two outlets from the catalytic converter and these are combined in to a single outlet the cross sectional area of the outlet pipe must not exceed the original cross sectional area of the original two pipes.

Only one pipe may be present at the exhaust exit, unless there were more present originally. The exit must be situated in the same position as that of the series production exhaust system and notwithstanding the foregoing diameter restrictions the original outlet pipe/s may be used.

G2-02-01.1.3 In the case of a close coupled catalytic converter integrated with, or bolted directly to the exhaust manifold, a catalytic converter must be retained. The original exhaust may be replaced from the point of exit from the catalytic converter provided the external diameter of the outlet pipe at the point of exit from the catalytic converter and all other downstream pipes is not more than fifteen (15) percent larger than that of the original outlet pipe.

G2-02-01.1.4 The modified exhaust system must respect the laws of the state in which the event is run with regard to noise levels.

G2-02-01.1.5 Minimum bodywork modifications are permitted to allow the exhaust to be routed to avoid modifications to the floor pan which may be necessary to fit approved seats.

G2-02-01.1.6 Additional parts for the mounting of the exhaust are authorised.

**G2-02-01.2 Air Filter**

Replacement air filter cartridges are free subject to them being able to fit the original housing without modification to the housing.

**G2-02-01.3 ECU**

All Electronic Control Units (ECU) are free. The wiring loom to the ECU may be modified within the last 100 mm of the plug for the sole purpose of modifying/replacing the ECU.

All sensors, fuel injection and ignition system components must otherwise remain as standard. Outputs from the electronic unit must retain their original functions in accordance with the homologation form/manufacturers specifications.

**G2-02-01.4 Boost**

Boost levels on turbocharged/supercharged vehicles is unrestricted.

**G2-02-02 Gearbox/Transmission/Final Drive**

All components must be as original. Clutch disc is free, but must retain the original number of friction plates. The fly wheel is free providing that the original dimensions are retained and the replacement is of ferrous material. The differential action is free providing that no external control of the action is possible. The manufacturer original ratio and housing must be retained.

**G2-02-03 Chassis/Sub-frame/Monocoque**

The chassis, sub-frames and any monocoque structure must be standard except for any necessary modifications to the immediate area to permit the fitment of a replacement seat or specified safety equipment. No part of the modified bodywork may extend any lower than the surrounding bodywork.

**G2-02-04 Suspension**

G2-02-04.1 Springs may be replaced by others of the same type, eg, one coil spring may replace another. Springs and spring seats are free. For McPherson strut suspensions it is permitted to add or incorporate a threaded sleeve to the exterior of the strut for the purpose of allowing adjustment of the height of the spring seat.

G2-02-04.2 Dampers are free provided the original mounting is retained.

**G2-02-05 Steering**

Reversal of the driving side is permitted, on the condition that the modified vehicle utilises parts foreseen by the manufacturer for such conversion for the model in question or conversions retain the original steering type (rack and pinion etc), must retain the original steering configuration and is accompanied by an engineers certificate signed by an accredited engineer accepted by an Australian road authority.

**G2-02-06 Brakes**

G2-02-06.1 The complete braking system is free. Cooling ducts may be added, but these must be visually acceptable and not require modification of the coachwork.

G2-02-06.2 Modifications to allow fitment of pedal boxes and dual master cylinders are permitted.

**G2-02-07 Bodywork**

Must remain original.

**G2-02-08 Interior**

G2-02-08.1 Save for modifications required to comply with safety requirements and the addition of navigation instruments may be fitted the interior must remain unchanged (including floor carpets).

G2-02-08.2 The material from which additional interior brackets, switch panels and other similar fitments are made is free, including the use of carbon fibre or Kevlar.

G2-02-08.3 The rear seat in all vehicles may be removed only if to permit the fitment of rollover protection.

G2-02-08.4 The luggage compartment cover in hatchback design vehicles may be removed.

G2-02-08.5 The seats occupied by the crew may be replaced with seats complying with these regulations.

G2-02-08.6 Additional measuring instruments, counters etc, may be freely installed providing that their fitting is not likely to create danger.

**G2-02-09 Electrical**

The wiring and electrical connectors, switches, fuses and circuit breakers, starting, ignition and generating systems are free. A panel incorporating additional/replacement switches and/or circuit breakers may be added. The battery may be replaced by another of free type but the location must remain as original.

### **G2-02-10      Wheels & Tyres**

G2-02-10.1 After market wheels may replace original wheels save that original dimensions shall be retained.

G2-02-10.2 Hubcaps must be removed.

G2-02-10.3 Subject to compliance with general tyre requirements, the brand of tyre is free, with equivalent or higher load rating.

G2-02-10.4 To facilitate fitment of an appropriate size R specification tyre on large diameter wheels (19, 20, 21"), application maybe made to the organisers for variation of the standard wheel size and tyre package.

## **G2-03            MODIFICATIONS PERMITTED IN S2 - GROUP 2 (MODERN)**

### **G2-03-00**

The limits of the modifications allowed are specified hereinafter. Apart from these, any part worn through use or damage can only be replaced by an original part identical to the damaged one, and then only in accordance with the definition of reconditioning.

The vehicles must be strictly series production models and, where applicable, identifiable by the homologation form data (inclusive of Group N Variant Options) or the manufacturers published specifications.

### **G2-03-01      Engine**

#### **G2-03-01.1 Cables**

Accelerator cable may be replaced or doubled by another. Drive by wire throttle systems may be replaced by a cable operated system.

#### **G2-03-01.2 Ignition**

The make and type of spark plugs and high-tension leads are free.

#### **G2-03-01.3 Induction:**

(a) **Carburettors:** For vehicles fitted with carburettors, components of the carburettor that control the quantity of petrol entering the combustion chamber may be modified, provided that they do not have any influence over the quantity of air admitted. The fuel pump and fuel pressure regulator is free. Replacement air filter cartridges are free subject to them being able to fit the original housing without modification to the housing.

(b) **Injection:** For vehicles fitted with fuel injection.

For naturally-aspirated vehicles, fuel injectors and fuel pressure regulators are free. Replacement air filter cartridges are free subject to them being able to fit the original housing without modification to the housing.

(c) **Engine Management:** All electronic control units are free.

For all vehicles, sensors and actuators on the input side must be standard, as must their function. The rev-limiter is free and a device having only this function may be added.

The wiring loom to the electronic control unit may be modified within the last 100 mm of the plug for the sole purpose of modifying/replacing the ECU. As from 1 January 2007 the wiring loom to the ECU and its terminating plug are to remain unmodified and a patch lead may be used to enable connection to the replacement ECU. Provision must be made to remove any piggyback or new unit and replace it with the original unit without rewiring. Outputs from the electronic unit must retain their original functions in accordance with the homologation form/manufacturers specifications.

#### **G2-03-01.4 Pipes**

The pipes between the supercharging device and the intercooler and the manifold are free, but their only function must be to channel air.

#### **G2-03-01.5 Lubrication**

The fitting of baffles in the removable section of the oil sump is authorised. The oil filter element/cartridge/s is free, providing the element/cartridge fits without modification and does not perform any function other than filtering the oil.

#### **G2-03-01.6 Cooling System**

The thermostat is free as is the control system and the temperature at which the fan starts to operate. Locking system for the radiator cap is free.

#### **G2-03-01.7 Engine Mounts**

The material of the elastic part of the engine mountings is free.

**G2-03-01.8 Exhaust:**

G2-03-01.8.1 For vehicles sold in Australia prior to 1 June 1986, and for other vehicles not originally fitted with a catalytic converter: The original exhaust may be replaced from the point of exit from the first muffler. The original first muffler must be retained, or alternatively replaced by a muffler as described in Definitions;

Naturally Aspirated **2WD** cars may relocate the original exhaust from the cylinder head onwards. The external diameter of the exit pipe at its point of exit from the first muffler and all other pipes must not be more than 15% larger than the original first muffler exit pipe external diameter. If the original exhaust had two outlets from the first muffler and these are replaced by a single outlet the cross sectional area of the outlet pipe must not exceed the cross sectional area of the original two pipes at the point of exit from the first muffler. Only one pipe may be present at the exhaust exit, unless there were more present originally. The exit must be situated in the same position as that of the series production exhaust system and notwithstanding the foregoing diameter restrictions, the original outlet pipe/s may be used.

G2-03-01.8.2 For Australian made/delivered vehicles built after 1 June 1986 and other vehicles originally fitted with a catalytic converter: The original catalytic converter may be replaced by a substitute part of original dimensions approved by the appropriate transport authority, but it must be located in the original position. The original exhaust may be replaced from the point of exit from the catalytic converter. . Naturally Aspirated **2WD** cars may relocate the original exhaust from the cylinder head. The external diameter of the exit pipe at the point of exit from the catalytic converter and all other pipes must not be more than 15% larger than the original exit pipe external diameter. If the original exhaust had two outlets from the catalytic converter and these are combined in to a single outlet the cross sectional area of the outlet pipe must not exceed the original cross sectional area of the original two pipes. Only one pipe may be present at the exhaust exit, unless there were more present originally. The exit must be situated in the same position as that of the series production exhaust system and notwithstanding the foregoing diameter restrictions the original outlet pipe/s may be used.

G2-03-01.8.3 In the case of a close coupled catalytic converter integrated with, or bolted directly to the exhaust manifold, a catalytic converter must be retained. The original exhaust may be replaced from the point of exit from the catalytic converter provided the external diameter of the outlet pipe at the point of exit from the catalytic converter and all other pipes is not more than fifteen (15%) percent larger than that of the original outlet pipe.

G2-03-01.8.4 The modified exhaust system must respect the laws of the state in which the event is run with regard to noise levels.

G2-03-01.8.5 Minimum bodywork modifications are permitted to allow the exhaust to be routed to avoid modifications to the floor pan which may be necessary to fit approved seats.

G2-03-01.8.6 Additional parts for the mounting of the exhaust are authorised.

**G2-03-01.9 Cylinder Head Gasket**

The material is free, but the thickness must remain standard.

**G2-03-01.10 Cruising Speed Controller**

This controller may be disconnected.

**G2-03-01.11 Boost**

Boost levels on turbocharged/supercharged vehicles is unrestricted.

**G2-03-02 Gearbox/ Transmission / Final Drive**

G2-03-02.1 The transmission disc is free; however, the original number and diameter of the disc/s must be retained.

G2-03-02.2 Full floating hubs on live rear axles, fitted by minimum modification to housings are permitted and encouraged.

G2-03-02.3 For **2WD** vehicles only, the final drive ratio is free.

**G2-03-03 Chassis / Sub-frame/ Monocoque**

The chassis, sub-frames and any monocoque structure may be prepared to Group N specification (refer: and must be otherwise standard except for any modifications to the body shell in the immediate area which may be necessary to permit the fitment of a replacement seat or specified safety equipment. No part of the modified bodywork may extend any lower than the surrounding bodywork.

**G2-03-04 Suspension****G2-03-04.1 Spring Seats**

The spring seats may be made adjustable. For McPherson strut suspensions, the shape and material of the spring seats is free. It is permitted to add or incorporate a threaded sleeve to the exterior of the strut for the purpose of allowing adjustment of the height of the spring seat.

#### G2-03-04.2 **Coil and Leaf Springs**

Provided the type and number is the original, springs are free.

#### G2-03-04.3 **Torsion bars**

The diameter and their mounting spline is free.

#### G2-03-04.4 **Dampers**

Dampers are free, provided that their number, their type (eg, telescopic), their working principle (eg, hydraulic, mixed etc.), and their attachment points remain unchanged. The damper tanks may be separate and may be attached to the shell of the vehicle, providing this does not entail modification, other than the drilling of the minimum number of holes for mounting. Notwithstanding, for McPherson strut suspensions which are integral with the stub axle/steering arms, then the original outer housing must be retained. The damping mechanism is free.

An elastomeric bush mounting the damper may be replaced by a "uniball" joint, but only on the condition that the damper has no guiding function (for example as in a McPherson strut).

G2-03-04.5 The reinforcing of the suspension and its anchorage points by the addition of material is allowed, provided it follows the original shape and is in contact with it.

G2-03-04.6 Anti-roll bars and attachments are free; save that they may not be adjustable from the crew compartment. Vehicles fitted with existing cockpit adjustable sway bars shall have either the adjustment system sealed or the actuating rods removed.

G2-03-04.7 In the case of oil-pneumatic suspensions, the spheres may be changed in regard to their dimensions, shape and material, but not the number. A tap, adjustable from outside the vehicle, may be fitted to the spheres.

### **G2-03-05 Steering**

Reversal of the driving side is permitted, on the condition that the modified vehicle utilises parts foreseen by the manufacturer for such conversion for the model in question or conversions, must retain the original steering type (rack and pinion etc), steering ratio, and the original steering configuration and be accompanied by an engineers certificate signed by an accredited engineer accepted by an Australian road authority.

### **G2-03-06 Braking System**

311.6.1 The complete braking system is free. Cooling ducts may be added, but these must be visually acceptable and not require modification of the coachwork.

311.6.2 Modifications to allow fitment of brake pedal boxes and dual master cylinders are permitted.

### **G2-03-07 Bodywork**

The fitting of under body protections is authorised, provided that these are removable and which are designed exclusively and specifically in order to protect the following parts: engine, radiator, suspension, gearbox, fuel tank, transmission, exhaust, extinguisher bottle.

**2WD** vehicles may:

(i) The bodywork and body fittings in its entirety must be as supplied by the manufacturer, including materials, save that: Front mudguards, bonnet, nose panel, boot lid or rear hatch of alternative material are permitted, provided they are of the same external shape as the original panel. The following minimum specifications of alternative materials shall be respected: aluminium – 1.25mm thick; glass fibre/glass fibre reinforced plastic – 3mm thick.

(ii) Additional air intakes for oil or brake cooling (apart from those fitted outside the bodywork) may only be fitted using original apertures in the bodywork. It is permitted to remove auxiliary lights or blanking plates and use these apertures for cooling ducts;

(iii) Aerodynamic aids must be as originally fitted to the vehicle series in production. Front and rear spoilers may be made from alternative materials but must retain the original shape and dimensions.

### **G2-03-08 Interior**

G2-03-08.1 (i) All accessories which have no effect on the vehicle's behaviour are allowed without restriction such as those concerning the aesthetics or interior comfort (lighting, heating, radio etc.), on the express condition that they do not influence, even in a secondary manner, the efficiency of the engine, steering, strength, transmission, braking, or road holding.

(ii) The driver and navigators seat/s may be replaced by others complying with requirements outlined elsewhere in these regulations.

(iii) The carpet and roof lining may be removed. Trim may be removed from the boot/luggage space/spare wheel area. Trim shall be retained in the case of hatchbacks, though the carpet and hatch cover may be removed.

(iv) All the controls must be those provided by the manufacturer and they must retain their original function but they can be worked on to make them more accessible or more easily useable, for example; the addition of an extension to the handbrake lever or an additional flange to the brake pedal etc.

The following is authorised:

(a) Additional measuring instruments, counters etc. may be freely installed provided that their fitting is not likely to create any danger.

(b) The horn may be changed. An additional one, possibly for the passenger's use may be added.

(c) The mechanism of the hand brake lever may be adapted in order to obtain instant unlocking (ie, fly-off handbrake) A mechanically operated hand brake must be retained. A hydraulic hand brake can be added.

(d) Additional compartments may be added to the glove compartment as well as additional pockets to the doors.

(e) The rear seat may be removed for the fitment of rollover protection and/or spare wheels.

**(v) Doors - Side trim:**

(a) It is permitted to remove the soundproofing material from the doors, provided that this does not modify the shape of the doors.

It is permitted to remove the trim from the doors and replace this with a panel made from some form of rigid material (eg, carbon fibre or Kevlar, aluminium, fibreglass, Masonite), covered in fabric. Alternatively it is permitted to remove the trim from the doors together with their side protection bars in order to install a side protection panel which is made from composite materials.

(b) If the original structure of the doors has not been modified (removal, even partially, of the tubes or reinforcements), the door panels may be made from metal sheeting at least 0.5mm thick, from carbon fibre at least 1mm thick or from another solid and non-combustible material at least 2mm thick. The rules mentioned above also apply to the trim situated beneath the rear side windows of two-door vehicles.

The minimum height of the door's side protection panel must extend from the base of the door to the maximum height of the door strut.

G2-03-08.2 The material from which additional interior brackets, switch panels and other similar fitments are made is free, including the use of carbon fibre or Kevlar.

G2-03-08.3 Seat and/or harness mounts may be reinforced.

**G2-03-09 Electrical System**

The wiring and electrical systems are free. A panel incorporating additional/replacement switches and/or circuit breakers may be added. The battery may be replaced by one of free type and may be relocated provided that it is located within an appropriate battery box and securely mounted.

**G2-03-10 Wheels & Tyres**

G2-03-10.1 The wheels are free, save that they must be of the standard diameter and width and offset.

G2-03-10.2 Tyres shall comply with the requirements outlined elsewhere in these regulations.

G2-03-10.3 Wheels and tyres must be covered by the bodywork.

G2-03-10.4 The spare wheel may be brought inside the driving compartment, on condition that it is firmly secured there by a means which will retain the tyre in the event of a 25G impact and that it is not installed in the space reserved for the driver and the front seat passenger.

G2-03-10.5 Air extractors added on the wheels are forbidden.

G2-03-10.6 Hubcaps must be removed.

G2-03-10.7 To facilitate fitment of an appropriate size R specification tyre on large diameter wheels (19, 20, 21"), application maybe made to the organisers for variation of the standard wheel size and tyre package.

**G2-03-11 Fuel Circuit**

G2-03-11.1 The filler holes may not be located in the windows or window panels.

G2-03-11.2 Replacement or additional fuel lines must be changed for aviation type lines if an FT3 tank is used, the route of these lines being free. Should a series production tank be used, the use of such lines is optional.

For vehicles homologated from 1 January 1998, with a fuel tank installed in the luggage compartment, a fireproof and liquid-proof case must surround the fuel tank and its filler holes.

**G2-04 MODIFICATIONS PERMITTED IN S3 - GROUP 2 (MODERN)**

**G2-04-01 Engine**

G2-04-01.1 Cables

Accelerator cable may be replaced or doubled by another. Drive by wire throttle system may be replaced by a cable operated system.

#### G2-04-01.2 Ignition

The make and type of spark plugs and high-tension leads are free. The distributor is free, subject to fitting the standard location.

#### G2-04-01.3 Cooling System

The radiator is free, subject to not requiring modifications to the bodywork to fit. The thermostat is free as is the control system and the temperature at which the fan cuts in. The water pump is free.

#### G2-04-01.4 Induction

(a) **Carburettors:** For vehicles fitted with carburettors, the intake manifold is free, and the carburettor/s may be replaced and/or modified providing the number of venturis does not exceed one per cylinder. The air filters and housing are free. The fuel pump and fuel pressure regulator is free.

(b) **Injection:** For **naturally-aspirated** vehicles fitted with fuel injection, a maximum of one throttle opening per cylinder (eg, butterflies) is permitted, the size of which is free. The inlet manifold, fuel injectors, fuel pressure regulators, air filters and housings are free.

For **turbo/supercharged** vehicles, the injection system other than the ECU, fuel injectors, fuel pump and fuel pressure regulator (which are free), must remain standard. Replacement air filter cartridges are free subject to them being able to fit the original housing without modification to the housing. The pipes between the supercharging device and the intercooler and the manifold are free, but their only function must be to channel air.

#### G2-04-01.5 Engine Management

The electronic control unit is free.

For all vehicles, sensors and actuators on the input side must be standard, as must their function. The rev-limiter is free and a device having only this function may be added.

G2-04-01.6 The lubrication system is free. Oil tanks may not be located in the cockpit. There may be no joins in oil lines in the cockpit.

#### G2-04-01.7 Engine Mounts

The material of the elastic part of the engine mountings is free. The number of the engine mountings must remain standard.

#### G2-04-01.8 Exhaust

(a) For naturally-aspirated and mechanically-supercharged vehicles the exhaust is free from the cylinder head, save that it must incorporate a muffler, and exit in the original location. For vehicles originally fitted with a catalytic converter, a catalytic converter must be retained.

(b) For turbocharged vehicles, the exhaust system is free from the point of exit of the turbo, save that it must incorporate a muffler, and exit in the original location. For vehicles originally fitted with a catalytic converter a catalytic converter shall be retained.

#### G2-04-01.9 Cylinder head gasket

The material is free, but the thickness must remain standard

#### G2-04-01.10 Cruising/maximum speed controller

This controller may be disconnected.

#### G2-04-01.11 Supercharger or turbocharger

Hoses in the turbo system, the purpose of which is to carry air, are free. Boost pressure is free. The turbo system must remain otherwise original.

#### G2-04-01.12 Pulleys

Ancillary pulleys and drive belts are free.

#### **Other Modifications Permitted on S3 Naturally Aspirated (NA) Models only:**

G2-04-01.13 Valve train components, including camshaft/s, are free provided the number of valves and their method of actuation (ie, OHV, OHC, DOHC) is retained.

#### G2-04-01.14 Engine Internals

- Additional mechanical treatments, different from those carried out on the series production part, are allowed to be made to the crankshaft and connecting rods. Eg, shot peening, chemical/heat treatment
- Pistons are free
- 1mm overbore is permitted

#### G2-04-01.15 Cylinder Head

Cylinder head inlet and exhaust ports may be modified only by the removal of metal.

#### G2-04-01.16 Flywheel

free

#### **Rotary Vehicles:**

G2-04-01.17 Modifications to rotary engines rotors, housings and end plates may be affected only by the removal of metal. Rotary engines may be modified by the utilisation of the porting technique/s other than "Peripheral" porting.

**G2-04-02 Gearbox/Transmission/Final Drive**

G2-04-02.1 The clutch is free.

G2-04-02.2 The casings and housings must be the same as originally fitted to the vehicle.

G2-04-02.3 The number of forward gears must be standard; otherwise the internal components are free.

G2-04-02.4 The gear change mechanisms must be as originally specified for the vehicle, other than that shortened or 'quick' shifters which do not result in modification to the casings or housings are permitted. Sequential shift mechanisms are not permitted.

G2-04-02.5 The internal components of the differential, axles and drive shafts, are free.

G2-04-02.6 Live rear axle equipped vehicles may be modified to incorporate floating rear hubs.

**G2-04-03 Chassis / Subframe/ Monocoque**

The chassis, sub-frames and any monocoque structure may be prepared to Group N specification and must be otherwise standard except for any modifications to the body shell in the immediate area which may be necessary to permit the fitment of a replacement seat or specified safety equipment. No part of the modified bodywork may extend any lower than the surrounding bodywork

**G2-04-04 Suspension**

G2-04-04.1 Strengthening by the addition of metal is permitted, provided it follows the original shape, or contour, and is in contact with it.

G2-04-04.2 Original suspension mounting points may be altered in design, but not in location.

G2-04-04.3 Adjustable strut tops are permitted, providing that there is no modification to the bodywork in order to fit them.

G2-04-04.4 Suspension bushings are free, provided that the design of the bushes is original and be of an elastomeric material. The bush offset of the hole within the bush is free.

G2-04-04.5 Springs and their mountings, dampers and torsion bars are free.

G2-04-04.6 Anti-roll bars and attachments are free; save that they may not be adjustable from the crew compartment. Vehicles fitted with existing cockpit adjustable sway bars shall have either the adjustment system sealed or the actuating rods removed.

G2-04-04.7 The addition of braces for strut/damper towers is permitted, provided they are only connected to each tower, and are not connected at any other point of the chassis or bodywork. Attachment of such a brace must be by bolts. The design of the brace is otherwise free.

**G2-04-05 Steering**

G2-04-05.1 Reversal of the driving side is permitted, on the condition that the modified vehicle utilises parts used are foreseen by the manufacturer for such conversion for the model in question or conversions retain the original steering type (rack and pinion etc), must retain the original steering configuration and is accompanied by an engineers certificate signed by an accredited engineer accepted by an Australian road authority.

G2-04-05.2 Steering ratio is free.

**G2-04-06 Brakes**

G2-04-06.1 The complete braking system is free. Cooling ducts may be added, but these must be visually acceptable and not require modification of the coachwork.

G2-04-06.2 Modifications to allow fitment of brake pedal boxes and dual master cylinders are permitted.

**G2-04-07 Coachwork, Bodywork**

G2-04-07.1 The coachwork/bodywork must be original save for G2-04-07.2.

G2-04-07.2 Notwithstanding G2-04-07.1 above:

(i) The bodywork and body fittings in its entirety must be as supplied by the manufacturer, including materials, save that:

Front mudguards, bonnet, nose panel, boot lid or rear hatch of alternative material are permitted, provided they are of the same external shape as the original panel. The following minimum specifications of alternative materials shall be respected: aluminium – 1.25mm thick; glass fibre/glass fibre reinforced plastic – 3mm thick.

(ii) Additional air intakes for oil or brake cooling (apart from those fitted outside the bodywork) may only be fitted using original apertures in the bodywork. It is permitted to remove auxiliary lights or blanking plates and use these apertures for cooling ducts;

(iii) Aerodynamic aids must be as originally fitted to the vehicle series in production. Front and rear spoilers may be made from alternative materials but must retain the original shape and dimensions.

**G2-04-08 Interior**

G2-04-08.1 Additional instruments and switches may be fitted.

G2-04-08.2 The material from which additional interior brackets, switch panels and other similar fitments are made is free, including the use of carbon fibre or Kevlar.

G2-04-08.3 The rear seat and the luggage compartment cover in hatchback design vehicles may be removed.

G2-04-08.4 The seats occupied by the crew may be replaced with seats complying with these regulations

G2-04-08.5 All carpets may be removed.

G2-04-08.6 Interior roof lining may be removed and or modified.

G2-04-08.7 **Doors - Side trim:**

(i) It is permitted to remove the soundproofing material from the doors, provided that this does not modify the shape of the doors. It is permitted to remove the trim from the doors and replace this with a panel made from some form of rigid material (eg, carbon fibre or Kevlar, aluminium, fibreglass, Masonite), covered in fabric. Alternatively it is permitted to remove the trim from the doors together with their side protection bars in order to install a side protection panel which is made from composite materials.

(ii) If the original structure of the doors has not been modified (removal, even partially, of the tubes or reinforcements), the door panels may be made from metal sheeting at least 0.5mm thick, from carbon fibre at least 1mm thick or from another solid and non-combustible material at least 2mm thick. The rules mentioned above also apply to the trim situated beneath the rear side windows of two-door vehicles.

The minimum height of the door's side protection panel must extend from the base of the door to the maximum height of the door strut.

#### **G2-04-09 Electrical System**

The wiring and electrical systems are free. A panel incorporating additional/replacement switches and/or circuit breakers may be added. The battery may be replaced by one of free type and may be relocated provided that it is located within an appropriate battery box and securely mounted.

#### **G2-04-10 Wheels & Tyres**

Wheels and tyres are free subject to the following:

(i) The diameter and width of the wheels shall be no greater than the following dimensions, unless fitted as original with larger, in which case the standard wheel dimension is able to be utilised:

Up to 2000cc <b>corrected engine capacity</b>	16" diameter x 7" width
2001cc to 4000cc <b>corrected engine capacity</b>	17" diameter x 8" width
Over 4001cc <b>corrected engine capacity</b>	17" diameter x 9" width

(ii) Tyres must be in accordance with the provisions outlined elsewhere in these regulations.

(iii) Wheels and tyres must be covered by the mudguards.

### **G2-05 MODIFICATIONS PERMITTED IN SHOWROOM/DIESEL - GROUP 2**

#### **G2-05-00 General**

This competition is reserved for modern production sports, touring, utility and SUV's of a model manufactured after 1 January 2003 (including run on) as supplied by the vehicle manufacturer. Only modifications to the vehicle specified within these regulations are permitted, all other modifications are forbidden. Factory options and homologated components are not permitted except where these regulations provide specific tolerance.

Consumable service parts may only be replaced with genuine parts, or non-genuine parts that are mechanically identical. If a suitable part is not available, application maybe made to the organisers for substitution of that part. Upon request the entrant must produce the organisers with a workshop manual in hardcopy or electronic form within a reasonable amount of time.

#### **G2-05-01 Engine**

The electronic engine control unit (ECU) maybe replaced, re-flashed or intercepted (piggybacked).

The wiring loom to the ECU may be modified within the last 100 mm of the plug for the sole purpose of modifying/replacing the ECU. Provision must be made to remove any interceptor or replacement unit and reinstall the original ECU without rewiring.

All sensors including fuel injection and ignition system components must otherwise remain as standard. Outputs from the ECU must retain the original functions in accordance with the manufacturers' specifications.

All mufflers in the exhaust system are free, but must respect the OEM inlet and outlet pipe dimensions with a maximum size variation of 6%

Catalytic converters for diesel powered vehicles maybe replaced with another respecting the OEM inlet and outlet pipe dimensions with a maximum size variation of 3%.

Catalytic converters for petrol powered vehicles must remain standard

The air conditioning core and all parts on the engine side of the firewall may be removed; however, no other part of the unit may be removed.

**G2-05-02 Gearbox/Trans/Diff**

As per the requirements of S1.

**G2-05-03 Chassis**

As per the requirements of S1.

**G2-05-04 Suspension**

Springs may be replaced by others of the same type, eg, one coil spring may replace another. The spring rate and height is free.

Dampers are free, but must retain and standard style spring seat that is not adjustable.

Remote canisters are not permitted unless fitted as standard.

**G2-05-05 Interior**

As per the requirements of S1.

**G2-05-06 Bodywork**

As per the requirements of S1.

**G2-05-07 Brakes**

The brand and compound of brake pad is free.

It is permitted to groove standard brake rotors.

Rotor dust shields may be removed or adjusted.

Cooling ducts may be added, but these must be visually acceptable to the organisers and not require modification to the exterior bodywork, except for removal of fog or secondary driving lights.

The pipe used for ducted brake cooling may not exceed a total inside diameter of 100mm per wheel for a minimum 300mm.

Hydraulic handrail systems may be fitted with localised trim and modifications permitted.

Hydraulic brakes hoses maybe replaced with braided hydraulic brakes hoses.

Alternate hose couplings are also permitted.

**G2-05-08 Wheels & Tyres**

As per the requirements of S1, except wheels must remain standard.

**G2-05-09 Weight**

The minimum weight must be in accordance with the manufacturers original specifications, provided either by details obtained from the following, manufacturer confirmation, or sales specifications.

This weight will be deemed to include all liquid tanks to be at the normal operating levels as foreseen by the vehicle manufacturer.

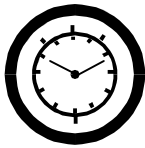
Minimum competition weight will be established by taking the minimum weight as established above.

**G2-05-10 Fuel**

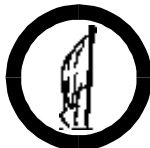
Fuel tanks maybe modified or replaced, but must be of safe design. A replacement tank maybe fitted and located in the same, or immediately above the standard tanks location.

If an FT3 fuel tank is being utilised, a minimum amount of local modification may be made to the boot space bodywork to ensure an appropriate fit, an additional fuel pump maybe installed and fuel lines maybe modified to suit.

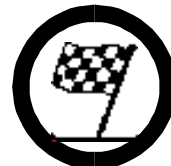
Where a replacement tank has been fitted in the cabin space, the tank must be fully sealed from the cabin space occupied by the crew.

**APPENDIX V****Symbols and Abbreviations used in the route instructions**

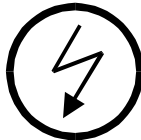
Time Control



Special Stage Start Control



Flying Finish



SOS Radio operator



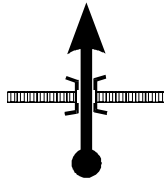
End of Special Stage Control



Speed limit



Traffic Lights



Railway



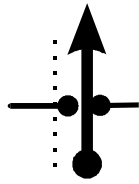
Bridge



Caution



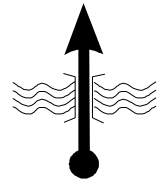
Crest



Gate + Fence

Unsealed Rd  
to Sealed Road

Road Narrows

Causeway  
or Culvert

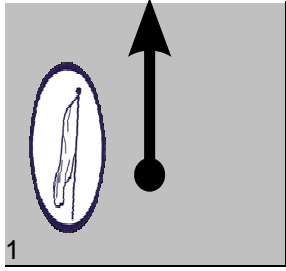
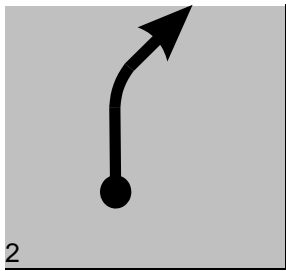
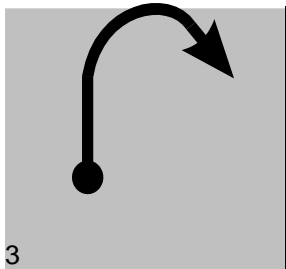
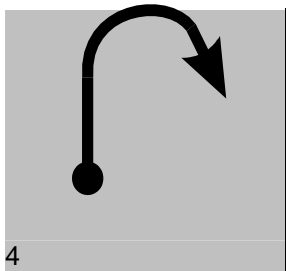
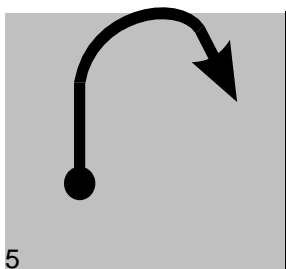
River

**BL** Bear Left  
**XR** Cross Road  
**FMR** Follow Main road  
**KL** Keep Left  
**KR** Keep Right  
**TJ** Tee Junction  
**SO** Straight on

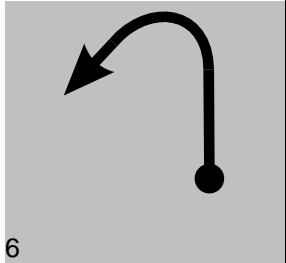
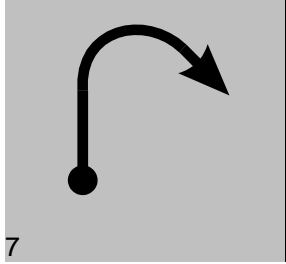
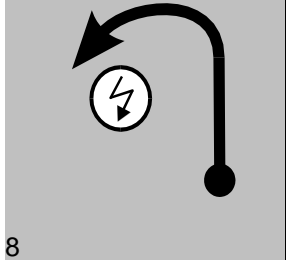
**BR** Bear Right  
**Km** Kilometer  
**Km/h** Kilometer per hour  
**Rd** Road  
**RGR** Road goes Right  
**RGL** Road goes Left  
**SP** Sign Post

**THR** Turn Hard Right  
**THL** Turn Hard Left  
**TVHR** Turn Very hard Right  
**TVHL** Turn Very Hard Left  
**TR** Turn Right  
**TL** Turn Left

<b>Leg:</b> 2	<b>Section Type:</b>	<b>Special Stage</b>	<b>Page</b>
<b>Sect:</b> 2	<b>Section Name:</b>	<b>Mt Buller 4</b>	
<b>From TC:</b> 1.04 Mirimbah	<b>To TC:</b> 1.04A Mt Buller	<b>Distance</b> 16.01 km	
<b>Stop</b>			

Cumul	Interval	Tulip	Instruction	Rev Cumul
<b>0.00</b>	<b>0.00</b>		SO from Control	<b>16.11</b>
<b>0.96</b>	<b>0.96</b>		Road Goes Right	<b>15.15</b>
<b>1.69</b>	<b>0.73</b>		Road Goes Right	<b>14.42</b>
<b>1.85</b>	<b>0.16</b>		Road Goes Right	<b>14.26</b>
<b>2.48</b>	<b>0.63</b>		Road Goes Right	<b>13.63</b>

<b>Leg:</b> 2	<b>Section Type:</b>	<b>Special Stage</b>	<b>Page</b>
<b>Sect:</b> 2	<b>Section Name:</b>	<b>Mt Buller 4</b>	
<b>From TC:</b> 1.04 Mirimbah	<b>To TC:</b> 1.04A Mt Buller Stop	<b>Distance</b> 16.01 km	

Cumul	Interval	Tulip	Instruction	Rev Cumul
<b>2.65</b>	<b>0.17</b>	 6	Road Goes Left	<b>13.46</b>
<b>2.87</b>	<b>0.22</b>	 7	Road Goes Right	<b>13.24</b>
<b>3.05</b>	<b>0.18</b>	 8	Road Goes Left then 50 metres Radio Point - SOS	<b>13.06</b>