
	Australian Motor Sport Action Group	
Prepared by: Kevin Hind Effective Date: 1 st June 2012	Authorised by: Revision Date: 2012	Endorsed by: Ref: 2012 Silver City 1000 Entry Form

ENTRY FORM
Silver City 1000 Cross Country Rally
17th – 19th August 2012
www.amsag.com.au Email: kevin.hind@bigpond.com

OFFICIAL USE ONLY		
CAR NO	CLASS	PAID

Please print clearly!		ENTRANT	DRIVER	NAVIGATOR			
SURNAME							
FIRST NAME							
ADDRESS							
DATE OF BIRTH							
E-MAIL ADDRESS							
TELEPHONE # - (Home)							
TELEPHONE # - (Work)							
FAX #							
MOBILE #							
CIVIL DRIVER LICENCE #							
MEMBERSHIP #							
DETAILS OF VEHICLE							
MAKE	MODEL	YEAR	CAPACITY	REGO #	CLASS	ENGINE MAKE	LOG BOOK #

The entrant, driver and navigator submit this entry and agree to participate in this event on the following understanding and acknowledge that this entry is accepted by AMSAG Inc. on that basis:

- (i) I/We acknowledge that motor racing is dangerous and accidents can and do happen
- (ii) I/We acknowledge and agree as a condition of entry that neither the organisers of the event nor the promoters, the sponsor organisations nor the landowners or leasees nor their respective servants, officials, representatives or agents shall be under any liability for my/our death or bodily injury, loss or damage that may be sustained or incurred by me/us as a result of, or consequential upon, my/our participation, or being present at, the event:
- (iii) I/We declare that I/We will abide by the Rule and Regulations of AMSAG Inc. including the published AMSAG Rally Regulations which are available and Supplementary Regulations issued in relation to the event. I/We declare that I/We have read and understood the Regulations and Supplementary Regulations issued in relation to the event. I/We declare that I/We have read and understood the Regulations and Supplementary Regulations and agree to be bound by them and to be bound by the Rules of AMSAG Inc.

SIGNATURE OF ENTRANT (Parent or Guardian if under 18)	SIGNATURE OF DRIVER (Parent or Guardian if under 18)	SIGNATURE OF NAVIGATOR (Parent or Guardian if under 18)
_____	_____	_____

ENTRY FEE: \$1100.00 (includes full catering) INSURANCE FEE: \$100.00 BSCC FEE: \$50.00

Please tick if you require a Tax Invoice ()

TOTAL: \$1250.00 PAID BY: CASH/CHEQUE/MONEY ORDER/DIRECT DEPOSIT (circle)**

Bank Details:
A/C Name: **SILVER CITY EVENTS INCORPORATED**
BSB: **802 377**
Account Number: **37734808**

All entries to be returned to
FAX: 08 8087-1963
Email: kevin.hind@bigpond.com
Or mailed to: Event Secretary, Silver City 1000,
PO Box 391, BROKEN HILL. NSW. 2880

****PLEASE INSERT ENTRANT'S NAME AS REFERENCE ON DIRECT DEPOSIT SLIP. FAX DEPOSIT SLIP TO EVENT TREASURER ON (08) 8087-1963**

Catering Includes

As part of your entry fee to the Silver City 1000 Cross Country Rally, The Legacy Club of Broken Hill will be taking care of the catering for everyone but they need to know the numbers so all meals are catered for. All meals will be served at seating inside the Gary Radford Pavilion.

The meals are as follows:

<u>Friday Evening Dinner.</u>	6:00pm to 7:00pm
<u>Saturday Breakfast.</u>	6:00am to 7:00am
<u>Saturday Lunch.</u>	During lunch break service
<u>Saturday Dinner.</u>	6:00pm to 7:30pm
<u>Sunday Breakfast.</u>	6:00am to 7:00am
<u>Sunday Lunch.</u>	During lunch break service
<u>Sunday Dinner.</u>	6:30pm onwards (Presentation Dinner)

If you require meals for additional Service Crew, Support Crew, or family, please add this to your entry form.

Cut & return with entry form

Please Print

ADDITIONAL MEALS : Driver's Name.....

Navigator's Name.....

Crew Names

1 2 3

4 5 6

7 8 9

Total number of **Extra** Adults @ \$100 per person:..... \$.....

Children (under12) @ \$50 per child:..... \$.....

Full Total Number of Meal Tickets: Total \$.....
(including driver & navigator, crew & children)



SILVER CITY 1000

CROSS COUNTRY RALLY

BROKEN HILL

17th – 19th AUGUST 2012

EVENT REGULATIONS

WELCOME MESSAGE

Welcome to the Silver City 1000 Cross Country Rally 2012 17th - 19th August 2012

This event is based on the 2011 Silver City 600 (SC600) which was organised in the Broken Hill Region. The SC600 was very successful and the new organising committee are endeavouring to make the Silver City 1000 (SC1000) even better. It's a Cross Country Rally open to cars only (no bikes or quads) and the new UTV (side by side) vehicles, with vehicles from the Cross Country Rally competitors, Extreme 4X4 competitors and the Off Road competitors.

This event is an AMSAG sanctioned event and has six classes for competitors to compete in; 2WD, UTV, and four 4WD classes.

SC1000 headquarters will be the same as 2011, based at the Broken Hill Regional Events Centre, located at the Broken Hill Race Course, with mains powered sites, showers and toilets within the Race Course precinct.

The SC1000 will consist of two full days of cross country rallying covering approximately 1000km of combined special stages and transports stages.

Index

1 Nature of Event	15 Competitor's Briefing
2 Promoters & Committee	16 Servicing
3 Program of Events	17 Gates
4 Official Address	18 Timing
5 Alteration of Event	19 Sunrise & Sunset
6 Competitor Entries	20 Penalties
7 Starter's Fees	21 Protests
8 Start Order	22 Route Instructions
9 Change of Details	23 Reminders
10 Crew Eligibility	24 OH&S Advise
11 Vehicle Eligibility	25 Awards
12 Classes	26 ODO Check
13 Scrutineering	27 Event Itinerary
14 Documentation & Check-in	

SUPPLEMENTARY REGULATIONS

Silver City 1000

Cross Country Rally 2012

17th - 19th August 2012

1 NATURE OF EVENT

The event shall be known as the **Silver City 1000, Broken Hill's Cross Country Rally 2012** ("The Event"). The Event shall be a closed rally to members of **AMSAG Inc.** The Event shall be conducted on roads and tracks in the Broken Hill area on Friday 17th to Sunday 19th August 2012. **This is a navigation rally event.**

2 PROMOTERS AND ORGANISING COMMITTEE

The Event shall be organised and promoted by the Silver City Events Organising Committee (SCEOC) in conjunction with the Barrier Sporting Car Club in association with **AMSAG Inc.** The SCEOC has appointed the following committee:

Event Organiser

Silver City Event

M 0438 814 969

E adam@silvercity1000.com.au

Road Director

Brent Twaddle

M 0405 183 364

E brent@rooracing.com.au

Event Director & Manager

Kevin Hind

M 0438 814 969

E kevin.hind@bigpond.com

Event Secretary

Nicole Harrington

M 0423 266 578

E nicole.harrington3@det.nsw.edu.au

Financial Controller

John Macleod

M 0439 911 911

E jondeemac07@bigpond.com

Results

Rob Greaves

M 0439 699 752

E Robert_greaves@bigpond.com

Event Checker

TBA by AMSAG

M

E

Chief Scrutineer

Mally Smith

M 0417 814 838

E esm50668@bigpond.net.au

3 PROGRAMME OF EVENT

Friday 1 st June	Supplementary Regulations Available
Friday 1 st June	Entries Open
Tuesday 31 st July	Entries Close with full payment. (\$100 late payment fee)
Monday 6 th August	Entry List Announced
Monday 6 th August	Meal Ticket Names and Number Closure

Friday 17 th August	12 noon to 5pm Documentation
Friday 17 th August	2pm to 7pm Scrutineering (late bookings permitted – Contact Event Manager)
Friday 17 th August	6.00pm to 7.00pm – BBQ Dinner
Friday 17 th August	7.00pm Competitor Briefing (at Dinner)
Friday 17 th August	7.30pm Prologue Commences
Friday 17 th August	9.30pm Prologue Approx Finish Time

Saturday 18 th August	6.00am to 7:00am Breakfast
Saturday 18 th August	7.30am First Car Starts – Day 1
Saturday 18 th August	11.00am to 1.00pm Lunch – (at Service Stop)
Saturday 18 th August	6.00pm to 7:30pm Dinner
Saturday 18 th August	7.30pm Competitor Briefing

Sunday 19 th August	6.00am to 7:00 Breakfast
Sunday 19 th August	7:30am First Car Starts – Day 2
Sunday 19 th August	11.00am to 1.00pm Lunch – (at Service Stop)
Sunday 19 th August	4:00pm approx Finish
Sunday 19 th August	6.00pm Final Scoring Completed & Checked
Sunday 19 th August	6:30pm Dinner and Presentation

4 OFFICIAL ADDRESS:

All correspondence must be addressed to the Event Secretary **Silver City 1000**, PO Box 391, BROKEN HILL, NSW. 2880, or contact the Event Manager on 0438 814 969 Fax 08 8087 1963 or email through the website at adam@silvercity1000.com

5 ALTERATION, ABANDONMENT OR TERMINATION OF EVENT

The organisers reserve the right to abandon, alter or terminate the Event at any point. The Silver City Events Organising Committee (SCEOC) reserves the right to retain 10% of the entry fee to cover costs.

6 COMPETITOR ENTRIES

Entries may only be made on the official Entry Form and be complete in every detail. Entry Fees may be paid by either direct deposit or cheque. Entry forms may be printed out and filled out. Cheques should be made payable to **Silver City Events**.

Entries close strictly on the 31st July 2012 and will be limited to 50 entries. The first 50 entries will be starters.

Refund of entry fee will only be paid if the Event Secretary is notified in writing prior to 1700hrs on Tuesday 31st July 2012.

The organisers reserve the right to refuse the entry of an entrant and/or crew member.

Entries from competitors under the age of 18 must be counter-signed by a parent or guardian. Please print and bring a copy of your lodged entry form with you to Documentation showing your parents or guardians signature.

7 STARTER'S FEE

The Starter's Fee is broken down into three areas, of which all three must be paid in full.

Entry Fee for the event will be \$1100.00. This **Entry Fee** covers: Entry Fee for one nominated vehicle, full catering for nominated Driver and Navigator, Course Planning & Survey Cost, Course Route Charting, Course Checking, Course Set-up, The fuel for official cars whilst on the event, the printing of the route books, posters and other printing costs, Official's Meals, FIV Medical Services etc.

Insurance Fee is for the Public Liability Insurance, Personal Accident Insurance for both Competing Crew members, Service Crew and Spectators etc. This fee is **\$100** per car.

Meals Fee for the duration of the event will be **\$100.00** per person for adults and **\$50.00 per Child (under 12)**. This covers meals provided by the Legacy Club of Broken Hill registered personnel. All meals are catered for from Friday Night until completion of the event on Sunday (this includes the Presentation Dinner).

Example of a Starter's Fee is Entry Fee \$1100 (this includes full catering for driver and navigator), Insurance Fee \$100, Meals for 2 service crew \$200, Barrier Sporting Car Club Joining Fee \$50.00 (per entry). This makes a total of \$1450.00.

Payment is requested in full upon event entry and by the close of entries. Entries **CLOSE** on **Tuesday 31st July 2012**. Any entry received after this date will pay an extra **\$100** before being able to start the event. Get your entry in early. We need to know final numbers for catering purposes.

8 STARTING ORDER

Starting Order shall be determined from the best time gained on Friday night during the "Prologue".

9 CHANGE OF ENTRY DETAILS

Change of any entry details must be made no later than close of Rally Check-in (6.00pm) on Friday 17th August 2012.

10 CREW ELIGIBILITY

Each competing crew member must be a member of **AMSAG Inc.**

AMSAG membership is free and the application form is available on the website www.amsag.com.au Drivers must have a Civil Drivers Licence. Navigators must be 14 years & over. If under 18 a parent or guardian must sign the entry form.

Both crew members must hold a current **AMSAG Type R Competition Licence**. Application must be made online at www.amsag.com.au . The licence fee is **\$50.00** (including GST) and all AMSAG payments may be paid by direct deposit or PayPal as per the online instructions to **AMSAG Inc.**

11 VEHICLE ELIGIBILITY & COMPULSORY EQUIPMENT

Vehicles must comply with the **Eligibility & Safety Regulations** as published below.

Documentation establishing civil registration and third party insurance must be produced at pre-event scrutineering. A UVP (Unregistered Vehicle Permit) is permitted if the vehicle does not have full registration.

UVP's can be arranged in Broken Hill, contact Event Manager on 0438 814 969. UVP's must be arranged by 4.00pm Wednesday 15th August 2012. Cost for **UVP's is \$50.00.**

Vehicles registered in Queensland must provide documentation establishing proof of a third party extension for this event.

12 CLASSES

The classes for the Silver City 1000 are as follows:

Class A: Production 4WD

Class B: Improved Production 4WD

Class C: Modified 4WD

Class D: Unlimited 4WD

Class E: Two Wheel Drive

Class F: UTV Side by Side Racers

Please refer to the **Vehicle Regulations** for specifications of each class.

Please note: Each class must contain a minimum of three competitors to be eligible for a trophy. Twenty or more entries in one class may see the class being divided into two classes on vehicle engine size. The organisers have the right to make this decision.

13 SCRUTINEERING

The scrutineering will be at the **Broken Hill Race Course**, from 2pm to 7pm. Late times may be booked in BUT a \$20 fee will apply for any late Scrutineering time.

14 DOCUMENTATION & RALLY CHECK-IN

Documentation Verification will take place at the scrutineering location. All competitors and Service Crews must sign in as soon as possible before taking part in any of the Event Activities.

Rally Check-in is on Friday 17th August 2012, between 2.00pm and 7.00pm at the Broken Hill Racecourse. Please ensure that you have your civil drivers licence, your **AMSAG Type 'R' Competition licences**, **AMSAG** membership, **AMSAG Log book** (you may get this at documentation) **and vehicle registration documents** (or UVP) for verification.

15 COMPETITORS BRIEFING

Competitors briefing will commence on Friday 17th August 2012 at 7.00pm at the Broken Hill Race Course whilst dinner is taking place.

Map and details are provided in the **Silver City 1000** web site at www.silvercity1000.com.au

Both driver and navigator and one or more members of your service crew are required to attend all Briefings.

16 SERVICING

All over-night servicing will take place at the Service Park at the Broken Hill Race Course in the centre oval. For reasons of competitor and service crew safety, no Servicing or Refuelling is permitted outside designated Service Areas as identified.

No service vehicle may drive on a competitive section during the running of the event without the express permission from the rally **Road Director**. If vehicle recovery is required, service crews are asked to contact Rally Control and/or Rally Director on UHF 13 for instruction.

Note: The nearest reliable fuel station is the Shell Memorial, Williams Street, Broken Hill and is approximately 4 km from the Service Park. Shell Memorial holds a large supply of diesel and 98 Octane VPower fuel.

Every service vehicle should also carry a Fire Extinguisher.

17 GATES

Throughout the event on both Competitive Sections and Transport Sections competitors will travel through Gates and Gate-ways. As in any Cross Country Rally event there are three types of Gate signs.

Un-marked or No Coloured Markings: This means the gate was Open On Survey (OOS) or Open On Set-up. Any gate found this way means both competitors and/or officials can leave this gate open.

Blue Marked Gates: Any Gate with a **Blue** marker on the gate or gate post will be opened by the Set-up car or Zero Car and will remain open until the Sweep Car comes through and they close this gate after the rally has passed through.

Yellow Marked Gate: Any gate with a **Yellow** marker on the gate or the gate post means that every person travelling through the gate must open it and close it after them. If you fail to do so then penalties will apply.

Note: This is a great opportunity for competitors to pass when the slower car opens the gate and lets the faster car pass before shutting the gate once both cars have travelled through.

18 TIMING

Finish arrival time at all controls shall be recorded to the current second.

Departure times from main controls shall be on the exact forward minute.

19 SUNRISE & SUNSET

On Saturday, the 17th August 2012 in Broken Hill: Sunrise 6:54am – Sunset 5.46pm

20 PENALTIES

Time taken on a Stage	Time Penalty (in minutes and seconds)
Loss of Road Card	+ 60 minutes
Failing to Start a Stage (DNS)	Fastest time + 60 minutes
Failing to Finish a Stage (DNF)	Fastest time + 50 minutes

Jumping the Start of a Stage (First Offence)	+ 3 minutes
Jumping the Start of a Stage (Subsequent Offence)	Subject to a 60min time or exclusion penalty determined by the Director
Failure to close a yellow gate	+30mins for the first offence. +60minutes for the second offence. Exclusion for the third offence.
Fail to notify event management of incident causing property damage	+ 60 minutes
Fail to observe a Quiet Zone speed limit	+ 20 minutes
Start the rally out of order	+ 10 minutes

21 PROTESTS

Protests will be considered by a protest committee appointed for the Event by the **Event Organisers**.

All protests must be in writing and submitted within 2 hours of the last car finishing the event and be accompanied by a protest fee of **\$100**. If your Protest fails there is no refund.

22 ROUTE INSTRUCTIONS

The Event is fully route-charted. Tulip diagrams shall be provided but written instructions are to take precedence should any conflict be encountered.

Each vehicle will require some form of distance measuring device mounted on the dash for the navigator to follow the course distance. This device can be a Helda, Terra Trip, Monit or Brantz for example. A ODO check to set your device is available.

23 REMINDERS

Lighting of fires:

The Lighting of Fires at the Race Course Service Park is **strictly forbidden on the tar seal** area, but off on the dirt area the lighting of fires is permitted. All fires MUST be contained within a steel type container (i.e. 44 gallon drum). Fire Drums will be available on request.

Alcohol and Drugs:

Any entrant or competitor consuming or found to have consumed alcohol or drugs during the Event or within six hours of the start of each division will be excluded.

The consumption of Alcohol by any service crew member is forbidden until the rally finishes for the day. Any service crew member found consuming alcohol will cause the **competitor** a 30 minute penalty for first offence.

24 OH&S ADVICE FOR ENTRANTS AND SERVICE CREWS

The Event Organisers and **AMSAG** wish to remind you that Work Cover NSW legislation deems a Rally Service Park to be a NSW Workplace. Therefore, all of the workplace and OH&S practices that we observe every day in our regular working environment must also be observed and practiced at all times within the Service Park.

All personnel are asked to assess the risks associated with any practice that they are involved with and take action to minimise the potential of injury to themselves and any other personnel.

As the Entrant, you have a Duty of Care for the health and safety of those people who might be affected by the activities of your team whilst at the rally. These people may include the members of your competing crew, service crew, spectators and the general public. You may be held liable for the damage to property or injury to personnel should suitable assessment and risk minimisation practices not be followed.

Some examples of risks might be:

- The use of electrical power. High voltage cords and appliances should have a current safety inspection tag, and be used with a tagged safety switch.
- When using jacks or jack stands, use equipment that is suitable for the job, and ensure that the vehicle is at all times properly secured. Getting underneath a vehicle that is only supported by a jack is serious risk, and should never be attempted.
- Re-fuelling may be conducted within your own work environment, however, a suitable and approved fire extinguisher should be nearby while refuelling. It is recommended that this extinguisher be manned during the re-fuelling operation. A notice of the danger of the refuelling activity – from mobile phones, heat, cigarettes and other ignition sources should be erected to warn all personnel not involved with the activity to stay well away.
- To minimise the risk of damage to the environment, a liquid proof ground cover must be beneath the car during all servicing and re-fuelling operations. Be prepared to mop up any liquid spills immediately to avoid contamination of the ground, and report any such contamination to the attending official or Rally Control without delay.
- Personal Safety Clothing should be worn by all personnel to minimise risk of injury. This may involve clothing with long sleeves, fire proof materials, gloves, boots, ear protection and/or safety goggles/glasses.
- Due to the hazards that can be associated to smoking, including the ignition of flammable liquids and gases within the service park, the **Event Organisers & AMSAG** strongly discourage smoking by all persons within the service park during the entire event.

You should consider the risk in all situations, and ensure that you manage all of your activities at the event and be prepared to demonstrate that you have considered these risks and put the appropriate safety measures in place.

25 AWARDS

Trophies will be awarded:

- **1st 2nd & 3rd Outright Driver & Navigator** trophy (these vehicles are not eligible for the class placing)
- **1st in Each Class** trophy (excluding outright place-getters)
- **1st Lady Driver**
- **1st Lady Navigator**
- The **Encouragement Award** (for the crew that never gave up)
- The **Hard Luck Award** (to the crew who had the worst luck)
- **Best Presented Vehicle**

26 ODO CHECK

The Odometer Check “**START**” sign is located on the “Silver City Highway” to Tibooburra.

Markings are painted on the road surface in “Yellow” high visibility paint.

From the Race Course, drive out the main gate and follow the Golf Course road back towards Broken Hill. At the intersection with the Silver City Highway turn left and the ODO Check starts approximately 15 metres from the turn. There is check markings at 1, 2, 3, 4, 5 km distances.

27 EVENT ITINERARY

The Event Itinerary detailing estimated times and distances for each of the rally stages will be issued on the event website www.silvercity1000.com closer the event, and will also be available at the event.



SILVER CITY 1000

CROSS COUNTRY RALLY

BROKEN HILL

17th – 19th AUGUST 2012

VEHICLE REGULATIONS

Cross Country Rally Vehicle Regulations & Classes

Index

1. Compulsory Equipment

- 1.1 All Vehicles
- 1.2 Roll Cages
- 1.3 Fire Extinguishers
- 1.4 Safety Triangles
- 1.5 Mirrors
- 1.6 Mudflaps
- 1.7 Tow Points
- 1.8 Safety Partition
- 1.9 UHF Radio
- 1.10 Dust Lights
- 1.11 Horns
- 1.12 Spare Wheels
- 1.13 Seats
- 1.14 Windscreens
- 1.15 Vehicle Numbers
- 1.16 Lights
- 1.17 Rego/UVP
- 1.18 Fuel Tanks
- 1.19 Recovery Equipment

2 Crew Safety

- 2.1 Seat Belts
- 2.2 Safety Helmets
- 2.3 Race Suits
- 2.4 Safety Goggles
- 2.5 Hearing Protection
- 2.6 Water
- 2.7 Emergency Water
- 2.8 Survival Blankets
- 2.9 First Aid Kit

3 Prohibited Equipment

- 3.1 Tyres etc
- 3.2 Roof Racks etc
- 3.3 No Equipment on Roof etc
- 3.4 Additional Lighting etc
- 3.5 Air Intake etc

4 Optional/Recommended Equipment

- 4.1 Spares & Tools
- 4.2 Airbags
- 4.3 Air-conditioning
- 4.4 Stereo etc
- 4.5 Spot lights/Driving Lights
- 4.6 Under Vehicle Protection
- 4.7 Winch
- 4.8 On-board Cameras
- 4.9 ABS
- 4.10 Frontal Protection
- 4.11 Sunroof
- 4.12 Roof Vents
- 4.13 Windscreen Bars
- 4.14 Headlight Protectors
- 4.15 Additional Compartments
- 4.16 Restraints
- 4.17 Steering Wheel
- 4.18 Carpets
- 4.19 Roof Lining
- 4.20 Reinforcing
- 4.21 Navigational Aids
- 4.22 Alternator

5 Other

- 5.1 Noise Levels
- 5.2 Civil Regulations

6 Replacement Parts

- 6.1 Replacement Fixings
- 6.2 Parts

7 Vehicle Classes

- 7.1 Two Wheel Drive
- 7.2 Production 4WD
- 7.3 Improved Production 4WD
- 7.4 Modified 4WD
- 7.5 Unlimited 4WD
- 7.6 UTV Side by Side

Cross Country Rally Vehicle Regulations & Classes

Definition: The vehicle regulations for Cross Country Rally Vehicles will cater for a variety of vehicles with a variety of modification levels. All vehicles MUST comply.

In some cases where the vehicle is not registered under a Civil Registration, a UVP (Un-registered Vehicle Permit) must be obtained in the State where the event is being run. This UVP will allow the vehicle to be driven on public roads and must also be covered under a Third Party Insurance obtained with the UVP.

1. Compulsory Equipment: (for all Classes)

1.1 All vehicles must comply with these regulations, be scrutinized to these regulations and pass before being able to compete. All vehicles must be at a road worthy condition at all times.

1.2 Roll Cage: A minimum standard Six (6) Point Roll Cage must be fitted.

This roll cage may be welded in or bolted in and must be built from CDW, CDS or Crome Moly with a main hoop tube size of 44.45mm Outside Diameter and a wall thickness of 2.5mm OR 50mm OD & 2.0mm wall. All other bars (a minimum of the following) to be 38mm OD & 2.5mm wall OR 40mm OD & 2.0mm wall.

A standard 6 point cage consist of Main Hoop, 2 Front Legs, Windscreen Bar, 1 Roof Diagonal, 2 Rear Legs & 1 Main Hoop OR Rear Leg Diagonal.

It is recommended to also fit at least one Door Bar on each side, Gusset Bars on each side and Drop Bars on each side.

Note: If fitting a Drop Bar, it must weld to TWO lower points. (i.e. where only one door bar is fitted the Drop Bar must pass through the door bar and weld to the floor also). If the vehicle is fitted with Two Door Bars the Drop Bars only needs to weld to both Door Bars and not the floor.

All bars must fit to the adjoining bar within 100mm from the bend. A Gusset may be welded in also.

All Roll Cage **Foot Plates** must be a minimum area of 100mm X 100mm X 3mm thick steel and welded 75% +. If bolted in, the Foot Plates must have a second plate on the outer side and be clamped together by at least 3 X 10mm bolts with washers & Nylock Nuts.

1.3 Fire Extinguisher: One 2kg or two 1kg complying with Australian Standard 1841 must be securely mounted within the passenger compartment and readily accessible to all crew members.

Each extinguisher must have a dated Service Tag of NO older than twelve months (12).

1.4 Safety Triangular Warning Signs Two triangles must be carried in the vehicle at all times and used when the vehicle is immobilized on a competitive section.

The minimum size of the triangle side is 300mm.

A vehicle may not start a leg without two signs.

1.5 Mirrors: Two rear view Mirrors must be fitted to the vehicle with a reflective surface of at least 50cm. If the vehicle has an internal fire wall and/or a blanked off rear window the vehicle must have two external mirrors fitted. It will be permitted to fit different or more robust external mirrors/frames if needed to all Classes.

1.6 Mudflaps: Must be fitted behind each driven wheel. If Standard Mudflaps are removed the material must be of stout rubber or similar material of at least 3mm thick and so as to cover the rear of the tyre completely. With the lower edge NO lower than 50mm off the ground and no higher than 150mm. This is measured when the vehicle is in a ready to start condition. Limiting straps/chains maybe fitted.

1.7 Tow Points: Must be fitted to the front and the rear of the vehicle and be readily accessible and robust. These points must be painted in a bright colour different than the rest of the vehicle.

1.8 Safety Partition: A mesh with NO bigger hole than 30mm or a solid wall of steel, aluminum or polycarbonate must be fitted. This is to NOT allow the passage of articles to be thrown forward into the cabin area from the rear. Nylon or netting will NOT be approved.

1.9 UHF Radio: A 40 channel UHF with duplex/simplex functions and fitted with 60 second Time Out Timer must be fitted and in good working condition throughout the event. All UHF Radios will be checked for 60 second Time-out Timers at Scrutineering. Spot checks will be conducted at overnight stops.

1.10 Dust Lights: Two rear facing Dust Lights must be fitted to the rear of the vehicle at a minimum of 1.5m above the ground.

Each light must be at least 21 watts minimum power and a maximum of 55 watts. Each must have a lens area of at least 60sq.mm.

These Dust lights must be **Red or Orange** in colour and fitted at the right and left upper corners or as close to this position as possible. For a ute type vehicle, these Dust Lights must be fitted to the upper rear corners of the cab.

These Dust Lights must be switched on during a competitive section and/or unsealed roads on Transport Road sections.

1.11 Horns: Each vehicle must be equipped with a loud variable tone audible warning device (2 tone horns).

A dual variable-tone compressor-type air horns, Electronic Variable tone warning device (klaxon horns, sirens are permitted).

1.12 Spare Wheels: The provision for two spare wheels/tyres are to be carried. A total of four maximum. These must all be mounted securely

1.13 Seats: Standard seats can be removed and replaced with after-market rally seats in all classes. Mountings are free providing any material used to make the seat mounting frame is made of 3mm steel plate or 4mm aluminum plate.

1.14 Windscreens must be laminated (this excludes Buggies and UTV classes)

1.15 Engine numbers & Chassis Numbers must be shown on the Certificate of Registration or Unregistered Vehicle Permit.

1.15 Lights. All vehicles must have Head Lights/Forward Facing White Head Lights, Tail Lights/Dust Lights, Left & Right Indicators, Brake Lights and working at all times. (also see 3.4)

1.16 Rego/UVF All vehicles must be road worthy and have a registration from the state where the vehicle is based or have an Unregistered Vehicle Permit (UVP) or similar for the state on which the event is being run.

1.17 Fuel Tanks. The standard fuel tanks as and where originally fitted to the production vehicle may be retained. Where additional fuel tanks are fitted they must comply with the following:

(a) Aftermarket long range fuel tanks can be fitted under the vehicle and mounted securely.

(b) A flame & liquid proof firewall must be installed between the passenger compartment and the fuel tank which effectively separates the crew from any component of the fuel tank or fuel system. This may be done by way of a sealed fire wall or a sealed box/container.

(c) Fuel tanks must be vented to the outside of the vehicle. Vent hoses must pass around the tank to ensure that if the vehicle is lying in any position fuel cannot drain out. A one-way valve is recommended on the vent hose line.

(d) For fuel tanks fitted inside the rear passenger compartment (i.e., station wagon) must be either an approved safety cell type construction similar to a FT3 style tank and mounted inside a protective box/container to protect from accidental damage or piercing and secured to the satisfaction of the scrutineers.

(e) All tanks must be fitted with their filling orifice and ventilation is to the exterior of the bodywork. Filling orifices must be constructed in such that any fuel spilled will drain to the outside of the vehicle.

(f) Safe approved fuel containers which comply with Australian Standard AS 2906 may be carried in the luggage compartment and in such cases shall be carried with their fillers upright, within a securely fitted metallic container, which effectively secures the fuel containers, prevents their chafing by means of padding and acts as a firewall. A sign must be placed near the filler to indicate their contents (petrol or diesel). A maximum of 60 litres of fuel may be carried in such containers.

1.18 Recovery Equipment should be carried such as Snatch Strap, Tow Strap, and D Shackle etc.

2. Crew Safety (for all Classes)

2.1 Seat Belts: A four point Seat Belts (minimum) must be fitted and worn when the vehicle is in motion and by all crew members. The belts buckles must be in good working condition and the belt material must have **NO** holes or be frayed anywhere. The mounting points must be fixed to the vehicle's standard seat belt mounts or the roll cage or have a 3mm thick plate 50mm X 50mm or a 3mm washer **no smaller** than 65mm diameter fitted to the under-side of the floor. The plates or washers must have the sharp/square cut edge lynished off before fitting.

2.2 Safety Helmets: Throughout all Competitive/Selective Sections all crew must wear a Safety Helmet which must be fastened correctly. The Helmet must be in good condition at all times, with no scratches, chips or incorrect painting. The Chief Scrutineer may consider a helmet to be unsafe and the helmet may be rejected. For vehicles without windscreens (i.e. Buggies and UTV's), a full face helmet must be worn at all times.

2.3 Race Suit: All competitors must have a correct Race Suit and this suit must be in good condition at all times.

2.4 Safety Goggles: A pair of Australian Standard AS 1609-1974 approved Safety Goggles must be carried for each crew member in the event of a broken windscreen or a windscreen being removed.

NOTE: Goggles must be configured so as to minimise the entry of dust into the eye from any angle, and be positively retained by an elastic strap behind the head or helmet. Conventional-style glasses are not acceptable. Glass lenses of any kind are not acceptable. Lenses shall be of a plastic material, with high-impact resistance, satisfactory optical qualities and complying with Australian and International standard.

2.5 Hearing Protection It is recommended that hearing protection devices (eg, ear plugs) be worn at all times when exposed to high levels of noise.

2.6 Water: At least two litres of drinking water per crew member must be carried in two containers as the vehicle leaves an Over Night Stop or Re-Fuel.

2.7 Emergency Water: A further two litres of drinking water must be carried for emergency purposes.

2.8 Survival Blanket: One per crew member must be carried at all times.

2.9 First Aid Kit: Is required to be carried at all times with the following.

- 2 x extra large universal accident dressing
- 2 x large open weave bandages
- 2 x medium open weave bandages
- 1 x pair of dressing scissors
- 1 x roll adhesive tape
- 6 x safety pins
- 1 x large burn dressing with non-adhesive surface
- 1 x thermo accident blanket
- 2 x medium combination pads
- 6 x adhesive plaster strip
- 1 x triangular bandage
- 2 x sterile eye pads
- 1 x First Aid Manual

3. Prohibited Equipment (for all Classes)

3.1 Studded or spiked tyres or chains.

3.2 Roof racks or similar.

3.3 No equipment may be fitted to the roof other than roof vents and guards or UHF Radio Aerials.

3.4 No Spot Lights or Driving Lights may be fitted higher than the centre of the additional light being half-way between the top of the standard headlight and the bottom of the windscreen. (With the exception of a 2WD class vehicle and any vehicle in the Unlimited Class). These extra lights must not block the driver's vision in all classes or be mounted on the roof area of the vehicle or the rear roll bar in Classes 7.2, 7.3 & 7.4.

3.5 Air Intake: It is not permitted to take air from inside the cabin or crew compartment to feed the engine in any way.

4. Optional/Recommended Equipment (for all Classes)

4.1 Spare Parts & Tools may be carried but mounted safe & secure so as not to move or come loose inside the vehicle. Modifications to the luggage compartment to safely secure parts and tools is permitted.

4.2 Airbags may be deactivated, disconnected & dismantled in part or in full.

4.3 Air-conditioning may be deactivated, disconnected & dismantled in part or in full.

4.4 Stereo/Radio/CD Players may be deactivated, disconnected & dismantled in part or in full.

4.5 Spot Lights/Driving Lights may be fitted providing that **No Spot Lights or Driving Lights** may be fitted higher than the centre of the additional light being half-way between the top of the standard head light and the bottom of the windscreen. (With the exception of class 7.1 and class 7.5). These extra lights must not block the drivers vision or be mounted on the roof of the vehicle. A total maximum of six (6) forward facing Head Lights and Driving lights is permitted.

4.6 Under Vehicle Protection is permitted providing it is mounted securely and to the satisfaction of the scrutineers.

4.7 A Winch may be fitted but must have **NO** sharp edges pointing forward.

4.8 On-board Cameras may be fitted but must be secure.

4.9 ABS. Anti-lock Brake System may be disconnected and/or removed.

4.10 Frontal Protection such as a “bull bar” or similar front protection bar are permitted. When fitted the bar is to be free of sharp edges or any forward protruding parts (this includes spot lights, light bars or any recovery points). The bar is not to restrict visibility to driver or navigator in a forward direction. All front protection must be approved by the Chief Scrutineer.

4.11 Sunroofs. The glass panel of a sunroof must be replaced with 1.2mm steel or 2.5mm aluminum.

4.12 Roof Vents are permitted in all classes as well as Guards for roof vents.

4.13 Windscreen Protection Devices fitted externally to the ‘A’ pillars are permitted in all classes providing they don’t interrupt the driver’s vision. Mesh covering the screen is not permitted.

4.14 Headlight Protectors: Free in all Classes.

4.15 Additional compartments maybe added to the glove compartment, central console or pockets to the doors are free in all Classes.

4.16 Restraints It is recommended that all vehicles be equipped with safety nets or wrist restraints for drivers and navigators. If fitted, nets and restraints must be securely attached at all times during competition, and should ensure that the limbs of drivers and navigators cannot protrude beyond the line of the bodywork of the vehicle.

4.17 Steering Wheel: is free in all classes, providing it does not incorporate wood in its construction.

4.18 Carpets: All carpets may be removed in all Classes.

4.19 Roof Lining: may be removed in all Classes.

4.20 Reinforcing: The strengthening of suspension mounting points, control arms, chassis and body shell is permitted provided any material or welding follows the contours of the Original production component and the additional material used follows the original shape and is in continuous contact with it. **Note:** *No gussets or triangle gussets are permitted in **Production Classes**. Open in all other Classes.*

4.21 Navigational Aids: It is highly recommended that all cars are fitted with a Rally Computer (i.e. Terra Trip). A GPS is recommended as the events will require this in the future.

4.22 Alternator: maybe replaced by one of a greater capacity.

5. Other for all Classes

5.1 Noise Levels: All vehicles must respect the relevant maximum noise levels at all times.

5.2 Civil Regulations: It is up to the competitor to comply with the relevant civil regulations pertaining to the use of a vehicle on public roads at all times.

6. Replacement Parts (for all Classes)

6.1 Replacement Fixings: Throughout the vehicle, any nut, bolt, washer or screw maybe replaced by the same specification or better and may have any kind of locking device.

6.2 Parts: Parts being replaced on or during the event as a result of damage, worn or being broken may be replaced with parts of the same or similar depending on the vehicles Class Regulations.

7. Vehicle Classes

Petrol Engine: A maximum engine size for Class 7.2, 7.3 & 7.4 is **6L** otherwise the vehicle will run in **Unlimited Class (Class 7.5)**

Diesel Engine: A maximum engine size for Class 7.2, 7.3 & 7.4 is **7.2L** otherwise the vehicle will run in **Unlimited Class (Class 7.5)**

Any **Petrol** vehicle fitted with a turbo Standard or After Market will have its engine cc rating increased by x 1.7 = **Class.(2400 x 1.7 = 4080cc)**

Any **Diesel** vehicle fitted with a turbo Standard or After Market will have its engine cc rating increased by x 1.5 = **Class (4800 x 1.5 = 7200cc)**

Standard Production turbo charged vehicles are permitted in Production Class & Improved Class but increase the cc rating = class.

If the turbo formula (**x 1.7 or 1.5**) increases the cc rating over the given stated engine sizes (**6L for Petrol or 7.2L for Diesel**) the vehicle must run in the '**Unlimited Class**'.

Any vehicle found to be ineligible for these classes at the Post Event Safety & Eligibility Scrutineering will be relegated to the '**Unlimited Class**'.

7.1 Two Wheel Drive Class

7.2 Production 4WD Class

7.3 Improved Production 4WD Class

7.4 Modified 4WD Class

7.5 Unlimited 4WD Class

7.6 UTV Side by Side Class

See below for **Modification Permitted** in each of the above classes etc.

Please Note:

For Start Order ONLY a Production 2WD vehicle may start with the Production 4WD Class.

This decision will be decided by the Clerk of the Course, the Road Director, the Rally Director and the Event Director.

Also Classes may change & be split when car class numbers increase.

7.1 Two Wheel Drive Class

Class Description: Vehicles in this class can run any modification/motor/diff/gearbox etc.

All modifications are allowed with the following restrictions providing any modification is done in a safe manner. Two of the following have the final say. The Chief Scrutineer along with the Road Director and/or the Rally Director will have the final say.

Wheels & Tyres must be covered completely by the mud guards, the flares and the mud flaps. (See 1.6 Mud Flaps)

Tyre Size is free.

Fuel Tanks as in 1.17 (above)

Lights as in 1.15 & 3.4 (above)

7.2 Production 4WD Class

Class Description: This class is what it says “**Production**” and the extras added to the vehicle may be like any member of the public can run on an everyday road car. It must run standard motor, gearbox & diffs with **NO** performance modifications permitted.

A single shock per wheel, but after market shocks/springs are permitted but must be mounted in the Original Position.

Standard brake disc's and calipers, pads are free.

Standard production turbo charged vehicles are permitted to run in Production Class but have to increase the cc rating = class. (Please see Note 7 above)

Please read Class Modifications permitted below and only these modifications are permitted.

All other modifications are forbidden and will move the vehicle up into the ‘**Improved Production**’ or ‘**Modified**’ or ‘**Unlimited Class**’.

Engine & Drive Train

Super Charging or Turbo Charging: Only if fitted standard and it remains standard.

Connecting Rods & Crankshaft: Standard

Bearing Shells: Standard

Flywheel: Standard

Pistons: Standard

Camshaft: Standard

Valves: Standard

Compression Ratio: Standard

Cylinder Heads: Standard

Cylinder Gasket: Standard

Inlet Manifold: Standard

Spark Plugs: Open

Exhaust Manifold: Standard

Exhaust: Is free from the Manifold Exit Flange to the rear and must exit with-in the vehicles perimeter.

Accelerator Device: Standard

Ignition System: Standard

Engine Mounts: Standard

Radiator: Standard

Radiator Cap: Open

Radiator Screen: Permitted

Fan/Fans: Standard. Plus ONE Aftermarket Fan.

Thermostat: Open

Water Catch Tank: Open

Clutch: Standard

Gearbox & Transfer: Standard

Sequential Gearboxes: Not Permitted

Gearbox/Transfer Counter Weights: May be dismantled or removed in part or full.

Differentials: Standard

Diff/Gearbox Oil Coolers: Only if fitted standard and remain standard size & position etc.

Diff Counter Weights: May be dismantled or removed in part or full.

Lights/Spot lights as 1.15 & 3.4 above.

Fuel & Air - Fuel Tanks as in 1.17 above

Air Filter: Open

Air Filter System/Air Box: Standard

Fuel Pumps: Standard or If a long range fuel tank/s or FT3 tank is fitted extra fuel pumps are Open.

Fuel Filters: Standard. If a long range fuel tank/s or FT3 tank is fitted extra fuel filters are Open.

Suspension

Shock Absorbers: Are free providing their type and the working principle is the same and can be fitted to the Original mounting points. Re-mote canister shocks and by-pass shocks are permitted providing they mount in the Original mounting point.

Additional Shocks: Not permitted (one per wheel only).

Bump Stops: Standard but may be reduced in size

Reinforcing: The strengthening of suspension mounting points, control arms and body is permitted provided any material or welding follows the contours of the Original production component. No gussets or triangle gussets are permitted.

Springs: Aftermarket Spring are permitted but must mount in standard position. Front coil-over springs and spring seats may be changed to enable shocks and spring kits to be fitted in the standard upper & lower position.

Anti-sway Bars: Are free but must be fitted to the Original production mounting points or removed in part or in full.

Suspension Travel Limiting Devices: May be fitted.

Control Arms, Trailing Arms etc: Must be of the production vehicle type. The arm may be strengthened by the addition of material but the additions must follow the original contour and mounting points may be strengthened using the same method as above. No Gussets etc.

Wheels & Tyres

Wheels/Rims: Are free provided they are with-in a tolerance of +/- 1 inch.

Spacers: Between the hub and the wheel are forbidden.

Tyres: Are free providing they are covered by the guard and mud flap.

Brakes

Rotors & Drums: Standard

Calipers: Standard

Brake Pads: Free

Brake Fluid Lines: Free

Master Cylinder: Standard

Hand Brake: Standard

Protection Backing Plates: Maybe removed or modified for cooling.

Air Ducks: NOT Permitted.

Chassis/Body Interior/Exterior

Internal: Because of risk of fire, all Panels maybe removed from the 'B' pillar back.

At least 75% of the Dash panel must remain.

All carpets may be removed. All roof linings may be removed. All sound deadening may be removed

General Weight Reduction is only what is stated in these regulations above.

All glass may be removed from the 'B' pillar back and replaced with 3mm Lexan or 2mm Aluminum.

The two front doors must remain with standard glass and door trim etc. Part of the trim can be removed if the vehicle is fitted with Door Bars and/or Drop Bars to allow the door to close.

All panels must remain of standard material.

Manufacture Aftermarket add-ons maybe fitted (such as a rear spoiler) but must be open to the general public to buy and fit to their road car also.

Stereo maybe removed in part or full. Stereo speakers can be removed.

Electric window winders may be replaced with manual winders.

Battery: A Dual System may be fitted. But one battery must remain in the standard battery position while the second battery is mounted elsewhere in the vehicle inside a battery box with a secure lid and mounted down securely.

No other modification is permitted in this class.

Please Note: This Class has the most restrictions to keep the vehicles as near to 'Production' as possible. Like the Class says – **'Production 4WD'**

7.3 Improved Production 4WD Class

Class Description:

This class is based on the 'Production' vehicle but improvements are permitted. (i.e. A Pajero can run a 3L V6, a 3.5L V6, a 3.8L V6, a 2.8L Turbo Diesel, a 3.2L Turbo Diesel, these are all Pajero engines) The engine must still be from the same manufacture and has come out as a production vehicle in that model at some time.

The engine location may be different to the production vehicle (but moved back no more than 100mm maximum from the original position). To do so the fire wall maybe modified, cut and rebuilt.

The gearbox must be based on the production gearbox. Other gears can be fitted into the production box. The diffs can be improved and re-enforced but must be based around the original manufactured diff for that model. (i.e. a live axle rear diff in a Pajero cannot be changed for an IRS rear diff out of a late model Pajero) This would move the vehicle into Modified.

Twin Shocks may be fitted.

Brakes improved by way of changed disc and calipers are permitted.

The vehicle must still have standard material in all panels, (i.e. no fibre glass guards, doors, bonnet etc) Standard production turbo charged vehicles are permitted but have to increase the cc rating/class. If the turbo (x1.7 for petrol or x1.5 for diesel) increases the cc rating over the given classes sizes (6L) the vehicle must run in the Unlimited Class.

Read Class Modifications permitted below.

Engine & Drive Train

Super Charging or Turbo Charging: Only if fitted standard.

Connecting Rods & Crankshaft: Open.

Bearing Shells: Open.

Flywheel: Open.

Pistons: Open.

Camshaft: Open.

Valves: Open.

Compression Ratio: Open.

Cylinder Heads: Open.

Cylinder Gasket: Open.

Inlet Manifold: Open.

Spark Plugs: Open.

Exhaust Manifold: Open.

Exhaust: Open.

Accelerator Device: Open.

Ignition System: Open.

Engine Mounts: Open.

Radiator: Open.

Radiator Cap: Open.

Radiator Screen: Permitted

Fan/Fans: Open.

Thermostat: Open

Water Catch Tank: Open

Clutch: Open.

Gearbox & Transfer: Open.

Sequential Gearboxes: Not permitted unless standard

Gearbox/Transfer Counter Weights: May be dismantled or removed in part or full.

Differentials: Open.

Diff/Gearbox Oil Coolers: Open.

Diff Counter Weights: May be dismantled or removed in part or full.

Lights/Spot lights as 1.15 & 3.4 above.

Fuel & Air Fuel Tanks as in 1.17 above

Air Filter: Open

Air Filter System: Open.

Fuel Pumps: Open.

Fuel Filters: Open.

Suspension

Shock Absorbers: Are free providing their type and the working principle remains similar. Re-mote canister shocks and by-pass shocks are permitted.

Additional Shocks: Permitted. (Only two shocks per wheel).

Shock Mounts: May be modified to fit extra or larger shocks.

Bump Stops: Open.

Reinforcing: The strengthening of suspension mounting points, control arms and body is permitted provided any material or welding follows the contours of the Original production component. Gussets or triangle gussets are permitted.

Springs: Aftermarket Spring are permitted. Front coil-over springs and spring seats may be changed to enable shocks and spring kits to be fitted in any position.

Anti-sway Bars: Are free or removed in part or in full.

Suspension Travel Limiting Devices: May be fitted.

Control Arms, Trailing Arms etc: Must be based around the production vehicle type. The arm may be strengthened by the addition of material or constructed from new material of a similar construction and material type.

Wheels & Tyres

Wheels/Rims: Are free

Spacers: Between the hub and the wheel are forbidden.

Tyres: Are free providing they are covered by the guard and mud flap.

Brakes

Rotors & Drums: Open.

Calipers: Open.

Brake Pads: Free

Brake Fluid Lines: Free

Master Cylinder: Open.

Hand Brake: Open.

Protection Backing Plates: Maybe removed or modified for cooling.

Air Ducks: Permitted.

Chassis/Body Interior/Exterior

Internal: Because of risk of fire, all Panels may be removed from the Interior.

At least 75% of the Dash panel must remain.

All carpets may be removed.

All roof linings may be removed.

All sound deadening may be removed.

General Weight Reduction is permitted.

All glass may be removed from the 'A' pillar back and replaced with a minimum of 3mm Lexan or 2mm Aluminum.

The two front doors **may be** modified & have the glass removed & a minimum of 3mm Lexan fitted, also have sliding window openings but the material of the door and it's frame must remain standard. The trim can be removed and the weight can be reduced from the front, back & rear doors. All body panels must remain of the same material as the standard production vehicle.

Manufacture Aftermarket add-ons maybe fitted (such as a rear spoiler) but must be open to the general public to buy and fit to their road car also.

Electric window winders may be replaced with manual winders or re-moved.

Battery: A Dual System may be fitted and/or the battery may be repositioned elsewhere in the vehicle

but if mounted inside the cab it must be installed in a regulation battery box and mounted down securely with a cover or battery box lid.

Please Note: This Class is Open to modification of the '**Production**' vehicle but must look like the production model from the outside.

Like the Class says -

'Improved Production 4WD'.

A simple way to describe this class is "**you can hot-up the production vehicle**".

7.4 Modified 4WD Class

Class Description: Vehicles in this Class can run different motors, gearbox, diffs, panels, no dash, turbo's (but only up to 6L Petrol or 7.2L Diesel cc rating).

A= remove a V6 engine & fit a V8 under 6L.

B= remove a V6 & fit a turbo charged 4 cylinder.

C= fit a sequential gearbox.

D= fit an IRS Pajero rear diff.

E= fit composite panels or doors.

F= remove the dash panel.

G= fitting of a wing (note: any wing must fit within the standard box shape of the standard vehicle).

All these modifications will allow the vehicle to compete in this **Modified Class** providing the engine size is no larger than 6L.

All modifications are allowed with the following restrictions:

Wheels & Tyres must be covered completely by the mud guards, the flares and the mud flaps. (See 1.6 Mud Flaps)

Tyre Size is free.

Long Range Fuel Tanks may be fitted and must comply with 1.17 above.

Lights/Spot lights as 1.15 & 3.4 above.

Engine Open. But no larger than 6L petrol and 7.2L diesel

Drive Train Open.

Fuel & Air As in 1.17 Fuel Tanks above

Suspension Open.

Wheels & Tyres Open.

Brakes Open.

Chassis/Body Interior/Exterior Open.

Internal: Because of risk of fire, all Panels maybe removed from the Interior.

The Dash panel may be removed.

All carpets may be removed.

All roof linings may be removed.

All sound deadening may be removed.

General Weight Reduction is permitted.

All glass may be removed from the 'B' pillar back and replaced with a minimum of 3mm Lexan or 2mm Aluminum.

The two front doors may be modified & have the glass removed & a minimum of 3mm Lexan fitted, also have sliding window openings.

The trim can be removed and the weight can be reduced from the front, back & rear doors.

Body panels & doors may be replaced with composite panels.

Manufactured and/or Aftermarket add-ons maybe fitted such as a rear spoiler etc.

Electric window winders may be replaced with manual winders or re-moved in total.

Battery: A Dual System may be fitted and/or the battery may be repositioned elsewhere in the vehicle but if mounted inside the cab it must be installed in a regulation battery box and mounted down securely with a cover or battery box lid.

Like the Class says -

'Modified 4WD'.

A simple way to describe this class is **"you can take a standard body and fit whatever you like into it but it must be with-in the CC engine size and built safe"**.

7.5 Unlimited 4WD Class

Class Description: This class is for any vehicle that does **NOT** fit into any of the above. (i.e. Turbo charged 6L V8 or a 6.2L Hummer.)

All modifications are allowed but must be built safe and pass with the Chief Scrutineer and with the following restrictions:

Wheels & Tyres must be covered completely by the mud guards, the flares and the mud flaps. (See 1.6 Mud Flaps)

Tyre Size is free.

Fuel Tanks as in 1.17 above

Lights/Spot lights as 1.15 & 3.4 above.

Engine Open.

Drive Train Open.

Fuel & Air Open.

Suspension Open.

Wheels & Tyres Open.

Brakes Open.

Chassis/Body Interior/Exterior. Open.

Internal: Because of risk of fire, all Panels maybe removed from the Interior.

The Dash panel may be removed.

All carpets may be removed.

All roof linings may be removed.

All sound deadening may be removed.

General Weight Reduction is permitted.

All glass may be removed from the 'B' pillar back and replaced with a minimum of 3mm Lexan or 2mm aluminum.

The two front doors **maybe** modified & have the glass removed & a minimum of 3mm Lexan fitted, have sliding window openings.

The trim can be removed and the weight can be reduced from the front, back & rear doors.

Body panels & doors may be replaced with Composite Panels.

Manufactured and/or Aftermarket add-ons maybe fitted such as a rear spoiler etc.

Electric window winders may be replaced with manual winders or re-moved in total.

Battery: A Dual System may be fitted and/or the battery may be repositioned elsewhere in the vehicle but if mounted inside the cab it must be installed in a regulation battery box and mounted down securely with a cover or battery box lid.

Like the Class says -

'Unlimited 4WD'.

A simple way to describe this class is **“you can take a body and fit whatever you like into it and we don't care what engine size or modification you have done as long as it is safe and the vehicle fits all the safety requirements”**.

7.6 UTV Side by Side Class

Class Description

The UTV class is for off road recreational vehicles with a seating capacity of two crew members, located side by side, steered by a steering wheel. A Side by Side vehicle may be either two or four wheel drive. The maximum engine capacity is 1200cc.

Each vehicle shall comply with regulations issued by the Event Organisers.

Eligibility

The current eligible vehicle manufacturers and models are:

Polaris (Ranger models)

Can Am (Commander Models)

CF Moto - (Z6, Z6 Spec R)

Yamaha Rhino

Arctic Cat –Wild Cat 1000i H.O

Modifications

All modifications are allowed but must be built safe and passed by the Chief Scrutineer.

Wheels and Tyres

Each wheel is free

Tyres specifications shall be in accordance with vehicle manufacturer's specifications

Fuel and Tanks

Fuel requirements shall be in accordance with vehicle manufacturer's specifications

Fuel tanks shall have a maximum capacity of 80 litres

Lights and Spot Lights

In accordance with vehicle manufacturers specifications. Spot lights, if fitted, must be safe and passed by the Chief Scrutineer

Engine

The maximum engine capacity is 1200cc.

The original engine block/case and cylinder head shall be utilised.

Supercharging (including turbo charging) is not permitted unless production.

Exhaust requirements in accordance with vehicle manufacturer's specifications

The engine, including induction and ignition, is otherwise free.

The engine cooling system is free.

Gearbox and Transmission

The original gearbox, differential/s and drive shafts shall be used.

The vehicle is required to have a reverse gear fitted.

Gearbox mounts are free as is their number.

An oil radiator and ancillary components including pump may be added.

The clutch is free.

Interior

A minimum 5 point harness is required for driver and navigator.

Chassis

The original chassis must be retained and be unmodified save for the addition of material for strengthening purposes or for the addition of the safety cage.

A safety cage shall incorporate at least two uninterrupted door bars. The upper door bar shall be fitted predominantly horizontally and as high as practicable while still allowing exit from the vehicle by both crew within 10 seconds. Additional reinforcing bars are recommended.

Please note that the original safety cage provided by the vehicle manufacturer will likely not comply with the Event Regulations requirements and may need to be replaced. Please read and comply with

Compulsory Equipment 1.2

The vehicle firewall shall comply with vehicle manufacturer's specifications

Suspension and Steering

Only one shock absorber shall be mounted per wheel, but otherwise each shock absorber is free.

Each shock absorber mounting point may be moved.

Suspension and spring mounting points, and all suspension components may be strengthened.

Suspension springs are free subject to their retaining the original type of spring,(i.e., coil, torsion bar, leaf).

Suspension bushes are free.

Each sway bar is free. Additional sway bars may be added.

The use of limit straps or other devices to limit the downward travel of the suspension is permitted.

Power steering is permitted and may be added.

For Polaris RZR 800 vehicles, wheel hubs may be replaced with aftermarket units providing original wheel position is not altered.

Brakes

The brake pads/linings may be changed.

The addition of power assistance may be added or, if not fitted originally, a dual-circuit braking system

A handbrake may be added.

Turning or steering brakes are not permitted.

Electrical

The addition of relays and fuses to the electrical system is allowed.

All electrical cables are free.

The make and capacity of the battery is free, as is the make and capacity of the generator.

The nominal voltage of the electrical system must be retained.

Miscellaneous

Throughout the vehicle nuts, bolts and screws may be replaced by any other nut and/or bolt and/or screw.

All gaskets are free.

The make and material of bearings are free provided that they are of the original type and dimension; (i.e. roller, plain, metal etc.).

All fluid lines are free, as is their location and attachment (including oil, water and brake fluid lines).

Any lines passing through a bulk-head must be securely grommited. Any oil or water line passing through the cockpit must be fitted in such a way that the occupants will not be endangered should the line rupture (fitted with a cover)