

Autocraft

BASKERVILLE 1000

SUPPLEMENTARY REGULATIONS

Baskerville Raceway, Old Beach. Tasmania

12 April 2025

Motorsport Australia Permit Number: 725/1204/01



1. Administration

1.1. Event Title, Date and Venue

The Event shall be known as the **Autocraft Baskerville 1000** and will be conducted at Tasmania's Bulk Nutrients Baskerville Raceway, Old Beach on the 12th of April 2025. Generally, the Event is for cars of no more than \$1000 value when first purchased and would be deemed road worthy if submitted to a transport inspection.

1.2. Organisation and Status

The Event shall be held under the FIA International Sporting Code including Appendices, the National Competition Rules of Motorsport Australia, the Regularity Trial Standing Regulations, these Supplementary Regulations, and any Further Regulations or Bulletins which may be issued. The Event will be conducted under and in accordance with Motorsport Australia OH&S, Safety 1st, Integrity and Legal, and Risk Management Policies, which can be found on the Motorsport Australia website. Certain public, property, professional indemnity and personal accident insurance is provided by Motorsport Australia in relation to the Event. Further details can be found in the Motorsport Australia Insurance Handbook, available at www.motorsport.org.au.

1.3. Administration and Event Staff

Promoter/Organiser	Hobart Sporting Car Club, GPO Box 1155 Hobart Tas 7001
Organising Committee	Bruce Thomas, Dennis Burgess, David Rose, Krystyna Sutton, Greg Mays, Graeme Soden
Chief Steward	TBA
Clerk of Course	Kristian Whiteman (1610059) (Judge of Fact – Judicial, Pitlane, Start/Finish)
Assistant Clerk of Course	Dennis Burgess
Secretary of the Event	Greg Mays (1901985) race.secretary@hobartsportingcarclub.org
Medical Services Coordinator	TBA
Incident Coordinator	TBA
Incident Controller	Dennis Burgess
Chief Timekeeper	Jennifer Lemon (Judge of Fact – Start/Finish)
Chief Scrutineer	Stephen Caplice (9938209) (Judge of Fact – Noise)
Chief Flag Marshal	Barry Turner (1033849)
Chief Fire	Iain Ingles (8920438)

2. Specific Information

2.1. Circuit Information

Length:	2.01 Kilometres
Direction:	Anticlockwise
Maximum number of allowable entries for this event will be	45.
Track Density:	Regularity 37

2.2.Licence Requirements

Drivers will need to hold a current Motorsport Australia Speed licence (or higher). Drivers in Regularity must have previous competition experience in club level events, and/or Regularity Trials. Proof of previous experience may be requested by the Event Organisers. Proof of a current membership of a Motorsport Australia affiliated car club is required for all competitors.

2.3.Scrutiny of Vehicles/Documentation

Scrutiny will take place at Baskerville Raceway prior to and/or during the Event. Vehicles shall comply with Technical Appendix Schedule A and B of the Motorsport Australia Manual. Competitors must submit their completed Self Scrutiny Checklist (available on Motorsport Australia website, or request from Race Secretary) to the Secretary of the Event via email. The Chief Scrutineer will liaise with any new Regularity Competitors who have not participated previously, discuss how to best proceed with initial scrutiny.

Spot checks of vehicles during the event may take place, and these will be completed in accordance with the Scrutiny of Vehicles and Apparel document available for viewing on the Motorsport Australia website.

2.4.Drivers Apparel

All drivers apparel will comply with Technical Appendix Schedule D. Helmet, driving suit, Underwear, Gloves, Boots etc. must be presented, upon request, for inspection and approval by the Chief Scrutineer. These inspections will be inspected at document. This document is available on the Motorsport Australia website.

Fire resistant clothing as detailed in Schedule D – Apparel of the Motorsport Australia Manual, is recommended but Drivers must wear a minimum of cotton “boiler suit/coveralls ’covering the body from ankles to wrists and neck, plus suitable and appropriate footwear, which does not have synthetic materials in the upper part. If Drivers have racing overalls, they are strongly encouraged to wear them.

No person shall compete while wearing nylon or similar apparel. Competitors must wear lace up shoes with full leather uppers.

2.5.Vehicle Markings

Each Team must nominate a preferred two-digit number and second choice on the entry form. Each vehicle must display a windscreen number and side door numbers. All vehicle markings, must comply with Schedule K of the Motorsport Australia Manual, including Tobacco Advertising. Please ensure the size and style of the vehicle markings are correct.

All vehicles must carry driver identification markings on the passenger side rear window in the form of first initial and surname for each driver. Teams will be issued with a marker which must be placed alongside the relevant driver identification each time a driver change occurs. This is an aid to commentators and the officials of the Event.

All entrants are required to affix provided sponsor decals to vehicles in accordance with directions provided by the Organisers and be displayed for the duration of the Event.

2.6.Entries

Paper entries (including payment) shall be acceptable if:

Emailed to:

race.secretary@hobartsportingcarclub.org

Or posted to:

**Race Secretary
Hobart Sporting Car Club
GPO Box 1155
Hobart Tas 7001**

All entries must include the following:

- Entry form
- Risk Warning, Disclaimer & Indemnity form acknowledgment
- Self-Scrutiny checklist (email to the Secretary of the Event)

- Proof of Car Club Membership (if not a member of the Hobart Sporting Car Club)

Opening Date:	Upon publication of these regulations	
Closing Date:	2 nd April 2025 (email and mail)	
Entry Fees:	Per team (minimum 3 drivers)	\$475

Confirmation of posted or emailed paper entries may be made by the race secretary once received.

Withdrawal

A Competitor, who withdraws their entry prior to the commencement of qualifying, will receive a full refund of entry fees paid to the Organisers/Promoters. The Organisers/Promoters reserve the right to refuse entry in accordance with the NCR. The maximum number of entries will be accepted in order of receipt.

2.7. Maximum and Minimum lap time/speeds

The minimum lap time for is 70 Seconds, or as advised in Further Regulations. Any car achieving lower than 70 seconds will be deemed as breaching the rules and a penalty, up to exclusion, will be applied. The maximum lap time (slowest permissible nominated time) will be determined by the Clerk of the Course based upon other nominated times and will be approximately 130% of the minimum time. All teams must be capable of achieving the maximum time.

Each team is required to nominate a target lap time prior to the commencement of the Event. Such lap time is to be nominated in whole seconds. Each driver must achieve the target lap time within one second plus or minus to score points. In the event of changing weather conditions teams will be requested to nominate wet and dry times.

3. Race Regulations

3.1. Drivers Briefing

Place: In front of the Kelly Room located at the base of the Tower. Alternate instructions will be provided over the PA system if the weather is inclement.

Time: **8.30am sharp - this Briefing is COMPULSORY.** Each driver must attend briefing and sign the provided attendance sheet to confirm attendance.

The following minimum penalties must be imposed by the Stewards if a breach of the rule as per the Circuit Racing Standing Regulations has been established.

The minimum fine for partial attendance or non-attendance of the drivers briefing is \$100. The Stewards have no discretion in waiving these fines. These penalties may be increased by the Stewards. These penalties apply to all drivers.

No competition vehicles are to be started whilst the briefing is in progress.

3.2. Official Noticeboard

The official digital noticeboard is the Hobart Sporting Car Club Facebook page and the official non-digital noticeboard is the window at the Secretary's office on the ground floor of the Control Tower.

3.3. Driving Standards Breaches

All participants must demonstrate compliance with standards applicable to regularity style events. Any competitor/driver who is deemed to have contravened the driving standards, (Track Control and Flag Signaling) may have penalties imposed by the Stewards.

3.4. Timing

All Competitors will be timed by the way of DATA-1 (Dorian) transmitter. All Competitors will be required to carry a transmitter during practice and competition. Dorians will be issued by the organisers unless a competitor provides their own. Please notify the Secretary of the Event of the Dorian number being used if not using one issued.

3.5.Fuel

All categories are to use commercial fuel as defined in Schedule G of the Motorsport Australia Manual.

Please Note: There is no fuel available for purchase at the track.

3.6.Fire Extinguishers in Garages/Carports or Paddock

Each Competitor is recommended to provide, for each Automobile that they enter, a minimum of One operable 4.5kg ABE powder fire extinguisher complying with Schedule H of the Motorsport Australia Manual and Australian Standard AS 1841.5.

3.7. Accident Notification

A Team Leader must notify an accident to the Secretary of the Event regardless of whether or not an injury has occurred. This includes minor collision damage which necessitates a pit stop or a driver change to rectify damage.

3.8. Mufflers

All vehicles must be fitted with an effective muffler that diminishes the sound of the engine exhaust. The maximum noise emitted by the car must not exceed 95dBa measured at 30 metres from the track using approved measuring equipment.

Competitors are reminded that irrespective that the car is fitted with a muffler, the Clerk of the Course may at their sole discretion; prohibit that car from participating if the level of noise is considered to be unsatisfactory. There shall be no appeal against such a decision.

3.9.Parc Ferme

If, at the conclusion of an Event, a vehicle is required to enter Parc Ferme, it will be directed from the finish of that event to the Parc Ferme enclosure under the supervision of an official. The vehicle shall remain in Parc Ferme for at least 30 minutes after the posting of the provisional results or until the Stewards of the Event order its release. Competitors not complying with a lawful direction to place their vehicle in Parc Ferme may be reported to the Stewards with a recommendation of exclusion from the results of the Competition and may be subject to a Stewards Hearing.

3.10.Protests and Appeals

Protests must be lodged in writing and handed directly to the Clerk of the Course, or if this is not possible, to the Stewards of the Event, in accordance with the NCR and accompanied with the appropriate fee. Only the Competitor or his appointed representative has the right to protest. The appeal procedure is conducted in accordance with the NCR.

3.11.Fire Extinguisher and Oil Soak Usage

The club reserve the right to levy the cost of replacement fire extinguishers (\$100 each) and/or oil soak (\$25 per bag) on the competitor for which these items are required to be used.

3.12.In-Car Timing Systems and Cameras.

In-car timing systems either visible to or capable of communicating times to drivers are strictly prohibited and if detected will result in immediate exclusion from the Event. This includes mobile phone and associated apps or radio systems from pit crew to driver. Smart watches, digital watches, chronograph analog watches or devices capable of connecting to the internet or wi-fi capable are not permitted. Other timing devices capable of transmitting alarms via loop recording or similar are not permitted. Where factory head units are fitted to the car it must be rendered inoperable by removal of the relevant fuse. Non-standard head units are not permitted. In-car cameras may be used provided they are mounted behind the driver and are not capable of transmitting audio. Camera installations require approval of the Chief Scrutineer. Detection of breaches of this rule will result in immediate exclusion from the Event.

4. General Regulations

4.1.Integrity

Motorsport Australia's National Integrity Framework and any associated policy (including the Australian Anti-Doping Policy, Motorsport Australia's Illicit Drugs in Sport (Safety Testing) Policy, the Motorsport Australia Alcohol Policy), apply to any activity authorised by Motorsport Australia as published at www.motorsport.org.au.

Any Participant including the holder of a Motorsport Licence (or a Licence issued by another ASN) may be tested for the presence of alcohol, an Australia y drug or other banned substance. In addition to any penalty imposed by Motorsport Australia, a further penalty/s may be applied by Sport Integrity Australia.

Consumption of alcohol in any Reserved Area is prohibited until all Competition is concluded each day. Smoking (which includes e-cigarettes and "vaping") and any naked flame is prohibited within 3 metres of any refuelling/defueling operation.

4.2.Cancellation

The Organiser reserves the right to postpone or cancel the Event in accordance with the NCR.

4.3.Awards/Results

The trophies are awarded as follows:

- Best presented.
- Most points accumulated: 1st, 2nd, 3rd.
- Consistency Award: 1st, 2nd, 3rd
- Lucky draw Prizes – Sponsor vouchers
- Sportsperson Award
- Official of the Day

4.4.Schedule of Events

The following schedule will apply on the day of the event:

- 7:00 am Gates open and pit setup can begin.
- 7:30 am Scrutineering begins.
- 8:15 Officials briefing.
- 8:30 am Drivers briefing.
- 9:15 am Track open for practice/warm up (30 minutes)
- 10:15 Event commences – 6-hour duration.
- Event concludes at 16:15 (approximately)

The event schedule will be tailored to suit conditions applicable to the time of year and is subject to change.

4.5.Private Practice

The track will be available for Private Practice on Friday 11th April 2025 and will be conducted by Hobart Sporting Car Club, 9.00am until 4.00pm.

Outside this time, you will need to contact MST, 0447 315 114 or email manager@motorsportstas.com.au or check the MST Facebook page for regular Private Practice updates.

4.6.Chaplain

A Motorsport Australia Chaplain will be in attendance during the event and will be available to provide support and pastoral care to any driver, official, competitor, support crew member, or any other person in attendance at the event.

4.7.Pets

Pets and domestic animals are not permitted in any part of the venue.

4.8.Social Media

Entrants must comply with the Motorsport Australia social media policy for the duration of the event. Details of the social media policy can be found at www.motorsport.org.au

5. General Event Rules

5.1. Spirit of the Event

The Baskerville 1000 provides an opportunity for people to experience motorsport at club level in a unique environment where teamwork strongly features. It is not a race for the fastest drivers and fastest cars and must not be considered that way. Most of the participants, drivers, volunteers and pit crew are new to motorsport and a high degree of respect, sportsmanship and support is expected – before, during and after the Event. It is expected that all newcomers, regardless of their role in the Event, will be made to feel welcome and receive the highest level of support from experienced drivers and officials. Anybody who takes this event too seriously or treats it as a race should not consider entering.

5.2. The Team

A team constitutes a minimum of three and maximum of six drivers with an Eligible Vehicle. Each Team must nominate a Team Leader who will be the primary liaison point between the Organisers and officials of the Event. The Team Leader will be responsible for compliance with all aspects of the supplementary regulations or directions issued by the officials of the Event. The Team Leader is to provide mobile contact details which will be used during the Event.

5.3. Entry

Entries will be by way of Expression of Interest initially where the Organisers will determine if the proposed entry meets the spirit of the event and satisfies the \$1,000 value principle. Entrants must provide proof of purchase when requested by the Organisers otherwise an entry may be rejected.

5.4. Cross-Entry

Cross-entry is not permitted.

5.5. Team Managers

The Team Manager is responsible for the management of their nominated team up to and during the Event. He/she will be required to nominate (on the entry forms) driver names, club membership and license details – all of which must be current. The Team Manager must ensure the vehicle and all competing drivers comply fully with the Baskerville 1000 rules. He/she is responsible for ensuring all the team (including any pit crew) always behave in a responsible manner, in keeping with the Supplementary Regulations and the Spirit of the Event. The Team Manager will decide the order in which team members will enter the track and ensure that driving duties are evenly shared. The Team Manager is responsible for supplying a nominated mobile phone number which will be used as the primary contact method between the Clerk of Course and Assistant Clerk of Course for official notices throughout the Event. Where a Team Manager is involved in driving duties the mobile phone must be issued to another team member who will assume responsibility for the receipt of official notices.

5.6. Driver Duties

Each Driver in the Team must have previously participated in a Motorsport Australia sanctioned event or practice day.

All drivers must evenly share driving duties with a maximum driving stint of 40 minutes. The Clerk of the Course may apply penalties where driving stint allocations are not in keeping with the spirit of the Event. The driving stint duration is measured at the Out Control point in pit lane meaning that driving stint is inclusive of time on track and time spent performing a driver change and time spent traversing to Out Control. Allowance is made for refueling stops or mechanical repair stops.

5.7. Driving Stint Duration

Each driver must complete the same amount of time behind the wheel +/- 10%. The maximum permitted single stint is 40 minutes. In the event a driver cannot complete their full allocation of driving approval must be given by the Clerk of Course for other drivers to perform additional driving stints.

5.8.Pit Signaling

One nominated team driver or team member, who has signed on as pit crew, may signal lap times to their team vehicle only whilst it is on pit straight – this is to be done on the pit wall or the grassed area adjacent to the pit lane. The time spent on the pit wall is strictly limited to the period the team car traverses the pit straight. The person allocated as pit signaler must be safety aware and always follow directions of officials.

All signals must be hand held and no longer than arm length above the head of the signaler.

Pit signals are not permitted for the 'current lap' at any time. All signals are to reflect the (the prior lap) Natsoft official event timing which is measured at the Start / Finish line. Regular signaling audits will be conducted during the Event on all signaling methods. Sever penalties will be applied to teams that signal 'current lap' times or portions thereof.

Electronic signaling devices are not permitted. Children under the age of 16 are not permitted to enter pit lane at any time.

5.9.Break-Down

If a competitor's car suffers a breakage or 'off' and cannot make it back to the pit area, a safety car will be deployed whilst the stranded car is recovered. Competitors are not to exit their vehicle whilst waiting to be recovered and must leave their helmet on and seat belts fastened. All competitors must slow down immediately and form up behind safety car in their track order – there is to be no overtaking under safety car conditions.

5.10.Pit Stops or Mechanical Repair

When coming into the Pits maximum speed is 10kph unless otherwise signed. Any regular mechanical work may be done in the general pit area. A mechanical repair In Time sticker will be allocated by the Refueling Control personal.

5.11.Driver Changes

Driver changes can be undertaken in the refueling area only once refueling has been completed, in the pits or in the Pit Lane. Only one assistant is permitted in the Pit Lane to assist with driver changes.

5.12.Mechanical Work

There are no maximum number crew members permitted to attend to a vehicle during Pit Stops. If repairs or adjustments are required underneath the car, jack stands must be in place after the vehicle is raised. Jacking (lifting) equipment is limited to (1) only manually operated hydraulic trolley jack. The removal and replacement of wheels must be done with either a manual wheel brace or a pneumatic air operated tool or an approved battery-operated tool. All mechanical work is to be performed in the Team's allocated pit area and NOT in the pit lane. Any vehicle re-entering the track after flat tow, lift tow or mechanical repair, other than tyre rotation, may be subject to inspection by the Chief Scrutineer.

5.13.Refueling

- Each competing vehicle must make at least two fuel stops during the Event (excluding any breaks as determined by the Clerk of Course). Penalties up to exclusion will be applied for any team that does not complete the minimum two stops.
- A vehicle proposing to make a fuel stop shall report to the fuel stop official at the base of the Tower. The official shall record the vehicle's proposed fuel stop and issue a notice to be attached to the windscreen noting the car number and the earliest time that the vehicle may enter pit lane to resume competition.
- All refueling personnel must wear hand and eye protection. It is strongly recommended that all refueling personnel are attired in flameproof clothing. Fireproof gloves are strongly recommended – hands must be covered. Personnel wearing full face helmets must have visors down. Drivers wearing open face helmets must wear safety glasses/goggles and it is strongly recommended that a fire-proof balaclava be worn.
- All refueling of the vehicle must be carried out in the area designated as a refuel zone. All refueling stops will have a minimum refueling time of 7 minutes during which it is recommended a driver change occur.

- Refueling may only commence once the driver exits the vehicle and assumes the role of the refueller or refueling attendant. Refueling officials and vehicles will be allocated in the refueling area to monitor all refueling stops and to assist in the event of a fire.
- The vehicle must be always stationary during refueling and ignition turned off before refueling starts. A fuel blanket is to be placed over closest wheel to the fuel filler cap.
- Decanting of fuel must be by splash-less means.
- No servicing of the car may take place in the refueling area.
- All people involved in refueling must strictly always follow the directions of officials.
- Once refueling is completed the number of people that can work on the car is free provided any such work is performed in the general pit area.
- Penalties. Penalties will be applied by the Clerk of Course for refusal to turn off ignition or refusal to follow the direction of a Refueling Official. Maximum penalty 30-minute stop/go penalty.
- All fuel churns / drums stored in the refueling area must be identified with a team number and must always have filler tops/caps securely fastened.

5.14.Flags

All competitors are required to be fully conversant with the meaning of various flags that will be used.

Note: Competitors are reminded that no overtaking is permitted in the zone where a yellow flag is displayed. Overtaking may only re-commence after display of a green flag at the next flag point. All flag signals must be obeyed. Failure to comply may result in penalties as determined by the Clerk of Course and may also result in referral to the event Stewards for further determination.

5.15.Safety Car

All drivers are to follow the Safety Car when deployed and maintain track position. Overtaking is strictly forbidden during Safety Car periods. When the Clerk of Course determines that competition can restart the flashing lights will be turned off the Safety Car at which point the first car in the queue will maintain the set speed until such time as the green flag is displayed. At this time, each Automobile is permitted to accelerate or maintain the prescribed speed, but not slow, until it has crossed the Control Line. An Automobile may not overlap or over take another until it has crossed the Control Line after the signal to restart has been given unless an Automobile slows with an obvious problem and an Automobile cannot avoid passing it without unduly delaying the remainder of the field.

The Safety Car will be used to start the Event, during a vehicle recovery, during the changeover between declared wet and dry track conditions or after a Red Flag incident.

During deployment of the Safety Car all drivers must form up such that there is an equal distance between cars not exceeding 5 car lengths. Any car resuming the circuit during a safety car period must form up to the back of the queue as soon as practicable. Any car that does not form up as required may be subject to penalty.

5.16.Scoring

- Except in the case of Force Majeure, scoring will be occurring for the 6-hour duration of the Event or as otherwise determined by the Clerk of the Course.
- Team leaders are required to nominate "Dry" and "Wet" track condition times prior to the commencement of the Event. The Clerk of Course will determine which track condition applies. Track conditions may alter during the event and the appropriate track condition will be automatically applied.
- Scoring is points based with each Team awarded 5 points if they are within one second + or – of their nominated lap time.
- Penalty points may be applied for driving infringements or as otherwise determined by the Clerk of Course.
- The Event winner is the Team that has accrued the highest number of points over the 6-hour period of the Event.
- In the event of a points tie the winner will be determined by the least number of laps completed. In the event of further tie the team with the slowest nominated lap time will be the winner.
- All placings are based on points earned throughout the 6-hour period.
- Separate consistency trophies are awarded to teams based on the percentage of scoring laps

6. Vehicle Preparation Rules

6.1. Vehicle Eligibility

Entry is limited to mass-produced; four-wheeled vehicles legal for Registration in Australia at the time of their manufacture. Vehicles must be acquired for a maximum of \$1000 and must be a complete vehicle at the time of purchase – rolling shells that were purchased for \$1000 are not eligible. Vehicles must meet all safety standards. SUV, Open top/convertibles, or commercial vehicles are not permitted.

- Car valuations are not accepted; the car purchase must not have exceeded the value of \$1000 when purchased and must have been purchased as a complete car. Entrants must have a verifiable receipt to prove the purchase price and/or for sale ad. Parts such as brake pads, spoilers, new tyres, mag wheels, etc. do not count towards the \$1000 limit. Prospective entrants must submit details of the car on the Baskerville 1000 Expression of Interest Vehicle Eligibility form and receive approval of the Organising Committee to be eligible to enter. Cars that have previously competed and been on-sold are eligible to compete if they are presented to the same level of specification as the previous owner – these vehicles are still subject to submission of an Expression of Interest Vehicle Eligibility form.
- Car presentation: Each team is encouraged to present their car as a representation of a real race car; NASCAR, V8 Supercar, WRC, Group A, Group C, BTCC etc. A trophy for best presented car will be awarded.
- There is no price limit on safety additions such as roll cages, harnesses and race seats, these items are encouraged.
- Any vehicle deemed not to be in the spirit of the event – i.e., one presented with extensive modifications or excessive performance potential, or one presented with little effort made in preparation – i.e., missing, unpainted or primed panels, cracked windows etc, will not be permitted in the Event.
- Any vehicle which has previously competed in the Baskerville 1000 or Symmons Plains 6 Hour and subsequently evolved to a log booked racing car must be referred to the Organising Committee **prior to entry** to determine if the vehicle/team remains within the spirit of the event.

7. Vehicle Requirements

This section outlines the minimum safety requirements and what parts of the vehicle you can and can't modify. If it does not state specifically that you can modify the part, you cannot do so.

7.1. Bodywork

- It is permitted to seam weld the bodyshell.
- External decorative strips and mud flaps may be removed. Sump guards/splash guards may be removed or added.
- Registration plates must be removed, and their associated mountings and lighting components may be removed.
- Sound deadener (bitumen and fabric types etc.) may be removed from the body shell and hung panels.
- Sunroof: All glass sunroofs must be covered in such a way as to prevent glass shattering. Sunroofs are not permitted to be open during the Event.
- Tow Point: be fitted with a visible towing point (capable of accepting a 40mm OD cylindrical test object) fitted forward of the front axle and rearward of the rear axle and capable of towing the automobile on a sealed surface with its wheels locked. Where a tow point is obscured, each tow point shall be marked with the word "TOW" of a contrasting colour marking the location of each tow point. A tow bar and approved tow hook may be used provided no part of the tow bar protrudes beyond the rear most part of the body work.
- Tow balls and tongues that protrude beyond the rear bumper when viewed from above must be removed.

- Vehicles may compete with windows in the down position, but it is strongly recommended that, where possible, a window net is fitted. Window nets should be fitted in accordance with the Motorsport Australia Manual– reference Schedule I Safety Harnesses and Window Nets.
- Spoilers: It is permitted to add rear spoilers provided they are not higher than 200mm from the mounting surface. They must not also protrude passed the widest part of the body. Front splitters, spoilers, canards, etc. may be added if they don't protrude further forward than the front bumper when viewed from above. Exceptions are allowed provided the aerodynamic part was offered as standard by the manufacturer or was/like a widely used race option for the car in question (example Supercar spoilers on Commodores and Falcons).
- Side skirts and bumper extensions may be fitted if there is 100mm ground clearance when the vehicle is fully loaded.

7.2.Windscreen, Windows, And Mirrors

- The windscreen must be of laminated glass and may incorporate defrosting equipment.
- External rear view mirrors may be replaced if Schedule C (refer Technical Appendix of the Motorsport Australia Manual) is always respected. Both passenger and driver side mirrors must be fitted.

7.3.General

- Holes may only be drilled for fasteners, e.g., bolts, screws, rivets etc. Holes of the minimum necessary dimension are permitted to be made for the passage of wiring and lines/hoses.
- Unused brackets/supports attached to the chassis/bodywork can be removed, unless they are supports for mechanical/suspension components that are not permitted to be moved or removed.
- It is permitted to modify the floor-pan in the immediate area of the driver's seat, to permit the fitment of a replacement seat. No part of the modified bodywork may extend any lower than the surrounding bodywork.

7.4.Engine

- If fitted with any crankcase breather discharging to the atmosphere, each breather must be vented into a catch tank of minimum capacity of two litres for engines up to 2000cc or three litres for over 2000cc.
- Exhaust systems are free and must exit passed B pillar for four door cars and past halfway for two door cars. Exhausts must be configured such that the sound emitted when measured 30m from the track edge does not exceed 95dB.
- Any mass-produced inlet manifold and associated intake is free provided it is not visible externally from the vehicle.
- Engine oil coolers are free.
- Engine Swaps: engine swaps are allowed subject to the following.
 - the engine was an option for the model in question; or
 - the engine is derived from the same manufacturer, has the same number of cylinders, in the same configuration; and
 - the engine swap uses OEM engine mounts.
- Changes to engine intake method are not permitted.

7.5.Radiator

- The radiator is free providing that the only body modification required for fitment is the drilling of holes for mounting purposes.
- Radiator cowls/shrouds on the rear of the radiator for the purpose of sealing a fan may be removed. It is permitted to add additional shrouds or ducting.
- Engine cooling fans are free.
- Radiator Overflow: If fitted with any engine radiator vent discharging to the atmosphere, each vent must be vented to a catch tank of a minimum capacity of one litre.
- Engine coolant is limited to water and non-glycol-based inhibitors.

7.6.Fuel System

- Fuel Tank: The fuel tank is to be a standard fuel tank available for the model in question. Where a safety cell is fitted, it must comply with Schedule N of the Motorsport Australia Manual and must not exceed the original manufacturer overall fuel capacity.

- Pumps/Filters: Fuel pumps, fittings, fuel lines and filters are free provided they are not located inside the cabin.
- A surge tank of maximum 2000cc capacity may be added provided it is separated from the main cabin by a sealed firewall.
- Commercial Pump Fuel only is permitted to a maximum octane rating of 98. E85 is not permitted.

7.7.Suspension

- Springs: Springs are free provided that the type and location are unchanged (by type is meant: coil, torsion bar, leaf etc.). "Chopped" springs are forbidden.
- Suspension Dampers: The make and size of suspension dampers are free. The number of dampers and pivot point locations may not be altered.
- Macpherson Strut Top Mounts: MacPherson strut top mounts are free providing that they utilise the standard bodyshell mounting facilities. Mounting holes may not be enlarged or radiused.
- Strut Tower Brace: A brace of free design may be fitted between the towers and/or triangulated rearwards to the firewall.
- Sway Bars: On strut type suspensions where the sway bar acts as a control arm it is permitted to change the thickness of the bar only.
- Elastomeric bushes used at suspension pivot points may be replaced by after-market elastomeric bushings.
- Ride height: All fully sprung parts of the Automobile, except for the entire exhaust system, must be at least 100mm above the ground when measured on a flat level surface with the Automobile at Racing Weight.

7.8.Brakes

- Brake Calipers may be replaced with larger items provided they are derived from the same manufacturer and no modification to their fitment is required.
- Slotted, grooved, or dimpled brake rotors may be fitted.
- Drum brakes may be replaced with a disc brake setup provided it is derived from the same manufacturer and is a bolt in swap (i.e., Honda Civic/Honda Integra).
- Handbrake: A working handbrake is strongly recommended.
- Brake Cooling: Protection shields/stone guards on unsprung components may be added or removed. It is permitted to fit ducting for the passage of air to the brakes if it remains within the perimeter of the coachwork when viewed from above and that no bodywork alterations are required.
- ABS: If a model of automobile was manufactured with an Anti-Lock Braking System as standard equipment, that system can be retained on the condition that the ABS unit and all related software remain unmodified. Alternatively, the entire system can be removed.

7.9.Wheels & Tyres

- Tyres must have at least 1.5mm tread depth on the face of the tyre and free from any cuts in the sidewall. Tyres must be street legal. Teams must monitor tyre wear and replace any tyres showing uneven or high rates of wear.
- Type R "street legal" racing tyres are not permitted.
- Wheel Trims: Wheel trims and Hubcaps must be removed.
- Mag Wheels are permitted. The Diameter must be no more than 2" above the standard wheel size. Under 2000cc cars are allowed a maximum of 8" wide wheels and Over 2000cc cars are allowed a maximum of 9" wide wheels.
- The top of the wheel/tyre combo must not protrude out past the bodywork.

7.10.Gearbox & Differential

The gearbox must be an option for the vehicle in question, or the motor being used in the case of an engine swap, provided standard OEM gearbox mounts are used and no modifications are needed to fit the gearbox.

The Differential must be OEM but ratio is free. LSDs are permitted.

7.11.Electrical

- Electrical System: 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 starting, lighting and turn signalling apparatus must be in working order at the start of each competition. All globes must at least meet the original equipment specification.

- Battery: The battery and its location are free, but it must be safely and securely mounted. It must be adequately covered to prevent short circuits and leakage, in any position.
- Battery location must be identified by Motorsport Australia approved sticker. Battery isolation switches are not mandatory but recommended. Where fitted the isolation switch location must be identifiable via a Motorsport Australia approved blue triangle sticker.
- Windscreen Wipers: The windscreen wiper mechanism may not be modified except for the tensioning springs and wiper blades. Wind deflectors may be added. Headlight and rear window wipers and washers may be removed. The windscreen washer bottle, pump and hoses and any mounting bracket are free. Windscreen wipers must rest in the same location as on a standard Automobile of that make and model.
- Headlights: Each head light and tail light assembly may be replaced by a non-genuine item provided that the replacement assembly is legal for road use and is from a widely distributed catalogue.
- Headlights and glass side marker lights must be taped over. Red tape is not permitted on headlights.
- Rear lights must be always working, each car must have both working brake lights that are easily seen from the rear. All indicators must be always working.

7.12.Cockpit / Driver's Compartment

- Steering Wheel: The steering wheel may be replaced by one which is of at least 300mm diameter. It is permitted to add a steering wheel boss, incorporating a quick release mechanism.
- Footrests and heat protection panels may be added to the driver's footwell.
- Instruments: Instruments are free, but the original dash and gauge cluster must remain. Any holes in the dash resulting from the removal of instruments must be neatly closed by the addition of a closing panel. Where the original dash incorporates an integral console connecting to the transmission tunnel this panel must be retained. Where the console is attached to the dash via fasteners the console may be removed.
- Carpet And Interior Trim: Floor carpet and associated "underfelt", roof lining and interior trim down to the lower edge of the windows, and consoles on the transmission tunnel may be removed. Original door trims may be retained or replaced with a rigid, moulded, or flat panel. Where a replacement door trim is fitted, it must be a flat panel constructed from an upholstered rigid material or non-metallic rigid material. The replacement door trim must cover all openings and door skin/frame as achieved by the original trim. Door handles, opening levers and window winders may be replaced by one of free design situated in the same general location.
- Seats: The driver's seat may be replaced with one in compliance with Schedule C (refer Motorsport Australia Manual Technical Appendix). Original seat mountings not part of the bodyshell may be replaced and/or other mountings added if they extend no further than 50mm from the plan view of the seat and are installed in compliance with Motorsport Australia Schedule C. All other seats are as supplied by the original manufacturer.
- Removable Rear Window Shelf: The removable rear window shelf in two door automobiles may be removed together with its supports or held down by additional fasteners.
- Heater: All components solely associated with the heating, air-conditioning and ventilation system are free. Any openings created by the removal of ducting, vents and controls from the dash must be closed by the addition of panels, which may be used to mount additional instruments or controls.
- Accessories: The radio, aerial, speakers, and speaker mounts may be removed. Fog/driving lights which are separate from the main lighting system may be removed as may internal cockpit lights.
- Boot/Luggage: Trim in the boot/luggage space may be removed.
- A 1kg fire extinguisher must be fitted securely inside the cabin and within reach of the driver when in a seated position.
- Seat Belts and Safety Harness. The original lap/sash manufacturer seat belt may be used if it is in serviceable condition. Safety harnesses may be used but must be in conjunction with the specifications contained in the Motorsport Australia Manual— reference Schedule I Safety Harnesses and Window Nets. Particular attention must be made to mounting plates and mounting angles. Entrants are reminded that installation of harnesses may not be legal for

road use. Competitors must note that Harnesses designed for use with HANS devices must be used in conjunction with HANS devices – this applies to ALL drivers.