

SHORT CIRCUIT MOTOR SPORT ASSOCIATION INC.

ABN 52 502 752 630



SHORT CIRCUIT TOURING CAR STANDING AND TECHNICAL REGULATIONS

Revised May 2022

A capitalised and italicised word in this document is defined in the FIA International Sporting Code (*Code*), the National Competition Rules (*NCR*), including their Appendices or this document.

Any **HEADING** is for reference only and has no regulatory effect.

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PART 1: GENERAL REGULATIONS

1.1 AUTHORITY

Each *Event* will be held under the FIA International Sporting Code (*Code*) including Appendices, the National Competition Rules (*NCR*) including Appendices, the Circuit Race Standing Regulations (CRSR), these Short Circuit Standing and Technical Regulations, the *Supplementary Regulations* and any Further *Supplementary Regulations*, Bulletins and Instructions that may be issued.

1.2 AUTHORITY TO CONDUCT AN EVENT

Each club affiliated with the Short Circuit Motor Sport Association (*SCMSA*) is eligible to conduct a short circuit *Event*. To do so each club must follow the guidelines set down by the *SCMSA*.

- A club wishing to conduct a short circuit *Event* must first apply to the *SCMSA* stating the type of *Event*, date of the *Event* to be conducted and on what circuit the *Event* is proposed to be conducted.
- Each *Event* must be conducted as per these Standing and Technical Regulations.
- Each short circuit *Event* must have the services of a recognised state ambulance able to transport (e.g. Queensland Ambulance Service) in accordance with the medical response plan lodged with *Motorsport Australia*.
- *Supplementary Regulations* must be forwarded to the *SCMSA* Secretary or a member nominated by the *SCMSA* before applying to *Motorsport Australia* for an *Organising Permit*. The *SCMSA* will forward the permit application to *Motorsport Australia* on the club's behalf.
- Each *Competitor* and *Driver* must be a current financial member of one of the *SCMSA* affiliated car clubs. Each *Competitor* in a short circuit touring car speed *Event* who is already a member of an affiliated club, other than the *SCMSA*, will need to have also purchased a *SCMSA* competition number prior to competing in a *SCMSA Event*.

Each competing *Automobile* must have a *Motorsport Australia Automobile* log book or a *SCMSA Automobile* identification document. **NB:** If a *SCMSA Automobile* identification document is required, this will be supplied free of charge as part of an annual *Automobile* number fee. A *Motorsport Australia Automobile* log book takes precedence over a *SCMSA Automobile* identification document.

Each *Automobile* competing in a short circuit *Event* must comply with these Standing and Technical Regulations.

- Each short circuit *Event* must be conducted as a *Club Competition*.
- It is strictly prohibited for a short circuit *Event* to be conducted on a circuit with a *Track* length in excess of 1200 metres.

Each *Event* will be conducted under and in accordance with the *Motorsport Australia Safety 1st Management Plan*, which can be found on the *Motorsport Australia* website at <https://www.motorsport.org.au>.

Each *Event* will be subject to the issuing of a *Motorsport Australia Organising Permit*.

1.3 PROMOTER

Each Series *Event* will be promoted by the *SCMSA*.

1.4 ORGANISER

Each Series *Event* will be organised by the *SCMSA*. A short circuit *Event* other than a Series *Event* may be organised by an affiliated club.

1.5 DESCRIPTION

Each *Event* will be a *Club Competition* short circuit speed *Event* conducted at any of the following: Morgan Park – Warwick (1200 metre *Track*), Carnell Raceway – Stanthorpe, Willowbank Park – Ipswich, and the Reserve Raceway - Millmerran.

1.6 SUPPLEMENTARY REGULATIONS

Refer to the *NCR*.

1.7 JUDGES OF FACT

1. Each named scrutineer will be a Judge of Fact with respect to safety equipment, *Automobile* eligibility, documentation, and *Automobile* noise.

2. Each named start official will be a Judge of Fact with respect to any starting grid, false start, and finish line procedure.
3. Each named timekeeper will be a Judge of Fact with respect to the order of finish.

1.8 LODGING AN ENTRY

Each *Entry* may be accepted at the discretion of the *Organiser* in accordance with the *NCR*. The *Entry* form fully completed and accompanied by the required fee must be lodged with the Secretary of the *Event* within the period specified. An *Entry* form may be lodged electronically in accordance with the *NCR*.

The maximum number of *Automobiles* competing in a *Competition* is specified on the *Track Licence*.

1.9 PARENTAL CONSENT

If any *Competitor*, *Driver* or pit crew is under 18 years of age, the consent of their parent or guardian must appear on the *Entry* form.

1.10 LICENCE REQUIREMENTS:

Each *Competitor* and *Driver* must hold a *Motorsport Australia Speed Licence* of the appropriate level.

Note: Any Junior must have attained the age of 14 years and not 17 years as at 1 January of the current calendar year.

1.11 SCRUTINEERING

Each document including evidence of *SCMSA* club membership, club membership card, *Licence*, and a *Motorsport Australia* log book or *SCMSA Automobile* identification document must be presented at scrutineering.

Apparel must be presented at the time of scrutineering.

Any *Automobile* that has not been scrutineered and approved for competition by the Chief Scrutineer (or nominee) will not be permitted participate in the *Event*. The onus is on the *Competitor* to present an eligible *Automobile* at scrutineering and at all times during *Competition*.

1.12 DRIVERS' BRIEFING

Each *Driver* is required to attend a drivers' briefing at a time and location advised in the regulations. The Clerk of Course may hold a further briefing, the time and place of which will be advised to each *Competitor*. Failure to attend such a briefing will result in referral to the Stewards.

1.13 PRACTICE AND QUALIFYING

Unless otherwise approved by the Stewards, each *Driver* must complete at least 3 timed laps in practice and/or qualifying to be eligible to compete.

1.14 STARTING POSITION

Each starting position will be decided on qualifying lap times with the fastest *Driver* being placed on the first starting position and the remainder in order of their qualifying time. If two or more *Drivers* record equal lap times in qualifying, the first *Driver* to record the time will take precedence for starting position.

The starting position for each Heat and the Final of a Touring Car Sprint Competition will be as follows:

Heat 1	Will be determined by each <i>Driver's</i> fastest qualifying time in order from the fastest to the slowest.
Heat 2	Will be the reverse of the grid for Heat 1.
Heat 3	Will be the <i>Driver</i> with the highest accumulated points (including any penalty points), over the previous Heats to start on pole position. The <i>Driver</i> having the next highest accumulated points (including any penalty points) will occupy the next position, and so on. In the case of equal points, the starting position for the tied <i>Drivers</i> will be decided by a ballot draw.
Final	Will be the <i>Driver</i> with highest accumulated points (including any penalty points) over the Heats to start on pole position.

The starting position for each Heat and the Final of a Touring Car Endurance Competition will be as above. The Final will be run as a handicap *Competition* based on the particular class of *Automobile*, with each starting at a nominated position around the course. The starting position within each class will be determined by the highest accumulated points (including any penalty points) over the Heats or by times recorded in qualifying as specified in the *Supplementary Regulations*.

The handicapping process will be specified in the *Supplementary Regulations*.

A *Junior Driver Competition* (*Junior Competition*) will be conducted separately to the *Senior Driver Competition* (*Senior Competition*). At the discretion of the Clerk of the Course a *Junior Driver* may be eligible to compete in a *Senior Competition*.

1.15 STARTING POSITION ASSEMBLY

At the direction of an official each *Automobile* will be marshalled in the pit area.

1.16 FLAG AND LIGHT SIGNALS

Refer to the Circuit Race Appendix, Track Control and Flag Signaling, of the *Manual*.

1.17 INSURANCE

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 motorsport.org.au.

1.18 PROTESTS

A protest must be lodged in accordance with the *NCR*.

1.19 ABANDONMENT

An *Event Organiser* has the right to postpone, abandon or cancel the *Event* in accordance with the *NCR*.

An *Event* may be cancelled if fewer than 30 *Entries* are received.

1.20 ALCOHOL AND DRUGS

As provided by the *Motorsport Australia Alcohol Policy* and the *Motorsport Australia Illicit Drugs in Sport (Safety Testing) Policy* as published on the *Motorsport Australia* website at motorsport.org.au/regulations/safety-integrity/policies, any participant at an *Event* may be tested for the presence of alcohol and/or banned drugs.

1.21 CONDUCT

Each person at an *Event* is to be treated with respect and dignity and is entitled to be safe and protected from abuse in accordance with the *Motorsport Australia Member Protection Policy* as published on the *Motorsport Australia* website at motorsport.org.au/regulations/safety-integrity/policies/memberprotection. The Policy includes cyber bullying and social media.

1.22 CLASSES

Competition may be divided into the following classes: -

- | | |
|-------------------------------------|-----------------------------------|
| (1) Juniors | (2) Improved Production 0-2000cc, |
| (3) Improved Production Over 2000cc | (4) Sports Production |
| (5) Sports Sedans | |

A small number of *Entries* in any class may lead to amalgamation at the discretion of the *Organiser*. The *Organiser* reserves the right to add to or subtract from the classes and reclassify an *Automobile* at the *Event*.

1.23 PENALTIES

Refer to the *NCR*.

1.24 SAFETY – DRIVER APPAREL

Each *Driver* must be attired in accordance with the Technical Appendix Schedule D of the *Manual*.

Each *Driver* is required to wear:

1. a Frontal Head Restraint (FHR) and helmet compliant with Standard A as specified in Schedule D.
2. clothing from ankles to neck to wrists. Clothing of flammable synthetic material, such as nylon, is not acceptable. Standard A, B or C overalls as specified in Schedule D are recommended.
3. suitable footwear. Feet must be completely covered with leather boots, shoes or other flame-resistant material (high-heeled shoes are prohibited).

1.25 SAFETY - AUTOMOBILES

Each competing *Automobile* must be equipped with the safety provisions as set out in the *Manual* and these Standing and Technical Regulations as approved by *Motorsport Australia*.

1.26 TIMING

Timing will be by manual or electronic means.

1.27 DETERMINATION OF WINNER

The results will be determined by fastest to the slowest in each class.

1.28 POINTS ALLOCATION

If the *Event* is an *SCMSA Series Event* each *Driver* will be eligible for Series points.

Each *Driver* must complete 75% of a Heat or Final in a *Competition* and take the chequered flag to be classified as a finisher and to be eligible for points.

POINTS TABLE FOR EACH HEAT AND FINAL DEPENDING ON THE NUMBER OF AUTOMOBILES STARTING IN EACH CLASS						
Automobile's Finishing Position	6 Automobiles Starting Competition	5 Automobiles Starting Competition	4 Automobiles Starting Competition	3 Automobiles Starting Competition	2 Automobiles Starting Competition	1 Automobile Starting Competition
1 st	7	6	5	4	3	2
2 nd	6	5	4	3	2	
3 rd	5	4	3	2		
4 th	4	3	2			
5 th	3	2				
6 th	2					
7 th or more	1					

Under no circumstances can points be carried from one class to another.

1.29 AWARDS

At the conclusion of each *Event* trophies will be awarded for 1st, 2nd & 3rd highest point scorer in each class.

At the conclusion of the *SCMSA Short Circuit Series*, a trophy will be awarded to the first 3 outright places, and the first 3 places in each class. To be eligible for *SCMSA Series* trophies each *Driver* must compete in at least 75% of the *Series Events* e.g., 3 out 4 *Events*.

The series Outright and Class trophies will be awarded to the *Driver* with the highest accumulated points earned in the *Series*.

Each *Event Organiser* reserves the right to add to these awards.

1.30 TWO WAY RADIO IN COMPETITION AUTOMOBILE

The use of a two-way radio in a *Competition Automobile* will be permitted providing that:

1. Radio transmission is from *Automobile* to pits and vice versa only (no *Automobile-to-Automobile* transmission).
2. On a radio frequency different to that used by the *Organiser*.
3. The transmitter's radio frequency is to be advised to the Secretary of the *Event* prior to the start of the relevant *Competition*.
4. The *Organiser* reserves the right to monitor these transmissions at any time.

PART 2: AUTOMOBILE SPECIFICATIONS – GENERAL REQUIREMENTS

2.1 ELIGIBILITY

The definitive document for eligibility of an *Automobile* in any Junior or Improved Production class is the *Automobile's* workshop manual or homologation document. Each *Automobile* must conform with the Technical Appendix Schedule A, B and C of the *Manual*.

Any engine and/or component sealing and/or determination of eligibility must be completed prior to the relevant *Competition*.

2.2 ROLL OVER PROTECTION

For any *Automobile* that has not previously been issued with a *Motorsport Australia* log book or *SCMSA Automobile* identification document, the minimum requirement is Type 3 as defined in the Technical Appendix Schedule J of the *Manual*.

2.3 SAFETY HARNESS

Each *Automobile* must be fitted with a safety harness installed in accordance with the manufacturer's instructions and comply with the Technical Appendix Schedule I of the *Manual*. The harness must be worn securely fastened at all times.

2.4 SEATS

The *Driver's* seat must comply with the Technical Appendix Schedule C of the *Manual*.

2.5 WIPERS AND WASHERS

Each *Automobile* must be fitted with working windscreen wipers and washers.

2.6 LOCK RINGS

Bearing lock rings may be welded to rear axles.

2.7 BATTERIES

If a battery is installed inside the passenger compartment of the *Automobile*, it must be of a sealed type. In any case the battery must be attached firmly to the *Automobile*. The location of the battery must be marked by a blue triangle of 150 mm size affixed to the outside of the *Automobile*.

2.8 BONNET SAFETY CATCH

The bonnet of each *Automobile* must be fitted with at least two independent fastening systems. Subject to the approval of a scrutineer, an *Automobile* manufactured after 1 January 1973 may use unmodified manufacturer's components for securing the bonnet, without the use of a secondary restraint mechanism.

2.9 FIRE EXTINGUISHERS

Each *Automobile* must be fitted with a fire extinguisher (Minimum of 0.9kg - Australian Standard 1841) which conforms to the Technical Appendix Schedule H of the *Manual*.

It is recommended that the extinguisher is securely mounted on a steel bracket located within reach of the *Driver* and held in place with a quick release latch. The extinguisher must carry a current dated tag.

2.10 COMPETITION NUMBERS

Each *Competition* number must be displayed in accordance with the Technical Appendix Schedule K of the *Manual* either:

1. in accordance with Figure K-1 will be black on a white background and must be displayed on the sides of the *Automobile*. A white area of 450mm x 310mm is to be provided on the front doors for this purpose; or
2. in accordance with Figure K-2 will be "Dayglo" yellow without background and fitted on the front windscreen on the opposite side to the *Driver*.

The type of number required will be advised in the *Supplementary Regulations* and may be provided by the *Organiser*.

2.11 PERMANENT COMPETITION NUMBERS

Each *Competitor* must purchase a *SCMSA* competition number prior to competing in an *Event*. The number will be valid for the year in which it was purchased.

If a *Competitor* wishes to retain the same number for the next year they have until 31 January of that year to purchase it. After that time the number will return to the number pool for reallocation.

2.12 SAFETY WINDOW NETS

Any *Automobile* with an open driver's side window must have a safety window net fitted as specified in the Technical Appendix Schedule I of the *Manual*.

2.13 APPEARANCE

All bodywork including any repair must be to a tradesman-like standard and must be presented in as "neat and tidy" condition as is possible.

2.14 FUEL

Only Commercial Fuel as defined in the Technical Appendix Schedule G of the *Manual* is permitted.

2.15 EXHAUST SYSTEMS

The exhaust must exit behind the *Driver* to the side or rear of the *Automobile* and must not protrude by more than 150 mm beyond the rear most portion of the *Automobile*. If directed sideways, it must neither project in any way beyond the maximum width of coachwork nor terminate at a point more than 50 mm within the projected plan of the adjacent coachwork.

Automobile emitted noise - refer to the Technical Appendix Schedule B of the *Manual*.

2.16 OIL CATCH TANKS

A functional engine crankcase breathing system which is returned to a catch tank or to the air intake re-circulation system must be fitted.

2.17 COOLING SYSTEM

Cooling system overflow must discharge into a catch tank.

2.18 TYRES

The tread wear indicator for each tyre as provided by the tyre manufacturer must be visible at all times. Retread tyres are not permitted on an *Automobile* competing on a sealed circuit.

2.19 TOW POINTS

Tow points must be in accordance with the Technical Appendix Schedule B of the *Manual*.

PART 3: AUTOMOBILE SPECIFICATIONS - CLASS REQUIREMENTS

JUNIOR CLASS

3.1 DRIVERS

Juniors must have attained the age of 14 years and not 17 years as at 1 January of the year of *Competition*. 'P' plates are to be displayed on the rear of the *Automobile* for the *Driver's* first event, unless the *Driver* has successfully competed in a sprint or autocross *Event*.

3.2 AUTOMOBILE ELIGIBILITY

The *Automobile* must be a production *Automobile* with four (or fewer) cylinders with a maximum engine capacity of 1600 cc and a single camshaft. These engines must remain standard as per the factory workshop manual. Super-chargers and turbochargers are not permitted.

3.3 BODY WORK

3.3.1 Bodywork must not be modified or reinforced. No body modifications can be made to fit any additional parts.

3.3.2 An approved seat in accordance with the Technical Appendix Schedule C of the *Manual* may replace the original *Driver's* seat.

3.3.3 Any passenger seat, carpet and underfelt, and interior trim may be removed. Dash and door trims may be modified to fit roll over protection.

3.3.4 The Chief Scrutineer will prevent a non-compliant *Automobile* from competing.

3.4 ENGINE

3.4.1 The engine must be standard as for make and model of the relevant *Automobile*. Unless otherwise specified no modification is permitted. General reconditioning practices are acceptable.

3.4.2 The position of the engine in the body must not be altered.

3.4.3 An *Automobile* fitted with fuel injection must use the standard and unmodified engine management system.

3.4.4 An *Automobile* fitted with a carburettor/s, manifold/s and throttle body system must be standard and unmodified.

3.4.5 Except for a sports ignition coil, the standard distributor and ignition system for the make and model of *Automobile* must be unmodified.

3.4.6 Non-standard electric fuel pumps and / or electric fans are permitted.

3.4.7 The reciprocating components of an engine may be balanced.

3.4.8 Camshaft specification is free in carburetted engines only.

3.5 TRANSMISSION

3.5.1 The transmission as originally fitted to the *Automobile* must be used standard and unmodified.

3.6 SUSPENSION

3.6.1 Springs and dampers are free, but the mounting and abutments must remain standard and unmodified.

3.6.2 A suspension component, i.e., sway bars etc., may only be fitted if they were an original *Automobile* manufacturer's factory option.

3.6.3 All sprung parts excluding the exhaust system must be a minimum of 100 mm from the ground.

3.7 EXHAUST

Subject to Article 2.15 the exhaust from manifold is free.

3.8 OIL COOLERS & FILTERS

An additional oil cooler/s and filter/s may be fitted provided each are installed within the engine bay.

3.9 BRAKES

With the exception of the brake pads, brake shoes and lining materials the brakes must be standard and unmodified.

3.10 WHEELS

The original wheel diameter may be increased or decreased by not more than 1 inch.

Wheel rim width must not exceed 6 inches.

Wheels must remain within the confines of the bodywork.

3.11 TYRES

Hand cut tyres are not permitted. Tyres must be fitted to the rim in accordance with the Tyre and Rim Association recommendations. Tyre brand is free except aspect ratio must not be less than 60%.

Note: Any *Competitor* unsure of the tyres eligible for this class should contact the Eligibility Officer of the SCMSA for advice.

3.12 DIFFERENTIAL

With the exception of the final drive ratio the differential housing must remain standard and unmodified. A locked or limited slip differential is not permitted.

IMPROVED PRODUCTION CLASS

4.1 CLASSES

(1) Up to 2000 cc

(2) Over 2000 cc

4.2 ELIGIBLE AUTOMOBILES

An eligible *Automobile* will include:

4.2.1 A series production touring car (e.g., FIA Groups 1, A and N or a mass-produced touring car commercially available in Australia) with modifications in accordance with either 3J Improved Production, 3K Saloon Cars, 3H HQ Holdens and 3E Series Production.

4.2.2 A sports production car subject to it complying with the improved production regulations above.

A production touring or sports production car must be fitted with one of the *Automobile* manufacturer's types of engine originally fitted to that model of *Automobile* commercially available in Australia.

The nominal cylinder capacity will be multiplied by a factor of 1.8 for a rotary engine and 1.7 for a *Supercharged* (e.g., turbo) engine.

4.3 WHEELS AND TYRES

The original wheel sizing for an *Automobile* may be modified in accordance with the regulations set out for 3J, 3K, 3H and 3E and complying with the Technical Appendix Schedule E of the *Manual*.

Only a tyre listed in the Technical Appendix Schedule E of the *Manual* is permitted. Each wheel must remain within the confines of the bodywork.

SPORTS PRODUCTION CLASS

5.1 ELIGIBLE AUTOMOBILES

With the exception of any *Automobile* fitted with a rotary engine, an engine with more than 6 cylinders, an engine with multiple carburettors, a *Supercharged* (e.g., turbo) engine or All Wheel Drive, any sports production closed body *Automobile* mass produced and commercially available in Australia is eligible.

5.2 BODY WORK

5.2.1 Except for any bodywork modification approved by the Chief Scrutineer, it must remain standard, however:

Interior trim may be removed,

A replacement fibreglass body panel is permitted provided it is of identical shape to the original,

The inner door skin may be removed.

5.3 WHEELS AND TYRES

Each sports production class *Automobile* must use a tyre in accordance with the requirements of the Technical Appendix Schedule E of the *Manual*.

Wheel rim diameter may be increased or decreased by not more than 1 inch.

Each tyre must be of radial ply construction. Each tyre must be commercially available and have a speed rating up to and including R rating and be of a section width appropriate to the wheel rim width with an aspect ratio of not less than 50%. The tread depth indicator of each tyre must not be exposed at the start of any *Competition*.

At the discretion of the Chief Scrutineer each tyre must have a "*Department of Transport*" mark visible. Any retread tyre must have a factory moulded tread pattern (i.e., not "hand cut"), and be 140 km/h speed rating. A retread tyre is not permitted in *Competition* on a bitumen circuit.

Note: Any *Competitor* unsure of tyre eligibility should contact the Eligibility Officer of the SCMSA for advice.

5.4 SUSPENSION AND BRAKES

Any suspension and brake modification is permitted; however, each original suspension mounting point must be used. Any Panhard rod, sway bar or tramp-rod is permitted if fitted by the manufacturer.

5.6 OIL COOLER AND RADIATOR

An oil cooler or larger or additional radiator may be fitted and must be located within the engine bay.

5.7 ENGINES

5.7.1 The engine must be of a type and capacity as fitted by the manufacturer of the *Automobile*, e.g., Commodore engine in any Commodore and Falcon engine in any Falcon.

5.7.2 The location of the engine must be as per the manufacturer's specification.

5.7.3 Emission equipment may be removed.

5.7.4 The carburettor must be externally standard. Any fuel injection system must be unmodified.

5.7.5 Any exhaust extractor converting into one pipe is permitted.

5.7.6 Except for a sports coil the standard distributor and ignition system for the make and model of *Automobile* must be unmodified.

5.7.7 A non-standard electric fuel pump and/or electric fan is permitted.

5.7.8 An engine may be balanced.

5.7.9 A larger capacity sump is permitted.

5.8 TRANSMISSION

5.8.1 The transmission must be of a type as originally fitted by the manufacturer to that model of *Automobile*. The gear lever position may be changed, and may be replaced by a floor shift mechanism and vice versa.

5.8.2 A locked or LSD is permitted subject to the original rear axle housing as fitted by the manufacturer being used, otherwise, no modifications are permitted.

SPORTS SEDAN CLASS

6.1 ELIGIBLE AUTOMOBILES

A Group 3D Sports Sedan in accordance with the Circuit Race Appendix – Group 3D Sports Sedans is eligible.