



# 2021 MotorsportSales Enduro Champs Sporting & Technical Regulations

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# 2020 Enduro Champs Sporting Regulations

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# 2020 Enduro Champs

## Sporting Regulations

### S1 INTRODUCTION

The Enduro Champs (ECs) will be conducted at various motor racing events throughout Australia under the National Competition Rules (NCRs) of the Australian Autosport Alliance (AASA) plus the Sporting and Technical Regulations published by Ontic Sports. The Enduro Champs is sanctioned and regulated by the AASA, with Ontic Sports appointed as the Category Manager.

The primary aim of the ECs is to provide owners of production based road, race and sports cars with a cost-effective, user-friendly environment in which to compete in endurance style events at a national level while ensuring the highest levels of safety and sporting integrity.

The intent is to allow each competitor entered in the ECs to appropriately prepare an Eligible automobile for competition. The specific purpose of each of the freedoms that will be detailed in the regulations will be to provide for safe and cost effective competition by increasing serviceability and reducing maintenance costs whilst maintaining the inherent strengths or weaknesses of individual makes/models.

ECs are exclusively for reasonably priced eligible road, race and sports cars which are manufactured by recognised manufacturers present in the Australian market. These regulations will be written in “plain english”, exclusively for the conduct of the ECs and must be interpreted in a way which is consistent with that of a “reasonable person”. Specifically eligible vehicles from Production Car, Excel, RX8 Cup, Utes, Toyota 86 series, Mini Challenge and other Invited categories are welcomed to the Enduro Champs.

The ECs will combine challenging motor racing with a friendly social environment that is competitor, crew, officials and family friendly. Value for money competition for competitors, an enjoyable atmosphere for competitors and fans plus inclusive widely applicable technical and sporting regulations are the hallmarks of the Enduro Champs series.

The emphasis will be on time based class competition while technical regulations will allow ‘common sense’ modifications to allow for close, competitive and friendly racing. It is our position that the ECs holds its own spot in the motorsport market and isn’t designed to compete with other existing categories with their own place on the motorsport calendar.



## S2 TITLE AND JURISDICTION

### S2.1 Title

This Events shall only be known as and referred to as the “Enduro Champs”.

### S2.2 Authority / Jurisdiction

- (a) Each event in the Enduro Champs (ECs) shall be conducted under the provisions of the National Competition Rules (NCRs) of the Australian Autosport Alliance (AASA); the Sporting Regulations issued for the Events by Ontic Sports; the technical regulations published and issued for the Events by Ontic Sports; Supplementary and Further Regulations issued by the Organiser for each round; Bulletins issued by the Stewards and any Driver Briefing Notes issued by the Race Director or the Clerk of the Course at an event.
- (b) The Enduro Champs have been sanctioned by the AASA as an Authorised Event, and will be adjudicated by the AASA plus the officials of each event.
- (c) Ontic Sports Pty Ltd is the owner, promoter and Category manager of the Events.

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## S3 ADMINISTRATION

### S3.1 Personnel

- (a) The following personnel have been appointed to the Enduro Champs by the AASA and/or the CM and have the authority to administer the various aspects of these regulations;
  - (i) Technical Delegate (TD)
  - (ii) Category Manager (CA) Troy Williams
  - (iii) Event Operations Co-ordinator (EOC) TBA
  - (iv) Driving Standards Advisor (DSA) TBA

## S4 COMPETITOR ELIGIBILITY

To be eligible to compete in ECs, each competitor driver must be licenced by an Australian motor sport sanctioning body as appropriate (for example AASA National Race License). Driver substitution is permitted prior to the first Qualifying session of each event, subject to the approval of the Stewards of the meeting and EOM. Cross Entry of Drivers within the EC category at single EC events is not permitted.

## S5 AUTOMOBILE ELIGIBILITY

### S5.1 Eligible Automobiles and Classes

The List of Eligible Cars able to compete in ECs is attached as an Appendix to this document. Left hand drive (LHD) versions of eligible automobiles are permitted where the specification of the LHD vehicle is identical to its Australian delivered RHD equivalent.

### S5.2 Inclusion into the List of Eligible Cars

For a make/model to be considered for inclusion into the List of Eligible Cars above, it must comply with the following:

- It must be a closed or hardtop automobile
- It must be front engine automobile.
- It must be a production based road, race or sports vehicle produced by a recognised Manufacturer present in Australia.
- It must have achieved certification through the Road Vehicle Certification System (RVCS) by the OEM or their appointed agent in Australia **OR** be certified as part of a one make series previously held in Australia (eg Mini Challenge, Toyota 86, V8 Utes)

Applications for a make/model to be considered for inclusion into the list of Eligible Cars may be made to the Category Manager supported by production information and full specifications.

Invited Cars – At the sole discretion of category management, cars that do not qualify under the eligibility criteria MAY have the opportunity to run at certain rounds. Competitors who are granted this permission will not receive any class or championship points.

- (a) At all times CM reserves the right to accept or reject any application for the inclusion of any make/model into the List of Eligible Automobiles.

**Note:** Before investing in the purchase and/or modification or preparation of any make/model which is not detailed in the List of Eligible Automobiles, the Competitor should contact the CM regarding its eligibility.

- (b) The CM reserves the right to accept entries in Class I – Invitational on a 'Round by Round' basis for an automobile make/model that is not included on the current List of Eligible Automobiles. An automobile in Class I may be subject to additional Balance of Performance (BoP) measures imposed at each round.

### **S5.3 Replacement Automobiles**

Following the commencement of the first qualifying session of each round of the Series, any automobile that has been entered to compete at that round may not be replaced with another automobile.

### **S5.4 Racing Weight**

Racing weight is free subject to the modification and replacement limitations described in this document.

### **S5.5 Permitted Modifications**

Each car must remain unmodified in respect of the production make/model as supplied by the original vehicle manufacturer, except for the freedoms permitted by these Regulations. Modifications and/or tuning practices will be limited to only those which will be designated in these Regulations.

In addition to the above, the only work which may be carried out on the automobile is that necessary for normal servicing, or for the replacement of worn or damaged parts by standard parts. The use of carbon fibre, carbon/Kevlar® composites, ceramic materials or titanium alloys, will not be permitted unless such component/material are fitted/used as a standard part by the manufacturer, or its use is otherwise specifically permitted in the Regulations.

In all circumstances the primary function of any component, even if all or part of its design is free, is the overriding factor in determining its compliance with the Regulations. Any secondary function/s that are not specifically permitted by the Regulations will not be permitted.

The bodywork must cover all mechanical components when seen from above or from the side. Bodywork must be contiguous. Bodywork, joints and/or seams must not be taped or covered. Seam welding is permitted provided no metal is added.

### **S5.6 Non-Genuine Parts**

The use of non-genuine parts is permitted for all fasteners, belts, gaskets, seals, flexible hoses, liquid carrying pipes, mechanical cables, bearings, clamps, spark plugs, spark plug leads, filters, batteries, battery cables, globes and LEDs, fuses and electro mechanical relays and windscreen glass provided the non-genuine parts are mechanically identical to the standard part and that no modifications are required to facilitate the fitment of the non-genuine part.

### **S5.8 Exhaust System**

It is permitted to replace the exhaust system of a naturally aspirated automobile from the mounting point



for the exhaust system at the cylinder head.

It is permitted to replace the exhaust system of a mechanically driven supercharged engine downstream of the final junction point of the exhaust manifold in which case it is permitted to remove the internal matrix component of a catalytic converter only if a catalytic converter is an integral part of the retained exhaust manifold.

It is permitted to replace the exhaust system of a turbocharged engine downstream of the exit of the turbine housing. No part of a replacement exhaust system may protrude upstream of this mating surface.

It is permitted to modify a plastic component for facilitating the exhaust installation and/or fit additional heat shielding to protect plastic components.

Each exit point/s of all exhaust gasses for a replacement exhaust system must remain standard. If the standard exhaust system has multiple exit points, any replacement exhaust system must utilise at least one of the standard exit points for the exhaust gasses.

No additional modification is permitted to facilitate the fitment of a replacement exhaust system.

#### **S5.9 Air Conditioning Systems**

Air conditioning components may be removed.

#### **S5.10 Forced Induction Vehicles**

Boost levels for turbocharged/supercharged cars are free. However, all vehicles must only use factory-fitted mechanical components.

## **S6 FUEL SYSTEM**

### **S6.1 Fuel Tanks & Capacity**

The use of a single FIA FT3 1999 specification replacement tank is permitted. No modifications aside from mounting hardware are permitted to provide for the fitment of this replacement tank.

The fuel system in its entirety must be separated from the cockpit of the competing vehicle.

When a standard tank is being used, it is permitted to add a 30 litre sub-tank, provided the combined tank capacity does not exceed the limits shown below;

#### **Effective Engine Capacity (as per AASA NCR)**

Under 1000cc

1001cc – 1600cc

1601cc – 2000cc

2001cc – 3000cc

3001cc – 4000cc

4001cc +

#### **Max Fuel Tank Capacity**

50 litres

60 litres

70 litres

80 litres

90 litres

100 litres

### **S6.2 FUEL PUMP/S**

Fuel supply pressure to the engine must remain standard. The use of anti-serve tanks is permitted (max 4 litres) provided tank capacity including anti-surge tanks does not exceed the limits shown above.



Replacement and secondary internal fuel pumps are permitted. An external fuel pump may be used to supply fuel to the engine.

Automobiles using replacement tanks may fit an additional external fuel pump supplying the engine, as well as anti-surge tanks of no more than 4 litres. Maximum fuel capacity limits include anti-surge tank capacity. Additionally, a fuel pressure regulator to supply the surge tank and two additional electric fuel pumps may be used.

## S7 ROUND REGISTRATION

- (a) The Events shall be conducted in 2020 and 2021 over a number of rounds to be advised
- (b) Each race conducted as a part of the Events may count in determining the final results of 2020 and 2021 Enduro Champs.
- (c) To be eligible to score points, each Competitor must enter each Driver with the CM at each Round in which they compete

## S8 Events CALENDAR 2021

Event	Date	Circuit	Race Format
1	6&7 March	Sydney Motorsport Park	4 x 1hr
2	11-13 June	Wakefield Park	2 x 2hr
3	6-8 August	Queensland Raceway	2 x 2hr
4	22-24 October	Wakefield Park	2 x 2hr
5	3-5 Dec	Tailem Bend	1 x 4hr

## S9 ROUND FORMAT

- (a) The number, length and format of track sessions shall be negotiated between the CM and the event Organiser prior to an Event and shall be advised in the relevant Supplementary / Further Regulations issued for an event.
- (b) Generally, the format for each Event shall be as follows:
  - (i) Practice One to three x 20-minute practice sessions
  - (ii) Qualifying One x 30-minute qualifying session or, if specified in Event Regulations or schedule, a split qualifying consisting of two x 15-minute sessions with Classes split appropriately.
  - (iii) Warm up Warm up sessions may be scheduled prior to races where time is available
  - (iv) Races
    - Round 1: 4 x 1 hour
    - Round 2-4: 2 x 2 hour
    - Round 5: 1 x 4 hour

### S9.1 Multiple Drivers



- (a) Each automobile may have one (1) or two (2) Drivers entered to compete at an Event.
- (b) If two (2) Drivers are entered to compete in an automobile at any Event, each Driver may compete in that automobile in each race. If more than one Driver competes in any race, a driver change during that race shall be permitted.

### **S9.2 Variations to Timetable**

The timetable may be varied at any time due to exceptional circumstances only with the prior approval of the Stewards.

## **S10 GRID DETERMINATION**

### **S10.2 Grid Determination**

- (a) Race 1: The grid for Race 1 shall be determined as detailed in the AASA NCRs – Progressive Grid based on the fastest lap time recorded in qualifying by each automobile, regardless of Driver.
- (b) Subsequent Races: The grid for Race 2 shall be determined as detailed in the AASA NCRs – Progressive Grid based on the results of the immediately prior ECs race.

### **S10.3 Driver Qualification**

Each Driver must meet the minimum qualifying criteria as detailed in the AASA NCRs during the practice or qualifying sessions that constitute part of the event.

## **S11 START PROCEDURE**

The start procedure for each race shall be as detailed in the AASA NCRs – Standing Start.

## **S12 TROPHIES AND POINTSCORE**

### **S12.1 Prizes and Trophies**

- (a) Trophies will be presented by the Category Manager for Outright and Class results as advised in the Supplementary Regulations for each event.
- (b) S11.2 2021 Series Conditions and Points
  - (a) Outright – Each Driver who competes in the Series (excluding Class I) shall be awarded points based on their outright finishing position (excluding Class I) in each race of the Series. The Winner of the Enduro Champs in 2021 shall be awarded to the Driver/s who scores the highest total number of outright points over all five (5) Rounds of the Series. Should multiple Drivers competing together in the same automobile for the Series score the same points at the conclusion of the Series, they shall be awarded joint Series winners (Outright).
  - (b) Classes – Each Driver who competes in the Series shall be awarded points based on their finishing position relative to the other Drivers in their Class for each race of the Series. A Class award shall be presented to each Driver who scores the highest total number of points for their respective Class over all six (6) Rounds of the Series. Should multiple drivers competing together in the same

automobile for the Series score the same points at the conclusion of the Series, they shall be awarded joint Class winners of the Series.

- (c) A Driver must have competed at a minimum of three (3) of the Rounds of the Series, one of which must be the final round, to be eligible to be awarded 1<sup>st</sup>, 2<sup>nd</sup>, or 3<sup>rd</sup> outright or in class for the Series.

### S12.3 Outright Driver Point score (1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup>)

- (a) Outright Points shall be awarded to Drivers for each race in each Event as follows:

Finishing position	Points per race		
	4x1 Hr	2x2hr	Other
1 <sup>st</sup>	36	72	TBC
2 <sup>nd</sup>	31	62	
3 <sup>rd</sup>	27	54	
4 <sup>th</sup>	23	46	
5 <sup>th</sup>	21	42	
6 <sup>th</sup>	19	38	
7 <sup>th</sup>	17	34	
8 <sup>th</sup>	15	30	
9 <sup>th</sup>	13	26	
10 <sup>th</sup>	11	22	
11 <sup>th</sup>	9	18	
12 <sup>th</sup>	7	14	
13 <sup>th</sup>	5	10	
All other finishers	2	4	

- (b) Points shall only be awarded to the Drivers classified as finishers in the final results of each race.
- (c) To be classified as a finisher an automobile must have crossed the finish line on the track (ie, not the pit lane or pit entry road) under its own power and been credited with having completed at least 75% of the distance completed by the automobile's class winner of the race.
- (d) For Events where more than one (1) Driver is entered to drive an automobile, each Driver who completes more than one (1) lap of a race shall be awarded the number of points allocated to the finishing position of that automobile outright and in its class.
- (e) For Events where more than one (1) Driver is entered to drive an automobile, they may choose to complete a Driver change in each race or compete alone in the automobile for one (1) or two (2) races each. In each case, each Driver shall be awarded the number of points allocated to the finishing position of that automobile outright and in its class for each race at the Event.
- (f) The results for each Event shall be determined by the number of outright points scored by each Driver at that Event.
- (g) In the event of a tie at the end of any Event, the final positions for that Round shall be determined by comparing the results of each tied Driver in the final race of that Event. The higher place in the Event results shall be awarded to the Driver with the higher finishing position in the final race.
- (h) In the event of any tie which may exist at the conclusion of the 2021 Series as detailed in these



regulations, the final positions shall be determined by comparing the race results achieved by each tied Driver, with the Driver with the highest number of outright first places being awarded the higher Series position. If at this stage a tie still exists, it shall be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied Driver until all positions have been determined.

- i) Any Driver that competes in the last round of the 2021 Series that has not competed in any Round prior to the last Round or does not meet the requirements of S11.2(c) shall not be eligible to score Series points (Outright or Class). However, any such Driver shall be eligible to win or place at the Round based on their finishing position (Outright or Class).

**S12.4 Class Driver Pointscore (1<sup>st</sup>, 2<sup>nd</sup> 3<sup>rd</sup>)**

Class points will be awarded to all Drivers at the event as follows:

Number of automobiles starting in Class	Finishing position in Class										
	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th or lower
10 or greater	54	52	49	46	44	42	40	38	36	34	See Note*
5 to 9	52	49	46	44	42	40	38	36	34		
3 to 4	49	46	44	40							
2	45	40									
1	40										

\*Note: Each finishing position in Class of 11<sup>th</sup> or lower shall be awarded 2 points less than the next higher finishing position. That is, 32 points for 11<sup>th</sup>, 30 points for 12<sup>th</sup> and so on.

All Drivers of all classes will compete against all other classes of drivers for overall 1<sup>st</sup>, 2<sup>nd</sup> 3<sup>rd</sup> in Class results. The drivers who accumulate the most points overall from their own classes will fill the top 3 places. For clarity, 1<sup>st</sup> place may come from Class B, 2<sup>nd</sup> place from Class A, and 3<sup>rd</sup> place from Class D based on the total number of class points earned by each driver over the course of an event.

- (a) Points shall only be awarded to the Drivers classified as finishers in the final results of each race.
- (b) To be classified as a finisher an automobile must have crossed the finish line on the track (ie, not the pit lane or pit entry road) under its own power and been credited with having completed at least 75% of the distance completed by the automobile’s class winner of the race.
- (c) For Events where more than one (1) Driver is entered to drive an automobile, each Driver who completes more than one (1) lap of a race shall be awarded the number of points allocated to the finishing position of that automobile outright and in its class.
- (d) For Events where more than one (1) Driver is entered to drive an automobile, they may choose to complete a Driver change in each race or compete alone in the automobile for one (1) or two

(2) races each. In each case, each Driver shall be awarded the number of points allocated to the finishing position of that automobile outright and in its class for each race at the Event.

- (e) The results for each Event shall be determined by the number of class points scored by each Driver at that Event.
- (f) In the event of a tie at the end of any Event, the final positions for that Round shall be determined by comparing the results of each tied Driver in the final race of that Event. The higher place in the Event results shall be awarded to the Driver with the higher finishing position in the final race.

## **S13 EVENT OPERATIONS**

### **S13.1 Series Registration and Entry**

- (a) The Series shall operate under the AASA Registration and Entry Process.
- (b) Event Entry Forms shall be available from the CM and online as advised by the CM.
- (c) Document checking shall be conducted by the EOC prior to the first official track session at each Event.

### **S13.2 Scrutiny**

- (a) In addition to their automobile, each Competitor must have the following equipment inspected by the Chief Scrutineer or their nominee:
  - (i) each Driver's apparel
  - (ii) each refueller's apparel
  - (iii) pit garage fire extinguishers
  - (iv) overhead fuel rigs

### **S13.3 Driver/Team Manager Briefings**

- (a) Each Driver and Team Manager (i.e. an appropriately authorised representative of the Competitor, other than the Driver) must attend the compulsory Drivers/Team Manager Briefing/s.
- (b) The time and location of the briefing/s shall be detailed in the Supplementary or Further Regulations for the event.
- (c) The attendance sheet must be signed by the Driver and the Team Manager to confirm attendance.
- (d) Other compulsory briefings may be convened as required and shall be advised to each Competitor accordingly.

### **S13.4 Impound/Parc Fermé**

- (a) Each automobile, including those remaining in pit lane, must proceed directly to the designated impound/Parc Fermé area via the most direct route (or as directed by Officials) at the conclusion of each qualifying session without returning to the pit garage or paddock areas and without interference from any third party (other than an Official).
- (b) Each automobile completing each race must proceed directly to the designated impound/Parc Fermé area (or as directed by Officials) at the conclusion of the race, without returning to pit or paddock areas and without interference from any third party (other than an Official).
- (c) An automobile may not be removed from impound/Parc Fermé except with the express permission



of the TD or the Chief Scrutineer who must notify the EOM.

### **S13.5 Automatic Timing**

- (a) the automobile must be fitted with a Dorian transponder. This can be supplied by the Competitor or hired from the CM at a cost to the Competitor of \$100 per transponder per event. If the transponder is damaged by the Competitor there shall be an additional an additional \$300 replacement fee per transponder payable by the Competitor to the CM. In the event that Dorian equipment is not able to be used at specific circuits, , Competitors will be required to hire that circuits timing equipment directly from the circuit at Competitors expense. This will be advised in the Event Supplementary Regulations.

### **S13.6 Practice and Qualifying**

- (a) Each lap of official practice and qualifying shall be timed. The times achieved during these practice and qualifying sessions shall be used to determine Driver qualification.
- (b) During qualifying, an automobile may not return to the pit garage/paddock area without the express permission of the TD or the Chief Scrutineer. If an automobile exits pit lane to the pit garage/paddock area during qualifying it shall not be permitted to re-join that session and shall be disqualified from the qualifying session.

### **S13.7 Races**

- (a) For an automobile with more than one Driver, each Competitor must nominate the Driver to start each race to the EOC one (1) hour before the scheduled start of that race.
- (b) If the EOC does not receive a start Driver nomination for an automobile then the first Driver listed on the Entry Form shall be nominated as the start Driver.

- (c) If the nominated Driver does not start the race a pit lane drive through penalty or other penalty may be imposed by the Stewards.
- (d) If an automobile takes more than twice the time of the winning automobile's fastest lap time in the race to complete the last lap of the race, this lap shall not be taken into account when determining the total race distance covered.
- (e) Any penalty requiring lap/s to be deleted shall be applied at the conclusion of each race.
- (f) The pushing of an automobile by the Driver or by another competing automobile along the track or pushing it across the finishing line is not permitted and shall entail immediate disqualification of the automobile/s concerned.

### **S13.8 Pit Lane & Pit Crew Members**

- (a) Each Pit Crew member is required to sign a Pit Lane Indemnity Form prior to the first track session and to display identification as and if required by the event Organiser at all times while in the Pit Lane.
- (b) It is the responsibility of the Competitor to ensure that each Pit Crew member associated with their automobile complies with S12.8 (a).
- (c) The Organiser reserves the right to refuse entry to the pit area to any persons considered to be unsuitably dressed or not correctly identified.
- (d) Non-essential personnel, such as any sponsor, family member, or other guest, are not permitted to access the front 50% of any garage that opens onto Pit Lane at any time during on-track activity that involves an automobile from that garage.
- (e) The 'prescribed line' referred to in these regulations shall be defined by the Race Director at the compulsory Briefings.
- (f) A speed limit of 40km/h shall apply in pit lane at all times. If the limit is exceeded at any time during the event the Stewards may impose a penalty in accordance with the CRSR. The designated pit lane speed limit area shall be defined by the speed restriction and derestriction lines, marked by appropriate signs, at either end of the Pit Lane.
- (g) A Competitor must not paint lines on any part of the pit lane surface.
- (h) No equipment is to be placed on the pit signalling wall at any time during the event.
- (i) Only three (3) persons per competing automobile are allowed at the pit signalling wall at any time during an event and are subject to the direction of officials. Any person at the pit signalling wall must stand back when not signalling in case of impact with the wall by an automobile.
- (j) Smoking is not permitted in Pit Lane, a pit lane garage and/or the paddock area at any time during the event.
- (k) No person under 16 years of age is permitted in Pit Lane unless entered as a Driver in an automobile competing in that session.

- (l) No overhead boom or gantry is permitted in Pit Lane except where event supplementary regulations allow for night racing.
- (m) Each Competitor must appoint a Car Controller, who is nominated to the EOM, for each automobile.
- (n) At all times an automobile is stationary in its pit bay it must remain under the control of the nominated Car Controller who must remain at the front of the automobile in clear view of the driver and is responsible for the safe conduct of the pit stop and departure of the automobile at the completion of any pit stop. The Car Controller is not permitted to assist in any way with a pit stop and shall not count in any following regulation regarding the number of persons permitted to assist with a pit stop.

### **S13.9 Major Repairs during Races**

- (a) Any automobile requiring extended servicing or repairs must be moved into the pit lane garage for this servicing/repairs to be completed. Once the automobile is moved into the pit lane garage the number of persons permitted to service the automobile is free.
- (b) In the event that an automobile requires repairs which cannot be carried out in the pit lane garage, subject to receiving the prior express approval of the TD or Chief Scrutineer, it is permitted for that automobile to be removed from the pit lane garage to the scrutiny bay or other suitable location approved by the TD or Chief Scrutineer. Once the repairs have been completed, the automobile must be returned to its allocated pit bay or pit lane garage before it rejoins the circuit. The removal and return of any automobile in these circumstances must be carried out under the supervision of and subject to the instructions of the TD or Chief Scrutineer or their nominee. A speed limit of 10km/h shall apply in the paddock area at all times.
- (c) Any repairs carried out on an automobile outside of the Pit Lane or other location approved by the TD or Chief Scrutineer, including an automobile stopped on the circuit, must only be carried out by the Driver alone using only tools or parts transported in the automobile. Advice given to the Driver whether by electronic means or by voice, is not considered to contravene this regulation.
- (d) Replenishment of oil or water outside of the Pit Lane or other location approved by the TD or Chief Scrutineer is not permitted.
- (e) In the event that an automobile which has stopped on the circuit has been removed from the circuit by officials it shall, when appropriate, be taken to the scrutiny bay where the Competitor shall have the option to either:
  - (i) Carry out repairs in the scrutiny bay;
  - (ii) Move the automobile to the pit lane garage or another location approved by the TD or Chief Scrutineer for repairs; or
  - (iii) Withdraw the automobile from the event by supplying written notice to the TD .
  - (iv) If the affected automobile wishes to restart the race as a result of repairs carried out then it may only do so, with the permission of the Clerk of the Course, after having been rescrutinised by the TD or Chief Scrutineer.



### **S13.10 Removal of Automobiles from the Circuit Precinct**

Following the commencement of the first practice session, it is not permitted to remove any automobile from the circuit precinct prior to the release of all automobiles from the impound/Parc Fermé established following the final race of that Round of the Series without the prior express written approval of the TD.

### **S13.11 Radio Communication to/from Automobile**

Two-way radio communications between the Driver and a member of the Pit Crew is compulsory at all times whilst the automobile is on the race track.

### **S13.12 Race Management Channel (RMC)**

- (a) A minimum of one (1) senior team member for each competing automobile must monitor RMC, on a strictly listening basis only, at all times during any practice, qualifying or race.
- (b) This team member must monitor the RMC from at least 15 minutes prior to the scheduled start time of each session or race during the event.
- (c) All relevant track messages received on the RMC must be relayed to the Driver as well as the Team Manager.
- (d) The RMC frequency is **TBA**

## **S14 PIT STOPS**

### **S14.1 General Procedures**

- (a) Each pit stop shall be conducted in accordance with the following:
  - (i) A Pit Stop may be carried out during any Safety Car deployment.
  - (ii) The use of reverse gear in pit lane is strictly forbidden. If a Driver passes their pit bay they may be pushed back to the pit bay by the pit lane service personnel.
  - (iii) Each Competitor must supply a minimum of two effective dry chemical powder type extinguishers in each garage under their control with a minimum capacity of 4.5kg each. One 9kg extinguisher is not acceptable.
  - (iv) Except for electric cooling fans and battery powered hand tools, the use of any spark generating device or high temperature device is prohibited in the pit garage or in pit lane
  - (v) The use of any device to artificially heat tyres and/or wheels is not permitted.
  - (vi) Each team must use solid incompressible components capable of supporting the automobile in the event of a jacking system failure. These must be positioned under the automobile at all times while persons are working on the automobile and have any part of their body under any part of the automobile. This requirement does not apply to wheel changing operations and brake pad changes.

- (vii) The use of an onboard jacking system is not permitted at any time during the event. Each automobile must only be lifted by the use of a commercially available standard trolley jack as approved by the TD or Chief Scrutineer.
- (viii) A suitable pit stop sign must be provided by each Competitor for the car controller of each automobile to display when their automobile is entering pit lane. The automobile's competition number must be clearly displayed on the sign. Other detail such as team name or sponsor name may be added to the sign
- (ix) A pit stop procedure can be made up of either of the following activities:
  - (A) refuelling the automobile.
  - (B) servicing the automobile.
- (x) Refuelling the automobile must be the first activity performed. More than one activity cannot be performed at the same time. Refuelling must be completed before the second activity is started.
- (xi) All crew (except the Car Controller) and equipment (except any wheel chock that is used exclusively to prevent the automobile from rolling) must return behind the prescribed line before the activity can be considered completed. Only then can a new activity start or an automobile be released from its pit bay by the Car Controller. If the wheel chock is not removed, it must be restrained.
- (xii) A Driver change may take place during either activity.
- (xiii) If an automobile's dry break fuel coupling/s is mounted forward of the A-pillar (leading edge of the front door), the Car Controller must be attired as per the personnel carrying out the refuelling procedure.
- (xiv) A maximum of three (3) persons and their equipment may cross the prescribed line to assist with a pit stop by working on the automobile. This number of personnel does not include the tyre technician (employed by or contracted to a tyre manufacturer), TV technician, any signal persons at the pit wall, Driver entering the automobile, Driver Assistant (if used) and Car Controller who must carry out their functions exclusively. If a tyre technician is working near the fuel coupling/s they must be attired as per the personnel carrying out the refueling procedure. Any TV technician/s adjusting in-car equipment must be attired as per the personnel carrying out the refuelling procedure.
- (xv) Any person who crosses the prescribed line and/or assists during the pit stop by passing or moving any tool and/or component from the pit lane garage over the prescribed line into pit lane, shall be deemed as working on the automobile.
- (xvi) Any person receiving any component or tool rolled or passed from pit lane over the prescribed line into the pit lane garage shall not be deemed as working on the automobile.
- (xvii) All personnel, except the Car Controller, and equipment must remain behind the prescribed line until the automobile has come to a complete stop in its allocated pit bay.

- (xviii) The Car Controller may only cross the prescribed line into pit lane one (1) lap prior to the commencement of the pit stop.
- (xix) Each automobile must come to a complete stop in its allocated pit bay prior to the Driver safety harness being unfastened.
- (xx) During any pit stop all equipment including wheels, spare parts, wheel changing tools etc must be under the complete control of the persons permitted to work on the automobile.
- (xxi) An automobile which is driven over any equipment in pit lane or makes contact with any other automobile or personnel in pit lane may receive a pit lane drive through penalty or other penalty as determined by the Stewards.
- (xxii) During any pit stop, the automobile's engine may be left running. When the automobile is ready to re-join the circuit, the automobile must only be re-started by on-board means without any outside assistance.
- (xxiii) The Driver's safety harness must be fastened before the automobile leaves its allocated pit bay.

#### **S14.2 Refuelling the automobile**

At all times during each race, re-fuelling of each automobile must only be carried out on the pit lane apron and in accordance with Appendix 6 of the AASA NCRs (<http://aasa.com.au/wp-content/uploads/2018/01/180108-01-Refuelling-V1.1.pdf>).

Dry break refueling mechanisms are not mandatory – manual refuelling via rotary style pump is permitted. Each person involved with refuelling must be attired in accordance with Appendix 4 of the AASA NCRs – Apparel Requirements.

Any refuelling equipment (pumps, towers, fuel storage devices) must comply with Appendix 6 of the AASA NCRs.

No refuelling may occur from the 3 minute signal prior to the race start until after the automobile has completed one (1) racing lap.

An automobile which has the refuelling aperture on the non-garage side of the automobile may enter the garage to refuel subject to the following procedure:

- The adjoining garages on either side of the pit bay being used must be informed of the intended refuelling pit stop one (1) lap prior.
- The garage where the refuelling is to occur must be evacuated of all people except the refuelling personnel, prior to the pit stop.
- The automobile must enter the pit bay garage nose first with that area of the automobile where the fuel filler aperture is located remaining outside of the garage.
- The automobile's engine must be turned off prior to the commencement of refuelling.

- Each person involved in refuelling the automobile must wear apparel which complies with Appendix 4 of the AASA NCRs.
- When refuelling is completed the crew must then push the automobile from the garage to its pit bay prior to release by the Car Controller.

### **S14.3 Servicing the automobile**

- (a) The maximum number of persons permitted to assist with servicing the automobile is three (3), excluding the Car Controller and Driver Assistant.
- (b) A maximum of two (2) wheels may be jacked above the ground at any time during a Pit Stop.
- (c) The maximum number of powered tools (hand or otherwise) used to loosen or re-tension the wheel nuts is one (1) per automobile.
- (d) During a race it is forbidden to change the cylinder block (crankshaft case and cylinders) or the chassis/body unit under penalty of disqualification.

### **S14.4 Driver Change**

- (a) A Driver change may only take place on the pit lane apron under supervision of pit lane officials, even if an automobile has been moved to the pit garage for an extended repair period.
- (b) A Driver change may be carried out at any time during a pit stop.
- (c) A Driver must not cross the prescribed line into pit lane before the automobile has come to a complete stop in its pit bay.
- (d) The Driver who has exited the automobile must be behind the prescribed line before the automobile is released from its pit bay at the conclusion of a pit stop.
- (e) The Driver exiting the automobile, if assisting the driver entering the automobile, is not deemed to be working on the automobile. Teams are permitted to use a Driver Assistant, in place of the exiting Driver. This Driver Assistant may assist with the driver change and/or connect a cable to an automobile's Data/ECU system only. In these cases, the exiting Driver or the Driver Assistant will not be counted as one of the persons who are permitted to assist with the pit stop.

### **S14.5 Compulsory Pit Stops (CPS)**

- (a) At each Event each automobile must complete one (1) CPS in each race.
- (b) The CPS must be commenced during the prescribed CPS window in each race.
- (c) The prescribed pit stop window shall open when a nominated number of laps or time of the race has been completed by the leader and close when a nominated number of laps or time have been completed by the leader (The nominated Open and Closed lap number or time is to be detailed in the Supplementary and Further Regulations issued by the Organiser at each round of the Series).
- (d) The CPS may not be commenced during a Safety Car period that occurs within the CPS Window.
- (e) An automobile shall be deemed to have commenced a CPS when the automobile enters pit lane and has crossed the timing line at pit entry or the speed restriction line if a timing line is not installed or functioning.

- (f) An automobile shall be deemed to have completed a CPS when the automobile exits pit lane by crossing the timing line at pit exit, or the speed derestriction line if a timing line is not installed or functioning, and re-joins the track.
- (g) Each CPS shall be conducted in accordance with Article S13.1 of these regulations and the following:
  - (i) Each automobile must change a minimum of two (2) wheels and tyres in each CPS.
  - (ii) No refueling may be carried out on the automobile during the CPS.
  - (iii) A Driver change may be completed if required.
- (h) The minimum penalty for failing to commence the CPS within the prescribed CPS window or conduct the CPS as specified above shall be a pit lane drive through or if a breach is not determined until after the race, thirty (30) seconds added to the race time of the automobile.
- (i) The minimum penalty for failing to conduct the CPS at all shall be two (2) laps deleted from the total number of laps completed by the automobile at the end of the race.

## **S15 FUEL**

- (a) Each automobile must only use the fuel as supplied by the official fuel supplier at the event, as nominated by the CM.
- (b) Other than fuel already in the fuel tank of an automobile, no fuel is to be brought into the event site.
- (c) The official fuel supplier shall on arrival at the event and prior to the start of the event deliver each automobile or team (maximum two (2) automobiles per team) one (1) 205 litre drum of fuel. This fuel must be in use from and including qualifying onwards for the entirety of the event.
- (d) Returning unused fuel to the official fuel supplier for refund must be completed by one (1) hour after the finish of the final race for the Round. No fuel shall be accepted after this time and it shall be the Competitor's responsibility and cost.
- (e) A fuel sample may be taken from a competition automobile at any time.
- (f) Each Competitor is responsible for a fuel sample being able to be obtained safely and promptly upon request by the TD or Chief Scrutineer.
- (g) All fuel sampled shall be compared with that provided by the official fuel supplier. Any discrepancy shall be reported to the Stewards by the TD or Chief Scrutineer.
- (h) A specification analysis of the event fuel, and distribution details shall be available on request from the CM.
- (i) Refuelling and defuelling is not permitted during any qualifying session, or before the completion of post qualifying or post-race scrutiny unless authorised by the TD or Chief Scrutineer.

### **S15.2 Fuel Storage**

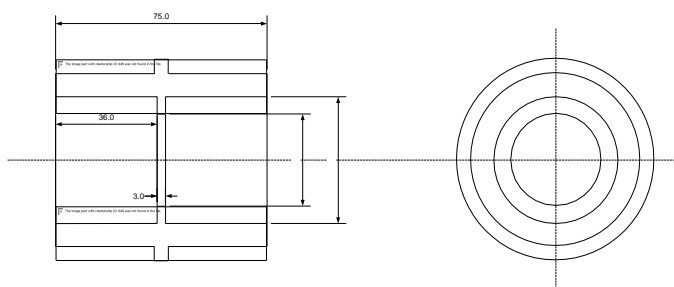
- (a) Any area in which fuel is being stored must be:
  - (i) Adequately ventilated and have unimpeded access; and
  - (ii) Be clean and free of potentially flammable materials e.g., paper, rags, oily fabrics etc.

- (b) Fuel must only be stored or transferred at a temperature within 10 degrees Celsius (plus or minus) of ambient temperature.
- (c) The maximum amount of fuel to be stored in each pit lane garage shall be 205 litres or as advised in the event Supplementary or Further Regulations. The fuel storage allowance does not include the fuel contained within the refuelling tower. A pit lane garage is defined as the area provided by the Organiser as a single pit lane garage hire for one (1) automobile.
- (d) Any fuel in excess of the pit lane garage allowance must be stored in the bunded fuel storage area.
- (e) At least 2 x 4.5kg dry chemical fire extinguishers, in working order, must be provided by the Competitor for each of their competing automobiles.

## S16 REFUELLING EQUIPMENT (INCLUDING TOWERS)

### S16.1 Refuelling Apparatus

- (a) Each refuelling apparatus must meet the requirements and standards set out in Section 6 of the AASA NCRs – for clarity fuel towers and fast fuel couplings are NOT mandatory, but may be used;
  - i) The refuelling system (including a refuelling tower, tank, hoses, valves and dry break fittings) must all be electrically connected to one of the grounding connections in the Pit Garage for the duration of the on-track activities.
  - ii) Where a refuelling tower is utilised, a restrictor with a maximum internal diameter of 32mm and a length of 75mm must be placed within 150mm of the dry break coupling through which fuel being transferred to the automobile must pass. The restrictor must adhere to the dimensions of the following diagram



- (iii) Where a Fuel Tower is used, a single fuel delivery hose which must be of a flexible rubber or a fuel resistant reinforced plastic material, must be connected to the emergency cut-off valve. The flexible part of the hose must be at least 3m in length and of an internal diameter no greater than 50mm (2 inch).
- (iv) Where a fuel tower is used, the vent hose used to direct the expelled fumes from the automobile to the refuelling tower must remain open at all times. No device may restrict the flow of these fumes for the duration of the refuelling operation.

- (v) All refuelling equipment must be maintained in good working order:
  - (A) O-rings must be regularly inspected and replaced if there are any signs of expansion or damage; and
  - (B) Springs and tracks must also be regularly inspected and kept lubricated during those times the refueling valves are not in operation.
- (vi) Each installation and all equipment must be specifically approved by the TD prior to any Event during which refuelling is permitted in Pit Lane.

### S16.2 Vehicle Refuelling

Practice pit stops are permitted outside of track activity, provided the fuel hose is empty. Refuelling towers may only be used to refuel an automobile during a race, or with the agreement of a pit lane fire marshal. Fuel Towers must not be covered during a race.

All relevant State specific OH&S and legal requirements must be met when refuelling an automobile.

Appendix 6 of AASA NCRs requirements must be met at all times when refuelling a vehicle, with particular attention to the attire requirements described.

## S17 TYRES

- (a) Tyres may be a choice of R spec tyres. Competitors must choose one brand of tyres from the available brands before tyres are marked prior to qualifying. Combinations of brands are not permitted.

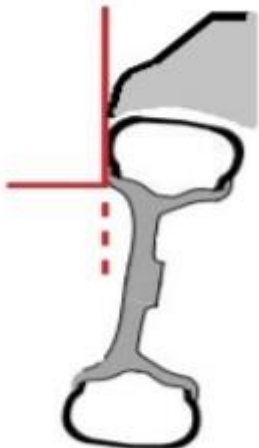
From the commencement of qualifying, the maximum number of tyres that are permitted to be used on each automobile at each round of the Series shall be as below. The Automobiles allotment of marked tyres for each round must include a minimum of one (1) set of new tyres and may also include previously scanned/marked Series tyres only. For clarity tyres may be used across rounds within 2021.

Event	Maximum number of tyres
1	10
2	10
3	10
4	10
5	10

- (b) For events in 2021, Enduro Champs have a panel of the following permitted tyre brands;
- (c) With the exception of wear resulting from normal usage, each tyre must remain unmodified.
- (d) Each wheel and tyre is free, provided:
  - Wheel arches sizes are not increased i.e. no changes or additions to the bodywork.
  - Tyres do not protrude past the external bodywork as viewed from above (no extended guards).



- Wheels and tyres are matching opposite each other across the car.



- (e) A maximum number of tyres (as detailed above) shall be scanned/marked for each automobile by the TD or their nominee at each Round of the Series and these scanned/marked tyres are the only tyres permitted to be used on that automobile during any qualifying session or race at that Round.
- (f) Prior to qualifying at each Round of the Series, each Competitor must present to the TD each tyre for scanning/markings.
- (g) Each Competitor is responsible for ensuring that each tyre is scanned/marked or re-scanned/marked as appropriate. If a tyre is not scanned/marked for any reason or the barcode or markings become illegible, the Competitor must notify the TD or their nominee immediately.
- (h) A Competitor is permitted to replace one (1) scanned/marked tyre per automobile, if the TD is satisfied that due to exceptional circumstances, the tyre in question can no longer be used. The TD shall ensure that the tyre to be replaced has been rendered unusable and that the replacement tyre is of the same specification and of similar wear to the tyre being replaced.
- (i) Should a Competitor be permitted to replace a scanned/marked tyre, the automobile concerned must start the next race at that Round of the Series from the rear of the grid. If the replacement occurs during the last race or only race for a round, thirty (30) seconds shall be added to the race time for that automobile. For clarification, any tyre that is not scanned/marked for that round prior to qualifying shall be considered a replacement tyre even if it is within the permitted maximum number of tyres for the round.
- (j) Any heating or chemical treatment of tyres prior to an event is prohibited.
- (k) The use of any tyre heating, heat retention device or chemical treatment during an event is prohibited.
- (l) It is prohibited to use any device that automatically controls the tyre pressure of a fitted tyre.
- (m) If qualifying and/or racing are scheduled on more than one (1) day at any Round of the Series, the TD may impound any tyre overnight at their sole discretion.
- (n) At no time may any tread wear indicator be exposed, or in the case of a tyre that has a dimpled tyre wear indicator, the tyre must not be worn below the indicator. With the exception of the shoulder of a tyre, in each area of a tyre where there is no tread wear indicator, the standard tread pattern must be clearly visible.





**Please note:** The TD is sole arbiter with regard to the interpretation and application of these tyre regulations and any decision made by the TD in this regard shall not be the subject of any protest or appeal.

## **S18 BALANCE OF PERFORMANCE (BOP)**

- (a) An automobile may be subject to a Balance of Performance (BoP) adjustment which may take the form of a change to any of the following:
  - (i) Automobile weight – weight may be added to the actual weight of the automobile as measured by the TD at the event.
  - (ii) Minimum ride height.
  - (iii) Number and/or length of a CPS.
  - (iv) Fuel tank capacity.
- (b) Any application of BoP will be advised by the TD and will be covered by a Technical Bulletin.
- (c) The TD reserves the right to apply a BoP adjustment/s up to two (2) hours prior to the commencement of each Race.

## **S19 AUTOMOBILE MARKINGS**

### **S19.1 Automobile Markings and Series identification**

- (a) Appendix 1 depicts the signage requirements for all vehicles competing at the Enduro Champs Events.
- (b) The front windscreen strip of each automobile is to be left vacant for the Events Naming sponsor. 250 mm from bottom of strip to top of windscreen – decals to be supplied by the CM. Note: The windscreen banner must be placed on the windscreen glass (not the metal roof space above the windscreen).
- (c) Each side number panel must be a white panel 260 mm high x 380 mm wide and placed 10mm to 20mm back from the front door line – to be supplied by the Competitor.
- (d) Each competition number must be black, 220 mm high x 260 mm wide and in Helvetica Bold Italic – to be supplied by the Competitor.
- (e) A panel above the side number panel must be left vacant for the Series commercial partners. 100 mm high x 380 mm wide – to be supplied by the CM.
- (f) A panel 100mm high x 380 mm wide below the side number panel must be left vacant for the Series commercial partners – to be supplied by the CM.
- (g) A panel 100 mm high x 380 mm wide on each corner of the front and rear bumper (four locations) must be left vacant to display the tyre manufacturer of choice from each Competitor – to be supplied by the competitor..
- (h) The front and rear number plates must be left vacant for class commercial partners. 130mm high x



400 mm wide – to be supplied by CM.

- (i) A panel 100 mm high x 380 mm wide on each side skirt behind the front wheels must be left vacant for the Series commercial partners – to be supplied by the CM.
- (j) Front windscreen number – day glo Helvetica Bold. 150mm high for number – to be placed 25mm from the left side of the windscreen and 25mm below the bottom of the windscreen strip.
- (k) Rear windscreen number – day glo Helvetica Bold. 150mm high for number – to be placed 25mm from the bottom of the rear windscreen strip and 25mm from the right-hand side.

### **S19.2 Competition Numbers**

- (a) The allocation of a competition number for each automobile is solely the responsibility of the CM, which shall maintain a register of all competition numbers allocated to, or reserved for, any automobile.
- (b) The Number "1" shall be reserved for the outright Series winner from the previous year with their number from the previous year being retired for the current year.

### **S19.3 Night Racing Requirements**

- (a) Each door number must be illuminated by door panel lighting.
- (b) Each door handle, battery isolation and kill switch as well as window net release mechanism must be highlighted with reflective tape.
- (c) A Pit Boom can be utilised for lighting of the pit bay area only.

## **S20 SEALING OF AUTOMOBILES/COMPONENTS**

- (a) The engine fitted to each automobile must have been sealed by the TD or a nominated sealer approved by the CM, prior to the commencement of qualifying at each round of the Series.
- (b) The TD may seal any drive train and engine part during an event for inspection between events.
- (c) No seal may be removed without the prior express permission of the TD.
- (d) Where a sealed component has been determined to be ineligible by the Stewards, the Stewards may, at their discretion, disqualify the automobile from the results of all previous rounds of the Series in which the sealed component was identified as having been used on that automobile.
- (e) It is the responsibility of the Competitor to have appropriate holes in relevant components to enable the fixing of seals.

## **S21 VIDEO CAMERA & RECORDING DEVICE**

- (a) Each automobile entered in the Series must be fitted with a fully operational digital video camera and recording device and any associated camera equipment to ensure the full functionality and recording capability of the camera in each practice/qualifying session and race.
- (b) The camera system must be supplied by the Competitor and authorised by the CM.
- (c) The camera and its associated equipment shall be installed in the automobile with the camera pointed in a forward direction with a field of vision sufficiently wide to record clearly, and without obstruction at all times, the Driver's view of the race track ahead.
- (d) Each Competitor shall be required to ensure that the camera is switched on and functioning in the



correct manner prior to the automobile entering the Circuit for each practice/qualifying session and race.

- (e) Access to the camera must be provided to personnel authorised by the EOM at any time upon request.
- (f) No person other than personnel authorised by the EOM shall have access to the camera, for thirty (30) minutes after the conclusion of any track activity
- (g) Each Competitor is permitted access to any video image recorded by a camera in their automobile, however the footage is "strictly for private purposes"; that is, it cannot be sold, licensed, broadcast, published, commercially exploited or otherwise publicly distributed.
- (h) Each Competitor must have a minimum of two (2) flash cards per automobile with the competition number marked or tagged on each card for identification.
- (i) When requested, each Competitor must immediately provide the flash card to the RD, TD or Stewards.
- (j) The fitment of any other camera and/or recording device to an automobile is subject to the prior express approval of the EOM and the installation is subject to the approval of the TD.
- (k) Failure to include a camera in a competing vehicle, or failure to produce footage upon request from any Event sessions will result in a penalty at the discretion of the DSO or stewards of the meeting.

## **APPENDIX 1**

### **Automobile Marking**



## APPENDIX 2

### List of Eligible Automobiles and Classes

#### Enduro Champs Classes:

Group 1, 2, 3, 4, 5 and 6 set out below are based on projected lap times, power to weight and torque to weight ratios. Category Management reserve the right to reclassify a competitor based on performance.

A separate class MAY be created from event to event should a specific type of car (eg Excels, Pulsars, RX8 Cup) have enough competitor numbers.

<u>Manufacturer</u>	<u>Model</u>	<u>Designation</u>	<u>Group / Class</u>
			<b><u>Group 1</u></b>
Alfa Romeo	Giulia	Quadrifoglio	G1
BMW	M3 Competition LCI Manual	F80	G1
BMW	M4 Pure Coupe Auto	F82	G1
HSV Chevrolet	HSV Camaro	ZL1	G1
BMW	M3 Competition LCI Auto	F80	G1
BMW	M4 Coupe Auto	F82	G1
BMW	M2 Competition Coupe 2019		G1
Ford	Mustang	R Spec	G1
BMW	M2 Competition Pure Coupe 2019		G1
BMW	M2 Pure Coupe	F87	G1
BMW	M2 Coupe	F87	G1
Porsche	718 Cayman S	718	G1
Toyota	Supra	GTS	G1
			<b><u>Group 2</u></b>
Holden	Commodore VF HSV	GTS	G2
Mercedes Benz	C63	W205	G2
Mercedes Benz	C63	204	G2
HSV Chevrolet	HSV Camaro	2SS Coupe	G2
Ford	Falcon FG II	GT-F	G2
Ford	Falcon FGX	XR8	G2
Ford	Falcon FGX	XR8 (SC) Sprint	G2
Mitsubishi	Lancer Evo X	RS	G2
Ford	Falcon FGX	XR6 Turbo Sprint	G2
Ford	Falcon FGX	XR8 (SC)	G2
Ford	Falcon FG MkII - FPV	GT	G2
Ford	Falcon FG - Mk II	GT R-Spec	G2
Holden	Monaro GTO		G2
		GTO Coupe, GTS	
Holden	Commodore VZ HSV	Coupe	G2
Holden	Commodore VF II	SS V Redline (6.2)	G2
Lexus	RC RCF	USC10R	G2

Holden	Commodore VZ HSV	R8 Clubsport	G2
Ford	Falcon FG - FPV	F6	G2
Ford	Mustang	GT	G2
Holden	Commodore VZ HSV Clubsport LS2		G2
Holden	Commodore VE / VE2	R8 Clubsport	G2
Holden	Monaro GTS		G2
Holden	Monaro VY CSV	Mondo GT	G2
Holden	SV6000		G2
Holden	VE / VE2 HSV	GTS	G2
Holden	VX HSV	GTS	G2
Holden	VX HSV	R8 Clubsport	G2
Holden	VY / VY2 HSV	GTS	G2
Audi	RS3	8V	G2
Holden	Commodore VT GTS		G2
BMW	M140i LCI-2 Auto	F20	G2
Ford	Falcon FG FPV	GT-P, F6	G2
Holden	VY HSV	R8 Clubsport	G2
BMW	1M Coupe	E82	G2
Mercedes Benz	A45	AMG	G2
Ford	Falcon BF Mk I/II - FPV	GT / GT-P	G2
Holden	VE1 HSV	R8 Clubsport	G2
Subaru	Impreza WRX Sti	V1	G2
BMW	M3	E90 / E92 E93?	G2
Audi	TT RS	8J	G2
Alfa Romeo	4C	Launch Edition	G2
BMW	M135i Hatch	F20	G2
Ford	Focus RS	LZ	G2
Mitsubishi	Lancer Evo IX	RS & GRS	G2

### **Group 3**

Holden	Commodore VF SS		G3
Holden	Commodore VE SS		G3
Porsche	944 Cup		G3
Ford	Falcon BF2 F6 Typhoon		G3
Ford	Falcon BF Mk I/II - FPV	F6 Typhoon	G3
Ford	Falcon FGX	XR6 Turbo	G3
Holden	Commodore VF SS	(6.0L)	G3
Holden	Monaro CV8		G3
Holden	Commodore VZ SS	SS	G3
		SS/SV/SSV-Redline	
Holden	Commodore VF	(6.0L)	G3
Ford	Falcon FG	XR8	G3
Ford	Falcon BA Mk I/II - FPV	F6 Typhoon	G3
Ford	Falcon BA Mk I/II - FPV	GT / GT-P	G3
Holden	Commodore VE	SS/SV/SSV-Redline	G3
BMW	M235i Coupe	F22	G3

Ford	Falcon BF2 GT-P		G3
Audi	RS4	B8 V8	G3
KIA	Stinger	330 GT	G3
Porsche	Cayman S	981	G3
Holden	Commodore VZ	SS / SV	G3
Holden	Commodore VX Clubsport R8		G3
BMW	M3 CSL	E46	G3
Ford	Falcon BA II	XR8	G3
Ford	Falcon BFII	XR8	G3
Ford	Falcon BFMk I/II	XR8	G3
Holden	Commodore VZ SSZ		G3
Holden	Commodore VT II Clubsport		G3
Holden	Commodore VY	SS / SV	G3
Audi	RS4	B7 V8	G3
Honda	Civic	Type R	G3
Ford	Focus RS	LV	G3
BMW	M3R	E36	G3
Audi	S5 Quattro Manual	8T V8	G3
BMW	Z4 M Manual MY07	E86	G3
Ford	Falcon BF2 XR6 Turbo	F6	G3
Ford	Falcon BF Mk I/II	XR6 Turbo	G3
Ford	Falcon AU	XR8	G3
BMW	335i	E90 / E92	G3
Jaguar	F-Type	RWD	G3
BMW	M3	E46	G3
BMW	135i	E82	G3
Peugeot	308	Gti 270	G3
Holden	Commodore VX SS		G3
Renault	Megane	RS275 Trophy R	G3
BMW	330D	E90	G3
Subaru	Impreza WRX Sti	N	G3
Toyota	Yaris GR	GR	G3
Ford	Mustang	FM	G3
Subaru	Impreza WRX Sti	G3	G3
Volkswagen	Golf R	Series 7.5 4Motion	G3
BMW	M3	E36 3.2L	G3
Volkswagen	Golf R	Series 7 4Motion	G3
Lexus RC	RC 350		G3
Mitsubishi	Lancer V	CJ	G3
Mitsubishi	Lancer VI	CJ	G3
Mitsubishi	Lancer Evo VIII	CZ	G3
Mitsubishi	Lancer Evo VII	CT	G3
Audi	TT 2 Litre AWD	FV	G3

**Group 4**

Nissan	370Z	Z34	G4
Volkswagen	Golf R	Series 7	G4
Nissan	350Z Track	Z33	G4
Renault	Megane	RS265 Trophy	G4
Renault	Megane	RS265 Cup	G4
Ford	V8 Ute Series	All models	G4
Holden	V8 Ute Series	All models	G4
Mazda	3 MPS	3A/3B	G4
Skoda	Octavia RS 245 Manual 5 door		G4
Skoda	Octavia RS 245 Manual Wagon		G4
BMW	228i	F22	G4
Hyundai	i30N	Pde	G4
Volkswagen	Scirocco	R	G4
Peugeot	208 Gti		G4
Subaru	WRX Sti MY03	S	G4
BMW	130i	E87	G4
Alfa Romeo	Gulietta	QV	G4
Subaru	WRX Sti MY05	S	G4
BMW	M3	E36 3.0L	G4
Volkswagen	Golf GTi	7.5 Series FWD	G4
Volkswagen	Golf GTi	7 Series FWD	G4
Mazda	6 MPS	6A	G4
Ford	Falcon BF2 XR6		G4
Ford	Focus ST	LZ	G4
Holden	Astra HSV VXR	AH	G4
Skoda	Octavia RS 169 TSI Wagon		G4
Alfa Romeo	156 GTA		G4
Ford	Falcon FG2 XR6		G4
Volkswagen	Golf R	Series 6 4Motion	G4
Peugeot	208 Gti 2013 series A9		G4
Audi	TT Quattro 3.2 Litre		G4
Mini	Coupe JCW	R58	G4
Mini	Challenge		G4
Subaru	WRX 98		G4
BMW	123D	E88 LCI	G4
Volkswagen	Polo GTI 6R Manual 5 door 2017		G4
BMW	220D	F22	G4
Ford	Focus XR5	LT, LV, LVII	G4
BMW	125i M Sport LCI-2 Auto	F20	G4
Volvo	C30	T5	G4
BMW	123D	E82	G4
BMW	E46 330i Sedan		G4
Mazda	6 Diesel		G4



**Group 5**

KIA	Stinger	200 GT	G5
Ford	Mondeo Titanium MD		G5
Ford	6 cyl Ute		G5
Holden	6 cyl Ute		G5
Ford	Falcon	6 cyl Saloon series	G5
Holden	Commodore	6 Cyl Saloon series	G5
Audi	TT 2 Litre FWD	8J	G5
Mini	Cooper S JCW	R56	G5
Renault	Clio	RS200	G5
Peugeot	206 Gti 180		G5
BMW	E82 125i		G5
Volkswagen	Golf Gti	6 Series FWD	G5
Alfa Romeo	2012 Mito QV		G5
Mazda	MX5	GT ND	G5
Ford	Fiesta ST		G5
Volkswagen	Polo GTI 6R Auto 5 door 2014		G5
Volkswagen	Polo GTI 6R Auto 3 door 2012		G5
Subaru	BRZ	Z-1	G5
Volkswagen	Polo GTI 6R Auto 5 door 2017		G5
BMW	E36 328i Sedan		G5
KIA	Proceed	GT	G5
BMW	328i Coupe	E36	G5
Toyota	Camry	XV20	G5
BMW	E90 325i Sedan		G5
Mazda	RX8	RX8A	G5
Citroen	DS3 D		G5
Holden	Astra Sri Turbo	AH	G5
BMW	F22 220i		G5
Toyota	86 GT	ZN Series	G5
BMW	E46 328Ci		G5
Toyota	Celica	SX	G5
Toyota	86 GTS	ZN Series	G5
Toyoya	86 Series		G5
Renault	Clio	197	G5
Honda	Integra	Type R	G5
Mazda	MX-5 GT ND		G5

**Group 6**

Honda	Integra	Type S	G6
Renault	Clio Sport 200 (2010)		G6
BMW	E46 325Ti		G6
BMW	E46 325i Sedan		G6
Audi	TT 1.8 Litre FWD		G6
Mazda	MX6		G6

Holden	Cruze CD	JG	G6
Ford	Fiesta XR4	WQ	G6
BMW	E36 323i Sedan		G6
BMW	E30 Series		G6
Mazda	MX6	GE 2.5	G6
Mazda	626	GE 2.5	G6
Mini	Cooper S JCW	R53	G6
Toyota	Corolla	Sportivo	G6
Honda	Accord Euro (2012) 8th Gen		G6
VW	Polo GTI 9N Manual 3 door 2010		G6
Honda	Civic Type R		G6
Peugeot	306 Gti		G6
Alfa Romeo	2013 Mito Distinctive Auto		G6
Alfa Romeo	Mito	1.4 Turbo	G6
Eunos	30X	S	G6
Mazda	3 SP23	BK	G6
Nissan	Pulsar SSS	N15	G6
Suzuki	Swift Sport	RS416	G6
Proton	Satria Gti	BS	G6
Suzuki	Swift Gti	AA34S	G6
MG	MG6	Magnette TCI (1.8L)	G6
BMW	E46 318Ti		G6
Mini	Cooper	R50	G6
Toyota	Yaris	YRX	G6
Mazda	2 Maxx	DJ,DE	G6
Hyundai	Excel X3		G6
Toyota	Echo Rush	Series Ncp10R	G6
MG	MG3		G6