

AVESCO OPERATIONS MANUAL RULES

DIVISION “C” – TECHNICAL RULES CONTENTS

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DIVISION "C" – TECHNICAL RULES

C 1. DEFINITIONS

The following terms, with their meanings, are used throughout Division C.

Automobile means a land vehicle propelled by its own means, running on at least four wheels not in a line, which must be normally in contact with the ground and of which at least two must effect the steering and at least two the propulsion.

Ballast it is permitted to complete the weight of the Car by one or several ballasts provided that they are strong unitary blocks, fixed by means of tools and capable of being sealed by the CTM.

Bodyshell means the main coachwork structure of an automobile which constitutes the fundamental structure of the automobile. Components such as doors, bonnet, bootlid and mudguards, which are readily demountable, are not deemed to be part of the body shell.

Bodywork/Coachwork means:

externally: all the entirely suspended part of the Car licked by the airstream; and

internally: all other parts of the homologated bodyshell.

Car means a V8 Supercar, which are those motor racing automobiles conforming to the eligibility requirements in these Rules.

Cylinder Block means the crankcase and the cylinders.

Cylinder Volume means the volume swept in a cylinder or cylinders by the upward or downward movement of the piston or pistons in such cylinder or cylinders. Cylinder volume will be expressed in cubic centimetres. For all calculations relating to the cylinder volume of engines, the symbol π will be regarded as having a value of 3.1416.

Exhaust Manifold means that part collecting together the exhaust gases from the cylinder head and extending to the first joint separating it from the rest of the exhaust system.

Family of a Vehicle means different series models belonging to one and the same production series of the same manufacturer. At least the number of automobiles specified in Rule C 2.2 for the category of Car with identical external general lines of the bodywork must have been produced in 12 consecutive months. The material of the bodywork and the wheelbase dimension must be identical.

All models must be available through the normal commercial channels of the manufacturer.

The general external lines of the bodywork may vary in the following details:-

shape and material of front and rear bumpers;

front body panels fitted to automobiles, of which 3500 are produced in twelve consecutive months by the accredited manufacturers of Ford's and Holden's "Special Vehicles";

removable aerodynamic devices (spoilers, wings, sill mouldings);

control and comfort equipment (sun roof, auxiliary lamps, door handles, exterior mirrors, etc); and

decorative strips and mouldings.

Ferrous Material means a material containing at least 80 % of pure iron by weight.

Friction Surface of the Brakes means surface swept by the pads on both sides of the disc, when the wheel achieves a complete revolution.

Fuel Tank means any container holding fuel likely to flow by any means whatsoever towards the main tank or the engine.

ID means inside diameter.

Identical Cars are those belonging to the same production series and which have the same bodywork (outside and inside), same mechanical components and same bodyshell.

Injection System means all parts collecting air and controlling fuel distribution, from the air intake to the ports of the cylinder head.

Intake Manifold means all of the parts collecting air from the air intake and extending to the ports of the cylinder head.

Main Structure means the fully sprung structure of the Car to which the suspension and/or spring loads are transmitted, extending longitudinally from the foremost front suspension on the chassis to the rearmost one and within the lateral protection structures.

Manufacturing Standards it is not permitted to modify components, even though the end result may fall within a permitted range, unless specifically authorised in these Rules.

Mechanical Components means all those components necessary for the propulsion, suspension, steering and braking as well as all accessories whether moving or not which are necessary for their normal working.

Mechanically Identical a component will be considered as being "mechanically identical" if it performs exclusively the original function/s foreseen by the manufacturer and it permits the attachment of any secondary components in the original manner and without modification of those components.

Minimum Weight means the real minimum weight of the empty Car (without persons or luggage aboard). All tanks containing liquids (lubrication, cooling, braking, and heating if necessary) must be filled to the level laid down by the manufacturer, with the exception of the windscreen washer container and that of the brake cooling system if the Car is fitted with one; the exception is the fuel tank/s, which must be empty of fuel.

OD means outside diameter.

Racing Weight means the weight of the Car during any practice, qualifying or race, not including the driver or the driver's racing apparel or helmet. No fuel may be added after the conclusion of any practice, qualifying or race before the Car is weighed.

Rocker Panels means the external body panel extending horizontally from front to rear mudguard panels, and from sill to the lower extremity of the coachwork, when the Car is viewed in side elevation.

Seat means the two surfaces making up the seat cushion and seatback or backrest;

Seatback and Backrest: Surface measured upwards from the bottom of a normally seated person's spine; and

Seat Cushion: Surface measured from the bottom of the same person's spine towards the front.

Sills means those components of the body shell, generally in a horizontal plane, which constitute the lower extent of the door openings.

Spoiler means an attachment to one surface for the purpose of interrupting or "spoiling" the airflow across the surface and thus affecting the lift (or downforce) otherwise achieved.

Wing means a wing/aerofoil functions on what is termed the "velocity effect" and essentially involves airflow over both upper and lower surfaces of the section. Essentially, the function of a wing/aerofoil is to produce lift (or downforce in the configurations used in motor sport applications).

C 2. GENERAL

C 2.1 Technical Definition and Class

- 2.1.1 The requirements of this Division C apply to V8 Supercars, which are defined as large-scale Production Touring Cars comprising a specialised class of 5 litre, Australian produced, right hand drive, four door Cars, fitted with pushrod two-valve normally-aspirated V8 engines.
- 2.1.2 There is only one class of Car – the V8 Supercar – with engines of up to 5000cc capacity fitted to Cars of which at least 25,000 examples, meeting the definition of “family of a vehicle” (Rule C 1), must have been produced.

C 2.2 Homologation

- 2.2.1 To be considered eligible for a Meeting, Cars, cylinder blocks, cylinder heads and aero kits must be homologated by CAMS.
- 2.2.2 All Cars must comply with the relevant automobile and engine homologation documents and technical regulations of this Division C.
- 2.2.3 All Cars must be identical in all respects to the family of the vehicle on which they are based except for the freedoms allowed, and to the extent permitted, by these Rules.

C 2.3 Amendments to Formula

During its life the V8 Supercar formula will be subject to amendment by the Board of AVESCO in conjunction with CAMS to maintain exciting and entertaining competition.

C 2.4 Jurisdiction for Interpretation

Unless otherwise provided in these Rules, jurisdiction for the interpretation of the requirements in Division C lies entirely with the Stewards who, in cases where a technically complex issue arises, will refer the technical issue to the Category Technical Panel who will determine the technical issue and any determination will be binding (Rule C 4.4); and any question to be determined judicially will be determined by the judicial system as provided by Rules B 2 and C 4.4.

C 2.5 Category Technical Panel

- 2.5.1 The members of the Category Technical Panel will be appointed annually by AVESCO.
- 2.5.2 The Category Technical Panel will comprise of not less than three (3) members, each of whom must be impartial in all their duties and must have no connection with any particular trader's or manufacturer's business which might benefit directly or indirectly from the result of any Meeting.

C 2.6 Repairs

- 2.6.1 Any repairs or replacements must take full account of engineering integrity and safety.
- 2.5.2 The CTM has the right to consider the engineering integrity and safety of any modifications carried out and to require corrective action if appropriate.

C 2.7 Responsibility for Safety

Each Competitor is responsible for all safety aspects of that Competitor's Car/s at all times.

C 2.8 Car Models

While it is permitted to update a model of a Car to a later model of the same Car, it is forbidden to back-date a model of a Car to any previous model of the same Car at any time.

C 2.9 Model Eligibility

Only the following models of Cars as detailed in the table below are eligible for competition in each series:

Eligible Cars		
Series	Ford	Holden
VCS	AU	VX, VT
KVS	AU, EL	VX, VT, VS

C 3 CONSTRUCTION AND MODIFICATION

C 3.1 Minimum Weight

- 3.1.1 The minimum weight of a Car is 1350kg.
- 3.1.2 Minimum weights must be achieved without the driver and any protective apparel.
- 3.1.2 For races of:
 - 3.1.2.1 up to 255 km in length, the minimum weight must be complied with at all times during the event; and
 - 3.1.2.2 more than 255 km in length, the minimum weight of the Car must be achieved without driver, fuel or driver's apparel.
- 3.1.3 It is permitted to complete the weight of the Car by one or several ballasts provided that they are strong unitary blocks, fixed by means of tools and capable of being sealed by the CTM.
- 3.1.4 AVESCO reserves the right at all times to amend the weights of Cars in the interests of equitable competition.

C 3.2 Freedoms Permitted

- 3.2.1 Where in these Rules freedom is permitted to fit specific parts:
 - 3.2.1.1 Holes may be drilled / made to allow the passage or fixing of that part;
 - 3.2.1.2 The minimum local modifications for clearance or mounting purposes only, may be made in the surrounding area; and
 - 3.2.1.3 If the permitted part requires modifications to be made to "mating" parts, then those modifications are authorised.
- 3.2.2 Modifications permitted under these Rules are allowed only on condition that the weights and/or dimensions contained in these Rules and the homologation documents are respected.
- 3.2.3 Unless specifically permitted by these Rules, the use of titanium or titanium alloy in any part of a Car is forbidden.
- 3.2.4 Throughout the Car, the use of any nut, bolt, screw, rivet, weld or adhesive may be replaced by the use of one of the other methods of attachment contained in this Rule.
- 3.2.5 Any damaged thread may be repaired by the fitment of an insert, with a similar internal diameter (eg, helicoil).

C 3.3 Damage Repairs

- 3.3.1 Restoration of body shape and chassis geometry following accidental damage is permitted by the addition of materials necessary to effect the repairs (eg, body filler, weld metal).
- 3.3.2 Other parts, which are worn or damaged, may not be repaired by the addition or attaching of material unless specifically allowed in these Rules.

C 3.4 Composite Material Permitted

- 3.4.1 "Composite Material" is defined as being a resin based blend of material reinforced with fibreglass, Kevlar, carbon fibre threads and/or a combination of any or all of these materials.
- 3.4.2 In addition to the homologated bodywork, as appears in the relevant recognition documents and the driver's seat, the following items may be constructed from a composite material:
 - Intake trumpets (however not the intake manifold)
 - Cooling ducts
 - Fuel tank outer skin
 - Door trims
 - Floor reinforcement

- Instrument fascia, gear box boot cover panel
- Electrical isolation switch
- Engine management system mounting plate
- Data acquisition mounting plate
- Dry break fuel receiver/vent covers
- False floor (driver comfort)
- Foot rest
- Left hand mirror “filler” panel
- External mirror body and fresh air duct
- Attachments to roll-over protection structure for anti side intrusion purposes
- Rocker covers.

C 3.5 Manufacturing and Measuring Tolerances

- 3.5.1 When a Car is being examined, all measurements and tolerances will be those stated in these Rules or the relevant homologation papers.
- 3.5.2 Where a measurement is specified as a maximum or a minimum value, this represents the limit of the permitted variation and no further tolerance will be applied.
- 3.5.3 All measurements will be taken at ambient temperature.
- 3.5.4 The TEGA datums referred to in these Rules are in all cases as specified in the relevant homologation papers.
- 3.5.5 Any dispute regarding the compliance of a Car with any measurements in this Division C or the relevant homologation papers will be assessed, where appropriate, by the inspection of random samples of the relevant family of the vehicle.

C 4. COMPLIANCE

C 4.1 General

- 4.1.1 All Cars must comply with the relevant automobile and engine homologation documents and technical regulations of this Division C.
- 4.1.2 The Competitor is responsible for ensuring that their Cars comply with the conditions of eligibility contained in these Rules throughout each Meeting and all AVESCO authorised activities including all Rides and testing.
- 4.1.3 The presentation of a Car for scrutiny will be deemed to be an implicit statement by the Competitor of conformity with all the Rules in this Division C.

C 4.2 CAMS Log Book

- 4.2.1 All Cars must have a current CAMS Log Book, which must be delivered by each Competitor to the CTM prior to scrutiny taking place, and the Log Book will be returned to the Competitor at the completion of the Meeting, save in cases where a question relating to a Car's eligibility has arisen.
- 4.2.2 All Cars must correspond with the detailed description contained in the relevant homologation document and the CAMS Log Book issued for that Car; and any variation may result in the Competitor being referred to the Stewards.
- 4.2.3 Should the relevant Log Book not be produced at a Meeting, the Car will not be permitted to participate except upon the explicit authority of the Stewards, subject to whatever conditions they may impose.
- 4.2.4 Requirements
 - 4.2.4.1 CAMS will issue all Log Books which must contain a description and specification of the Car to which it refers, together with such other information as may be required from time to time.
 - 4.2.4.2 Only one Log Book will be issued for each Car (other than by way of extension or replacement), and the possession of two logbooks for any Car at one time will be deemed an offence against these Rules.
 - 4.2.4.3 Each Log Book will always remain the property of CAMS, and must be returned to CAMS upon request.
 - 4.2.4.4 Any alteration to the specifications of a Car, or any change in its bona fide legal ownership, will necessarily involve the return of the Car's Log Book to CAMS for the recording of each alteration or change.
 - 4.2.4.5 Entries in logbooks may be made only by the CTM, the Chief Scrutineer or his deputy, a Steward, a CAMS Technical Commissioner, or a permanent employee of CAMS. Such endorsements may be cancelled or noted as having been complied with, only by any of the above persons.
 - 4.2.4.6 No Car for which a Log Book has been issued may compete in, or practice for, any Meeting until it has been inspected by the CTM and subsequently approved.

C 4.3 Examination for Eligibility

- 4.3.1 Should the CTM suspect at any time that a Car does not comply with these Rules, the Competitor, or nominated representative, must be so advised and given the opportunity to comment on the suspected or alleged ineligibility.
- 4.3.2 Any comment so made may be recorded by the CTM, and subsequently may be presented at any Stewards' Inquiry and/or to the Category Technical Panel.
- 4.3.3 Should the CTM fail to receive an adequate comment on the suspected or alleged ineligibility, which the CTM alone has sole discretion to consider as adequate or satisfactory, the CTM may require the Car to be impounded and examined, including

such dismantling as may be necessary, to determine the points of eligibility in question.

- 4.3.4 At the direction of the Stewards, any components or parts of a Car may be sealed by the CTM for examination by the Category Technical Panel or by the CTM.

C 4.4 Disputes

In the case of a dispute about a Car's compliance with any of the provisions of Division C:

- 4.4.1 Any technical issue, including the eligibility, of Cars will be referred to the Stewards by the CTM for determination
- 4.4.2 The Stewards will conduct an Inquiry into the issue and may make any decision thereon.
- 4.4.3 If, during any such Inquiry, the Stewards determine that the matter is of a technically complex nature the Stewards may:
- 4.4.3.1 refer only the technical issue to the Category Technical Panel for a determination;
 - 4.4.3.2 adjourn the Inquiry until the determination of the Category Technical Panel is received; and
 - 4.4.3.3 subsequently resume and complete the Inquiry and make a decision taking into account the determination of the Category Technical Panel.
- 4.4.4 The determination of the Category Technical Panel will be unconditionally binding on any V8 Supercar National Court of Appeal hearing or Stewards' Inquiry in regard to that issue.
- 4.4.5 Any dispute regarding the compliance of a Car with this Division C will be assessed, where appropriate, by the inspection of random samples of the relevant family of the vehicle.

C 4.5 Minor Non-Compliance

- 4.5.1 The CTM, having noted an area of minor non-compliance, may endorse the Car's CAMS Log Book with an entry regarding rectification of the non-compliance.
- 4.5.2 Having so endorsed the Car's CAMS Log Book, before the Car is permitted on to the race track, the CTM must send to the Stewards the Log Book and a note in the following form:
- "In my view, the minor non-compliance noted in the Log Book of this Car does not improve the performance to such an extent that the Car should be excluded from this Meeting, and thus it may compete in this condition for this Meeting only."*
- 4.5.3 Upon receipt of the note referred to in Rule C 4.5.2, the Stewards may then permit the Car to participate in the Meeting subject to the endorsement being countersigned by the Stewards in the Car's Log Book.
- 4.5.4 If the Stewards have specifically approved the participation of a Car notwithstanding an endorsement in its CAMS Log Book pursuant to Rule C 4.5.1, then no protest or complaint on that ground by any other person will be accepted in respect of that Meeting.

C 5. SCRUTINY

C 5.1 Onus on Competitor

The onus is on each Competitor to present their Car for scrutiny at the appropriate times, in a complete and finished state, in 'ready to race' condition and with race numbers, advertising signs and the correct functioning of fully charged timing transmitters must be in position on the Car before the Car is presented for scrutineering.

C 5.2 Cars Must be Submitted

All Cars must be submitted to the CTM before practice, and thereafter including post race scrutiny or otherwise as required.

C 5.3 Scrutiny a Precondition

No Car will be permitted to participate in any practice or qualifying session or in any race unless the Car has been checked and approved by the CTM.

C 5.4 Location of Scrutiny

Scrutineering will be carried out at each Competitor's assigned paddock area.

C 5.5 Equipment to be Scrutinised

In addition to presentation of the Car for scrutineering, the following equipment must also be presented to the CTM for inspection and approval at all:

5.5.1 Meetings: all driver's equipment such as helmet, overalls, gloves, shoes, etcetera; and

5.5.2 Meetings requiring refuelling during a race: all pit crew apparel, 2 x 4.5 kg fire extinguishers and overhead refuelling rigs (including all components thereof).

C 5.6 Additional Scrutiny

5.6.1 The CTM has unfettered discretion to carry out or require additional scrutineering.

5.6.2 The CTM may authorise or carry out at any time:

5.6.2.1 check the conditions of eligibility of a Car;

5.6.2.2 require a Car to be dismantled by the competitor to make sure that the conditions of eligibility and/or safety are fully satisfied;

5.6.2.3 require a Competitor to supply to the CTM or the Stewards such parts or samples as may be specified by the CTM; and

5.6.2.4 require that any components or parts of a Car be sealed for examination by the Stewards or by the Category Technical Panel.

C 5.7 Post-Scrutiny Changes

If at any time after a Car has been examined and approved, it is dismantled or modified in any way which may affect the safety of the Car or which raises any question about its eligibility, or which is involved in an accident or on-track incident which has similar results, it must be re-presented to the CTM for scrutineering approval prior to being permitted back on the race track.

C 5.8 Prohibition of Unsafe Cars

Any Car may be prohibited by the CTM from any practice or qualifying session or any race for safety reasons.

C 5.9 On Track Incidents

The Clerk of Course, the Race Director or the CTM may require any Car involved in an accident or an on-track incident to be stopped at the pits and further examined and checked.

C 5.10 No Replacement Cars

Unless otherwise specified in the Supplementary Regulations, replacement Cars are not permitted, and a Competitor must only use the one Car which had been originally approved by the CTM at scrutineering for use on the race track.

C 5.11 Delegation by CTM

5.11.1 References to the CTM in Division C automatically include all nominees appointed by the CTM pursuant to Rule B 10.4.

5.11.2 Checks, examinations and scrutiny will be carried out by duly appointed nominees responsible to the CTM, and such nominees will be responsible and authorised to give instructions to competitors for the operation of the Parc Ferme.

C 5.12 Accidents and Scrutiny

5.12.1 Any body damage incurred by a Car during practice or racing may render it liable to being black-flagged and consequently requiring an immediate return to the pits for examination by the CTM.

5.12.2 Following any necessary rectification and subsequent to a satisfactory examination by the CTM, the Car may rejoin the race track at the discretion of the Clerk of Course or the Race Director.

5.12.3 Any Car withdrawn from any practice or qualifying session or race due to accident damage must be inspected by the CTM before it is permitted to continue to participate in the Meeting.

C 5.13 Verification – Data Monitors

5.13.1 All Cars must be fitted with a functioning data monitor, of a type specified by the CTM, and access to the data monitor must be provided to the CTM at any time upon request.

5.13.2 The Competitor must supply the wiring harness, which will remain the property of the Competitor, this does not affect the operation of any part of this Rule C 5.13.

5.13.3 Each Competitor is responsible for ensuring that the wiring and sensors that provide input signals to the data monitor are adequately maintained and remain working at all times.

5.13.4 Any cost of rectifying damage (whether accidental or otherwise) to the monitor while in the possession of a Competitor, is the responsibility of the Competitor; and the cost of any damage will be assessed by AVESCO.

5.13.5 The CTM will make all decisions in relation to all determinations regarding the installation and operation of the Data Monitor and any interpretation arising therefrom.

5.13.6 Competitors may request the CTM to allow access to engine revolution data recorded by their Car to ensure compliance with Rule C 6.6.

C 6. ENGINE

C 6.1 Cylinder Block

The following conditions apply to the homologated cylinder block:

- 6.1.1 only the cylinder block and the cylinder heads detailed in each Car's homologation papers are permitted;
- 6.1.2 the maximum engine capacity permitted is 5000cc;
- 6.1.3 the bore size must be 101.473mm or greater;
- 6.1.4 the fitment of sleeves to the cylinders is permitted;
- 6.1.5 the nominal section of each cylinder must be circular;
- 6.1.6 the location of the cylinder block within the body shell, as measured from the front edge of the oil pan mounting flange must be as stated in the relevant homologation papers.
- 6.1.7 The axis of the crankshaft (the pitch angle of the engine) must be a minimum of 2 degrees and a maximum of 4 degrees downwards to the rear with respect to the TEGA "Z" datum;
- 6.1.8 the engine mounts are free but not their number nor position; and
- 6.1.9 the cylinder head face must remain at 90° to the cylinder bore centreline.
- 6.1.10 It is permitted to add or remove material to or from the cylinder block, subject to:
 - 6.1.10.1 the integrity of the original casting of the cylinder block being respected; and
 - 6.1.10.2 that no attempt is made to vary the basic design of the cylinder block beyond modifications permitted in these Rules; and
 - 6.1.10.3 it must always be possible for the cylinder block to be identified as the homologated cylinder block.

C 6.2 Cylinder Head

Subject to respecting these Division C Rules and the homologated dimensions, modifications to the cylinder head are free, save for the following:

- 6.2.1 The compression ratio must not exceed 10.0:1
- 6.2.2 It is permitted to add material to the cylinder head provided that the integrity of the original casting is respected and that no attempt is made to vary the basic design of the homologated component beyond the permitted modifications and that it must always be possible for the cylinder head to be identified as the homologated part.
- 6.2.3 The original spark plug location must be retained in all respects.
- 6.2.4 It is permitted to use valves, valve spring retainers and collets manufactured from Titanium alloy.
- 6.2.5 Valves may only be opened by mechanical action and closed by means of coil springs.

C 6.3 Reciprocating Components

All reciprocating components are free, except that:

- 6.3.1 No part of the piston may protrude beyond the cylinder head face of the cylinder block when the piston is at TDC, and
- 6.3.2 Connecting rods must be of ferrous alloy.

C 6.4 Inlet System

The inlet/induction system is free, except that:

- 6.4.1 The engine must be normally aspirated;
- 6.4.2 Water injection is prohibited;
- 6.4.3 Any device which alters the configuration of the manifold, induction system (eg, moveable inlet rams) or exhaust while the engine is operating are prohibited;

- 6.4.4 Throttle actuation must be exclusively by “butterfly” for all Cars fitted with cylinder heads of material other than cast iron;
- 6.4.5 There must be a direct mechanical connection from the accelerator pedal to the throttle/s of the engine, so the energy used to activate the throttle/s must be exclusively generated and controlled by the driver's foot;
- 6.4.6 With the exception of the full throttle stop and idle adjuster, any device which allows the throttle to be artificially positioned by resisting the force of either the driver's foot or the throttle return mechanism is prohibited;
- 6.4.7 The maximum number of fuel injectors will be eight (8).
- 6.4.8 Each throttle link must be fitted with a return spring, which in the event of a failure in the throttle linkage, will return each throttle to the closed position.
- 6.4.9 The maximum fuel pressure permitted at any time is 5.5 bar.
- 6.4.10 Only the fuel injectors on this list are permitted to be used at any time:

Brand	Model	Part No.
Bosch	351 / 363	0 280 150 351 / 0 280 150 363
Bosch	036	0 280 150 036
Rochester	2014	D 04917104 988
Rochester	2015	D 04917104 989
NB. – Bosch 363 injector supersedes Bosch 351 injector		

C 6.5 Other Engine Components

- 6.5.1 Subject to these Rules, all of the other components necessary for the functioning of the engine including exhaust systems, engine management and the lubrication system are free.
- 6.5.2 Where a dry sump system is utilised, the engine oil pressure/scavenge pump assembly must be at the front of the cylinder block (to either side) and belt driven via an adaptor, off the nose of the crankshaft.
- 6.5.3 All Cars must be fitted with crankcase/oil tank breather/s discharging to the atmosphere and have fitted to such breather/s an oil-trap container (which must be empty at the start of competition) of at least 3 litres capacity.
- 6.5.4 Camshafts are free, but not their number and location, which must remain as homologated, and any device which varies the valve timing whilst the engine is operating is prohibited.
- 6.5.5 The crankshaft must respect the homologated crankpin phasing and throw angles.
- 6.5.6 The stroke of the crankshaft must be a maximum of 77.2 mm and a minimum of 75.2mm.
- 6.5.7 The flywheel must be made of steel.
- 6.5.8 The flywheel ring-gear must either be an integral part of the flywheel itself or must be attached to the flywheel in the same manner as in the original automobile from which the Car has been derived.
- 6.5.9 Cars must be fitted with only one (1) engine management system.

C 6.6 Engine Speed Limit

- 6.6.1 The engine must not be permitted to produce power above 7500rpm.
- 6.6.2 Except for the operation of the Pit Lane Speed Limiter (Rule C 6.7), under no circumstances may any engine management system or device provide any engine revolution limiting function under 7250 rpm.

C 6.7 Pit Lane Speed Limiter

At all Meetings Cars must be fitted with a functioning pit lane speed limiter (“Limiter”), which must only operate as follows:

At all Meetings Cars must be fitted with a functioning pit lane speed limiter ("Limiter"), which must only operate as follows:

- 6.7.1 The Limiter must only operate using a secondary engine speed limit (rpm limit) which must always be set below 3000 rpm and must only be activated by a switch operated by the driver.
- 6.7.2 The switch that is used to activate the Limiter must be connected directly to an engine management system input and must not be connected to any other device.
- 6.7.3 The Limiter must be activated at all times while a Car is moving in Pit Lane.
- 6.7.4 The Limiter must not operate above 4000 rpm.
- 6.7.5 The engine rev limiting function used for the Limiter must include a complete ignition cut of the engine.
- 6.7.6 Once the switch that is used to activate the Limiter has been turned off, the engine management system must return immediately to the 7500 rpm limit.

Note: Regardless of the Limiter, each Team always remains responsible for ensuring that the pit lane speed limit is respected; the Limiter does not use a road speed input for any part of its operation.

C 6.8 Cooling

- 6.8.1 Subject to other parts of this Rule C 6.8, the cooling system, including the water pump, fans, screens and catch tanks are free.
- 6.8.2 The water pump must be driven directly by the crankshaft via a belt and must be mounted in the same position as in the production automobile from which the Car is derived.
- 6.8.3 The cooling system must be arranged so that ~~all of the return water from the radiator enters the engine via~~ the general direction of flow of engine coolant is from the radiator to the cylinder block and then to the cylinder heads.
- 6.8.4 A replacement radiator may be fitted subject to:
 - 6.8.4.1 there being no modification to the bodywork; and
 - 6.8.4.2 it being fitted in the same general location relative to the engine.
- 6.8.5 Ducting to the front face of the radiator is permitted within the perimeter of the bodywork but not lower than the lower edge of the front air dam.
- 6.8.6 Ducting of air from the rear of the radiator is prohibited.
- 6.8.7 Engine oil radiators are free and ducting to them is permitted, subject to the radiator/s and associated ducting being located within the perimeter of the bodywork and not lower than the lower edge of the front air dam.
- 6.8.8 It is permitted to make the top of the radiator support panel removable solely to facilitate changing the engine.
- 6.8.9 No part of any ducting – whatever the purpose of such ducting – is permitted forward of a line drawn between the upper and lower edges of the rear opening in the homologated front air dam.

C 6.9 Exhaust System

- 6.9.1 All Cars must be fitted with an exhaust system, the outlet pipe/s of which must be directed either rearwards or sideways.
- 6.9.2 If directed rearwards, outlet pipe orifices must be between 100mm and 450mm above the ground and they must not protrude by more than 50mm beyond the rearmost portion of the Car.
- 6.9.3 If directed sideways, outlet pipe orifices must be located aft of a vertical plane passing through the midpoint of the wheelbase.
- 6.9.4 In any case, outlet pipe orifices must neither project in any way beyond the maximum width of the coachwork, nor terminate at a point more than 50mm outside the adjacent coachwork.

- 6.9.5 All exhaust pipes must be adequately protected in order to prevent burns.
- 6.9.6 The exhaust system must be a complete and contiguous unit and exhaust gas may exit only at the end of the system.
- 6.9.7 No component of the chassis may be used to evacuate exhaust gases.

C 6.10 Mufflers

6.10.1 Requirement

All Cars must be fitted with effective mufflers which diminish the sound of the engine exhaust so that the maximum exhaust noise does not exceed 95dB(A) measured at 30 metres from the side of the track by approved measuring equipment.

6.10.2 Modification for Mufflers

6.10.2.1 It is permitted to modify the shape of the floor pan to accommodate mufflers, but any such modifications are limited to those surfaces of the floor pan which are located:

- (a) longitudinally, more than 100 mm behind the joint where the front bulkhead (which isolates the engine compartment from the cockpit) meets the floorpan; and
- (b) laterally, between the inner edges of the sills.

6.10.2.2 It is permitted to:

- (a) remove material from the homologated side skirt/s to permit the protrusion of the exhaust through the skirt; and
 - (b) fold or remove the seam of the rocker panel to assist with exhaust pipe placement,
- subject to only the barest work necessary to facilitate this modification being undertaken.

6.10.2.3 Particular attention should be paid to the retention of the original strength and rigidity of the floor.

6.10.2.4 The modifications may not vary the horizontal height of the floor plan by more than 100 mm and may not be used for any purpose other than to allow the fitment of mufflers.

6.10.2.5 No other components may impinge on the surface defined by the original floor pan.

C 6.11 Engine Control

The ignition timing of any engine must not vary by more than six (6) degrees at any time while the engine is above 4,000 rpm and above ten percent (10%) throttle opening.

C 7. TRANSMISSION

C 7.1 Clutch

All Cars must be fitted with a clutch which, subject to the requirements of this Rule, is free:

- 7.1.1 The clutch must only have 3 driven plates that transmit torque directly to the input shaft of the gearbox.
- 7.1.2 The clutch must be controlled exclusively by the driver's foot via a mechanical and/or hydraulic actuation system;
- 7.1.3 The clamping force which acts on the friction surfaces must be derived solely from a diaphragm spring;
- 7.1.4 With the exception of the fixed pedal stops, any device which allows the clutch to be artificially positioned, or its speed of engagement to be varied by resisting the force of either the driver's foot or the diaphragm spring, is prohibited;
- 7.1.5 The clutch driven plate/s must be of at least 180mm diameter;
- 7.1.6 The use of titanium and carbon fibre components is permitted;
- 7.1.7 Any device which allows or facilitates any aspect of clutch operation to be monitored in any way is forbidden; and
- 7.1.8 The force required to disengage the clutch must only be applied towards the flywheel.

C 7.2 Gearbox

The gearbox must comply with all of the requirements of the gearbox specification contained in Schedule C 3 of these Rules and:

- 7.2.1 there must be six (6) forward gears, the ratios of which must be those listed in the following table:

	Gear	Ratio	Tooth Count
	1 st	2.57:1	14/33
	2 nd	1.99:1	17/31
	3 rd	1.66:1	19/29
	4 th	1.35:1	21/26
	5 th	1.14:1	23/24
	6 th	1.00:1	Constant Mesh 22/24

- 7.2.2 the gearbox having an operable reverse gear;
- 7.2.3 the input shaft being in line with the output shaft; only one other shaft is permitted;
- 7.2.4 the maximum dimension from the cylinder block/bell housing face to the rear of the gearbox casing(excluding the extension housing) being 745 mm.;
- 7.2.5 all gears being selected by the driver exclusively via a non-sequential mechanical linkage which permits "H" pattern gear change mechanisms only;
- 7.2.6 the use of any electronic, hydraulic or pneumatic gear selection device or assistance thereto is prohibited;
- 7.2.7 gearbox to chassis crossmembers and mountings are free;
- 7.2.8 dry sump gearboxes using pressurised lubrication systems are forbidden;
- 7.2.9 Any device which assists gear changes, by interrupting engine operation by any means other than the foot operated throttle or the engine management system controlled 7,500-rpm limit, is prohibited.

C 7.3 Other Components

Except for those matters contained in Schedule C 3, the final drive ratios listed in Rule C 7.4.5 and the following matters listed in this Rule, all other components of the drive train, including axles are free:

- 7.3.1 the tail shaft(s) must be made of ferrous material;
- 7.3.2 the final drive must not incorporate any differential action;

- 7.3.3. the crown wheel and pinion must be of hypoid design and must conform to the requirements of the final drive specification contained in Schedule C 3;
- 7.3.4 additional oil radiators and pumps for the gearbox and final drive assembly, are allowed within the external perimeter of the bodywork, and air may be ducted to them but no aerodynamic benefit may be derived from such ducting and the external appearance of the Car must remain unchanged;
- 7.3.5 axle drive shafts must be co-axial to each other and be parallel to the ground for a distance of 600mm each side of the longitudinal centre line of the Car;
- 7.3.6 the use of drop gears are not permitted anywhere in the rear axle assembly; and

C 7.4 Rear Axle Assembly

The rear axle assembly is free except for the following matters:

- 7.4.1 The minimum weight of the rear axle assembly is 110 kg, which is the unsprung weight of the unit as it would be used in practice, qualifying and racing, with the complete rear wheels removed and with all ancillary components disconnected (eg. shock absorbers, lateral suspension and anti-sway bar links, brake lines, electrical wiring lubrication hoses etcetera).
- 7.4.2 The components referred to in Rule C 7.4.1 must be disconnected at the joint nearest the rear axle housing.
- 7.4.3 The longitudinal suspension trailing arms must be attached at both the body/chassis unit and the rear axle housing and all pivot arrangements must move freely.
- 7.4.4 The tailshaft must remain connected at both ends.
- 7.4.5 Only the following listed final drive ratios will be permitted at the following circuits:

Circuit	Final Drive Ratio	Teeth
Adelaide Parklands	3.7:1	37/10
Albert Park	3.7:1	37/10
Barbagallo	3.5:1	35/10
Bathurst	3.25:1	39/12
Canberra	3.5:1	35/10
Eastern Creek	3.5:1	35/10
Hidden Valley	3.5:1	35/10
Mallala	3.7:1	37/10
Oran Park	3.7:1	37/10
Philip Island	3.25:1	39/12
Pukekohe	3.5:1	35/10
Queensland Raceway	3.5:1	35/10
Sandown	3.5:1	35/10
Surfers Paradise	3.5:1	35/10
Wakefield Park	3.7:1	37/10
Winton	3.7:1	37/10

C 7.5 Traction Control

- 7.5.1 Traction control is prohibited.
- 7.5.2 The CTM in his sole discretion which will not be subject to any protest or appeal, has the right to deem any form of program, device, system, component(s), mechanism(s) as traction control.

- 7.5.3 In order to provide wheel speed information for the exclusive use of display and data acquisition instruments it is permitted to fit two (2) of the non-driven wheel hub assemblies with the necessary equipment; but under no circumstances may this signal, or any other signal which provides a ground speed reference, be connected to the engine management system.
- 7.5.4 The engine management system must not receive input from any device, which measures acceleration of the chassis, nor is it permitted to have such a device fitted internally to the engine management system.

C 8 SUSPENSION

C 8.1 General

The suspension is free except that:

- 8.1.1 the type of suspension and springing medium must always be as stated in the relevant homologation papers.
- 8.1.2 the number and position of the homologated suspension pivot points must be used in their entirety and exclusively.

C 8.2 Rear Axle Location

The lateral location of the rear axle may be by Panhard rod or Watts link only, the mounting points for which are free.

C 8.3 Pivot Points

The suspension pivot points on the body/chassis may be relocated within a 20mm radius of the homologated points and such points must be used as the pivot point for the suspension (eg, no extension or relocation of this part of the suspension is permitted).

C 8.5 Anti-Roll Bars

Anti roll bars must be of the same basic design as those fitted to the production automobile on which the Car is based, except for the following:

- 8.5.1 Adjustment of the stiffness of an anti roll bar from within the cockpit is permitted.
- 8.5.2 Anti roll bars may be mounted to the body shell or to the rear axle housing.
- 8.5.3 All links connecting the anti roll bar to the suspension or the bodyshell must be of a fixed length.
- 8.5.4 A rocker, which varies the motion ratio between the anti roll bar and bodyshell or suspension is permitted.

C 8.6 Shock Absorbers

Shock absorbers are free subject to:

- 8.6.1 Adjustment of any shock absorber from the cockpit is forbidden;
- 8.6.2 All damper units must function independently of each other, i.e. no connections are permitted between units;
- 8.6.3 Material may be removed from MacPherson strut towers solely in order to facilitate the use of adjustable shock absorbers;
- 8.6.4 The shock absorber mounts on the body/chassis may be relocated within a 20 mm radius of the homologated point except where MacPherson strut suspension is specified;
- 8.6.5 Where Mac Pherson Strut suspension is specified, the shock absorber mounts must remain fixed as stated in the relevant homologation papers;
- 8.6.6 The use of electronically adjustable shock absorbers is forbidden;
- 8.6.7 Only one (1) shock absorber per wheel is permitted; and
- 8.6.8 Only four (4) shock absorber characteristics that can be adjusted from the outside of each shock absorber is permitted, but this number does not include shock absorber gas pressure adjustment.

C 8.7 Front Cross-Member

The detachable front suspension cross-member is free, on condition that:

- 8.7.1 it is possible to remove it from the Car (no attachment by welding), and
- 8.7.2 the suspension pivot points are not altered from the homologated bodyshell, save for those freedoms allowed in Rule C 8.3; and
- 8.7.3 it utilises the two (2) rear mounting points as provided for this purpose in the automobile from which the Car was derived.

C 8.8 Reinforcement Bars

Reinforcement bars from the suspension pivot points to the body shell (or chassis) may be installed, subject to:

- 8.8.1 the distance between a suspension fixation and the anchorage point of the bar may not be greater than 100mm unless the bar is a transverse strut homologated/approved with the roll bar; and
- 8.8.2 in the case of a MacPherson strut suspension or similar, an upper bar may be fitted provided that the maximum distance between the anchorage point of the bar and the upper articulation point does not exceed 150mm.

C 8.9 Roll Centre Adjustment

Any device which allows the front or rear roll centre of a Car to be altered or adjusted from the cockpit is forbidden.

C 8.10 Ride Height Adjustment

Any device or system which does, or has the capacity to do, adjust the ride height of a moving Car is forbidden.

C 8.11 Suspension Adjustment

Where these Rules permit the adjustment of the suspension of a Car, the force required to make such an adjustment must only be generated and controlled as follows:

- 8.11.1 By a member of the Team permitted to work on the Car, while the Car is stationary; or
- 8.11.2 By the driver, seated normally in the Car with the safety harness correctly fastened, when these Rules permit such an adjustment by the driver or from within the cockpit.

C 9 WHEELS/TYRES

C 9.1 Covered by Bodywork

Subject to the provisions of Rule C 12.2.11, the complete wheel is free provided that its upper part, located vertically over the wheel hub centre, is covered by the bodywork when measured vertically.

C 9.2 Complete Wheel Dimensions

All the measurements for Rule C 9.2 must be made with at least 1.8 bar pressure in the tyre.

- | | | | |
|-------|---|-----|--------|
| 9.2.1 | Maximum Width of the complete wheel: | - - | 305 mm |
| 9.2.2 | Maximum Rim Diameter: | | 17" |
| 9.2.3 | Maximum Diameter of the complete wheel: | | 680 mm |

C 9.3 Minimum Weight

The minimum weight of any bare wheel is 9 kg.

C 9.4 Centre Nut/Lock

- 9.4.1 Where the wheel is fixed using a central nut, a safety clip/spring must:
 - 9.4.1.1 be in place on the nut while a Car is on the race track;
 - 9.4.1.2 be replaced/reset after each wheel change; and
 - 9.4.1.3 the clip/mechanism must be coloured red or orange.
- 9.4.2 Where centrelock wheel fixing (single wheel nut) is used, it is not permitted for the centrelock nut to be retained ~~either in the wheel or the wheel gun~~; the nut must be fully detached from the replacement wheel while it is being fitted to a Car during any wheel changing operation.
- 9.4.3 If using centrelock wheel fixing (single wheel nut) the centrelock spindles and nuts must conform to the following:
 - 9.4.3.1 The centrelock spindle thread must be M72 x 2.5 (left or right hand as appropriate); and
 - 9.4.3.2 The angle of any taper where the wheel nut engages with the wheel must be 90° (included angle).

C 9.5 Brake Fans

Brake fans may be fitted to the wheels, but their lateral projection may not extend past that of the complete wheel.

C 9.6 All Cars must use only wheels which conform to this Rule C 9.

C 10 BRAKES AND STEERING

C 10.1 Brakes

10.1.1 Pedal Operation

All Cars must be fitted with a dual circuit braking system operated by the same pedal. The pedal shall normally control all the wheels. In the case of leakage at any point of the brake system, its pipes or any kind of failure in the brake system, the pedal must still control at least two wheels.

10.1.2 Pedal Boxes

Pedals and pedal boxes are free, and the firewall and/or floorpan may be locally modified only to the extent required to facilitate the fitment of master cylinders and/or pedal boxes.

10.1.3 System Restrictions

The complete brake hydraulic system (including calipers, lines and hydraulic cylinders) is free except for the following restrictions:

10.1.3.1 the maximum number of pistons in each caliper is restricted to six (6);

10.1.3.2 only one (1) brake caliper and two (2) brake pads per wheel are permitted;

10.1.3.3 No system will be permitted on a Car which can retract the caliper pistons for the purpose of a pad change.

10.1.4 Brake caliper bodies must only be made of aluminum materials with a modulus of elasticity no greater than 80 Gpa.

10.1.5 The brake caliper pistons may be made of titanium alloy.

10.1.6 Brake discs must be made of ferrous metal and conform to the following specifications:

10.1.6.1 the maximum brake disc diameter must not exceed 376 mm; and

10.1.6.2 the maximum brake disc thickness must not exceed 35.56 mm.

10.1.7 In order to provide air for the cooling of the brakes of each wheel, it is permitted to fit a duct to each, the intake of which must be situated wholly within the perimeter of the bodywork and not below any point on the lower edge of the front air dam.

10.1.8 A system which sprays a mist of water into such air ducts is permitted.

10.1.9 Brake calipers incorporating liquid cooling/recirculating systems are prohibited.

10.1.10 The fitment of a handbrake/brake lock is optional.

10.1.11 Brake anti-lock systems are prohibited.

10.1.12 Maximum brake pad thickness must not exceed 30 mm.

10.1.13 The braking system pressure in both front calipers must remain equal at all times.

C 10.2 Steering

10.2.1 The steering is free including the steering wheel, column, tie rods, rack, etcetera, save that the original mechanical principal (eg, rack and pinion, recirculating ball) must be retained.

10.2.2 If the original steering column is utilised, the steering locking device must be removed.

10.2.3 Power steering may be added or deleted.

10.2.4 Four-wheel steering is prohibited.

C 11 ELECTRICAL SYSTEM

C 11.1 Master Isolation Switch

11.1.1 A battery master isolation switch is mandatory and must:

- 11.1.1.1 disconnect all electrical circuits, battery, alternator, lights, horns, ignition, electrical controls etcetera; and
- 11.1.1.2 also stop the engine; and
- 11.1.1.3 be spark proof and able to be triggered from inside and outside the Car.

11.1.2 The external trigger must be;

- 11.1.2.1 situated near the lower part of the windscreen, on the driver's side; and
- 11.1.2.2 marked by a red spark in a white edged blue triangle with a base of at least 120mm.

C 11.2 Circuits

The electrical circuits including cables, fuses and relays are free.

C 11.3 Battery

The battery and its location are free save that it must not be placed in the passenger compartment.

C 11.4 Alternator

The alternator and its drive system are free.

C 11.5 Lights

11.5.1 All lighting and signalling devices must remain operational and as originally provided in the production automobile from which the Car is derived, save that it is permitted to disconnect and remove the rear number plate lights, side indicator lights, reversing lights and all interior lights.

11.5.2 The hazard function of the indicator lights may be removed.

11.5.3 Coloured or sign written headlights are permitted.

11.5.4 Coloured or sign written headlights must remain operational and are not permitted to be coloured any shade of the colour red.

C 11.6 Starter Motor

11.6.1 The starter motor is free except that it must:

- 11.6.1.1 be exclusively electrically powered, and
- 11.6.1.2 engage directly with the flywheel as in the original automobile from which the Car was derived; and
- 11.6.1.3 be capable of starting the engine at all times.

11.6.2 The starter motor may be mounted in front of, or behind, the flywheel the ring-gear of which must comply with Rule C 6.5.8.

11.6.3 At all times the driver – when seated and secured in the Car as for competition – must be able to activate the starter motor without outside or external assistance.

C 11.7 Rain Light

11.7.1 A high intensity rain light as specified by the CTM must be fitted into the highest part of the rearward face of the boot lid.

11.7.2 The rain light must be mounted so its face is at 90 degrees to the road surface.

C 11.8 Computers on the Grid

Unless the specific permission is first obtained from the CTM computers of any description, other than computers which are an integral part of a Car, are forbidden to be taken onto the grid by any person at any time.

C 11.9 Electrically Heated Windscreen

It is permitted to replace a front windscreen with a front windscreen incorporating a heating element.

C 11.10 Electronic Data – Logging, Display & Telemetry

11.10.1 Each Car must only be fitted with one (1) data recording unit in addition to any data recording capacity of the engine management system or any unit specifically required or approved by the CTM.

11.10.2 Unless otherwise specified, each Car must only be fitted with one (1) of each of the sensors in Rules C 11.10.5 and .6 which must only perform the function stated in each of the respective Rules; and no other sensors are permitted.

11.10.3 The Rule C 11.10.5 and .6 sensors are in addition to any switches, carrier detect signal for telemetry or any sensors specifically required or approved by the CTM.

11.10.4 The data gathered from the Rule C 11.10.5 and .6 sensors may then be recorded, displayed or transmitted by any means permitted under these Rules.

11.10.5 Engine Sensors

Crankshaft position	Oil temp
Camshaft position	Fuel pressure
Throttle position (x 2 – see * <u>Note</u> below)	Fuel temp
Coolant temp	Fuel usage
Coolant level	Lambda (x2)
Coolant pressure	Manifold air pressure
Oil pressure	Air temperature

*Note: Only one throttle position sensor may be connected to the engine management system at any time.

11.10.6 General Sensors

Front Wheel Speed – Front x2	Suspension position x4
Steering angle	Brake light
Power steering pressure	Brake disc temperature (front & rear)
Power steering temp	Brake line pressure (front & rear)
Gearbox oil temp	Cockpit temperature x2
Diff oil temp	Battery voltage
G – Force – longitudinal	Beacon input
G – Force – lateral	Brake Balance Bar Position
G – Force – vertical	

C 11.11 Electronic Data - Link

Only a single direction electronic data link, which allows data to be sent from a Car's engine management system to any other data logging or display system within a Car, is permitted.

C 11.12 Signals to/from Cars

At any time only the following signals may be sent to or from a Car:

Signal	Send to Car	Send from Car
Any signal exclusively for television	Yes	Yes
Telemetry (transmission of data)	No	Yes
Driver voice communication	Yes	Yes
Driver visual communication	Yes	Yes

C 12 BODYWORK

The following Rules apply to the homologated bodyshell, including bodywork:

C 12.1 Bodyshell

- 12.1.1 All bodywork and bodyshell panels/components must remain unmodified and must be of the same shape, material and thickness as the automobiles on which homologation is based.
- 12.1.2 Specific modifications to the bodyshell panels/components are allowed only to the extent permitted under these Rules.
- 12.1.3 Only the parts listed in the Delete Panel List in the relevant homologation papers for each Car may be removed from the production bodyshell.
- 12.1.4 Any repair work must conform to all requirements of all Rules in this Division C.
- 12.1.5 Strengthening of the fully sprung components of the chassis and bodywork is allowed provided that the material used follows the original shape and is in contact with it.
- 12.1.6 Weld flanges may be removed from the front chassis rails and the joint butt welded.
- 12.1.7 Reinforcement of Body Shell
 - 12.1.7.1 Reinforcement of the bodyshell using carbon fibre composites will be restricted to internal cockpit surfaces only, and the maximum thickness of any reinforcement in this area will be 4mm, excluding the thickness of the parent metal.
 - 12.1.7.2 The area which can be reinforced is defined by: the inner surface of the front bulkhead, below a vertical line corresponding with the lower edge of the front windscreen and extending rearward to a lateral line across the floor of the Car, approximately in the centre of the front doors.
 - 12.1.7.3 No body cavities may be filled with any substance that is deemed to increase the rigidity of the Car, save for the driver's door, which may have the window glass and regulator removed and the resultant cavity filled with polyurethane foam.
 - 12.1.7.4 Notwithstanding the above, automobiles homologated after 1st January 1997 will not be permitted to exercise reinforcement of the floor by carbon fibre composites.
 - 12.1.7.5 Any non-metallic insulating and/or sound deadening material may be removed.
- 12.1.8 It is permitted to make the minimum modifications to the production bodyshell in and around the rear axle assembly only in order to provide sufficient clearance for the rear axle assembly to achieve maximum wheel travel.

C 12.2 Exterior

- 12.2.1 Homologated aerodynamic aids and exterior components, which may be of carbon fibre construction, must be identical to the samples submitted by each manufacturer to TEGA and be used exclusively and in their entirety.
- 12.2.2 For the purpose of providing clearance to front suspension components or the fuel tank, it is permissible to remove material from the front/rear undertray provided that the cut area is suitably reinforced.
- 12.2.3 The "wing" fitted to the rear of the Car must be contained within the perimeter of the original bodywork when viewed from above. Its lateral projection, including end plates etcetera, must be contained within a square of 260 mm, at any given point. Mountings may extend below that square but must not be of a design likely to act as an "aerodynamic aid" and must remain within the perimeter of the device in plan view. Holes in the homologated rear wing mountings are permitted to be added on Cars without homologated wing mounting holes, provided that they are less than 10 mm in diameter and the wing is contained entirely within the 260mm square, above.

All other Cars must use only the homologated holes. The upper edge of the 260 mm square is to lie in a plane parallel with the sill datum and 140 mm below the vertical extremity of the roof panel.

- 12.2.4 The sealing of holes in the cockpit, engine and luggage compartments and in the mudguards is allowed. The material and method used are free and any holes in the exterior bodywork may be closed or sealed by the use of adhesive tape only.
- 12.2.5 Windscreen wiper motors, their position and the blades and mechanism are free subject to there being at least one windscreen wiper provided in the driver's line of vision. The windscreen washer device, the washer bottle and their location is free.
- 12.2.6 External decorative strips, the maximum vertical height of which is less than 25mm, may be removed.
- 12.2.7 The fitting and use of pneumatic jacks and the necessary modifications for their fitment is permitted, but no "compressed air" bottle can be carried on board.
- 12.2.8 All external air line fittings must be located in or near the "B" pillar and must be recessed so they are not likely to cause injury, and the air jacks must always be manually operated from the Pit Garage side of the Car during any pit stop.
- 12.2.9 Covering lights
 - 12.2.9.1 All external lights with lenses made of glass must be covered by a transparent adhesive film applied to the glass which must effectively prevent any broken glass from being spread onto the race track.
 - 12.2.9.2 Headlamp covers may be fitted solely to protect the headlamp glass, and must effect no improvement to the Car's aerodynamic efficiency.
- 12.2.10 The registration plate mountings may be removed.
- 12.2.11 In order to comply with the requirements of Rule C 9.1, the mudguard sheetmetal may be "stretched" by the minimum amount necessary to give 10 mm clearance on the tyre whilst respecting the homologated body width.
- 12.2.12 Any components which act as vibration insulators (eg. engine mounts, gearbox mounts, crossmember mounts) may be replaced with components of similar dimensions and free material.
- 12.2.13 All original closing mechanisms on the bonnet and boot lid must be rendered inoperative, and the fitting of at least two separate fasteners for the front bonnet and rear boot lid are compulsory, notwithstanding the hinging arrangements. The fasteners must be of adequate strength and limited extensibility which must simultaneously hold the bonnet and bootlid closed.
- 12.2.14 The windscreen must be of laminated glass.
- 12.2.15 All tools necessary for the removal of the front and rear bumper bars must be securely attached to the passenger side anti intrusion bar .
- 12.2.16 All Cars must be equipped with at least one front and one rear towing hook which:
 - 12.2.16.1 have an internal diameter of at least 40mm;
 - 12.2.16.2 are fitted forward of the front axle and rearwards of the rear axle;
 - 12.2.16.3 are clearly visible, the chosen colour must be in contrast to the colour of the bodywork immediately adjacent to the towing eyes;
 - 12.2.16.4 the front towing eye must be inside the plan of the original bodywork when viewed from above and must be a "deformable" structure.
 - 12.2.16.5 are constructed and fitted in such a way that when a load is applied to the towing eye, parallel to the ground and in a direction facing away from the Car, parallel to the longitudinal centre line of the Car, the towing eye must be capable of drawing the Car over two blocks of 100mm height. These blocks will be of a section 100mm x 200mm, not less than the width of the tyre and will be placed immediately in front of the tyres closest to the towing point being subject to the applied load.

- 12.2.16.6 In order to test the strength of the towing eye, any non-structural bodywork, which interferes with the test, may be removed.
- 12.2.17 If because of damage it is necessary to remove the front windscreen, the rear window must also be removed, and the driver then must wear either a full face helmet and visor or goggles.
- 12.2.18 Any window mounted "NACA duct" must only be used for cooling the driver and must therefore only have the effect of circulating air within the cockpit.

C 12.3 Cockpit

- 12.3.1 Driver's seat
 - 12.3.1.1 The driver's seat must be replaced by another of a type homologated by the FIA to the 8855 or 8855/99 standard; and which incorporates a head restraint and has no mechanical adjustment of the rake of the squab.
Note: The validity of these seats expires 5 years from the date of manufacture shown on the seat. An additional two year waiver may be granted by the seat manufacturer provided the seat is returned to the manufacturer for inspection.
 - 12.3.1.2 where the standard seat mountings are not retained or the Car does not comply with the Australian Design Rules for seat mountings, the seat must be mounted by not less than four 8mm bolts, and where they are affixed to the unreinforced section of the floor pan, these attachment points must be reinforced by the use of plates of not less than 75mm x 50mm x 3mm.
 - 12.3.1.3 The mounting of the seat directly to the rollcage is highly recommended.
 - 12.3.1.4 No part of the replacement driver's seat may be located rearward of a vertical plane as specified in the relevant homologation papers.
- 12.3.2 All Level One Teams must have at least one Car which can be fitted with a passenger seat, safety harness etcetera when required; and such seat must meet all the requirements of Rule C 12.3.1.
- 12.3.3 All other seats may be removed. Any replacement seat may be manufactured in carbon-fibre and/or carbon-fibre/Kevlar combination.
- 12.3.4 All carpets, padding, insulation material and lining may be removed from the cockpit. The original interior door trim may be re-manufactured provided the external shape is similar. The interior door trim may be locally modified to permit the fitment of a rollover bar.
- 12.3.5 The original heater and/or air conditioning unit may be removed together with its associated equipment.
- 12.3.6 Pipes carrying fluid through the cockpit must be of adequate strength and quality and must have no connections other than those on the front and/or rear bulkhead. Pipes carrying fluids to authorised accessories, e.g. power steering, may have connections within the cabin.
- 12.3.7 The driver's compartment must be sealed from both the engine and luggage compartments to prevent the passage of flame and/or fluids into the driver's compartment in the event of any leakage. This sealing must include the Car's "C" pillars.

C12.4 Dashboard

- 12.4.1 Components of the dashboard below a horizontal plane at the top of the glovebox lid may be removed. Fascia panels containing instruments, switches, and controls may be replaced by others of free design.
- 12.4.2 The centre console may be removed.

- 12.4.3 Instruments are free, but only the minimum modifications necessary may be made to the dashboard to facilitate the fitting of instruments.

C 12.5 Doors

- 12.5.1 The side anti-intrusion bars may be removed from doors subject to the roll over protection structure providing lateral protection in the same general area.
- 12.5.2 Polyurethane foam may be added to the door cavity of the driver's door.
- 12.5.3 The window winder mechanism may be removed from all doors.
- 12.5.4 The inner door panels may be removed from all doors except for the driver's door.

C 12.6 Rear Vision Mirrors

- 12.6.1 All Cars must be fitted with at least two rear vision mirrors which have a reflecting surface of at least 5000 square mm, and the mirrors must provide an unobstructed view to the rear of the Car.
- 12.6.2 One such mirror must be fitted internally and at least one fitted externally on the driver's side of the Car.

C 12.7 Tailshaft Loops

- 12.7.1 All Cars must be fitted with full circle tailshaft loops which must be constructed so that, in the event of tailshaft breakage, the tailshaft, its components and mountings will be effectively prevented from contact with the ground.
- 12.7.2 The tailshaft loops must be made of steel strap of 30 x 5 mm minimum and be securely attached to a reinforced area of the bodyshell.

C 12.8 Additional Accessories

- 12.8.1 All accessories which have no influence on the Car's behaviour are allowed, for example equipment which improves the aesthetics or comfort of the Car interior (lighting, heating etc). In no case may these accessories increase the engine power or influence the steering, transmission, brakes or road holding even in an indirect fashion.
- 12.8.2 The horn may be removed or replaced.
- 12.8.3 Other than the coachwork/bodywork, and the homologated aerodynamic aids, no part of a Car is permitted which, in the opinion of the CTM, actually or potentially increases downforce; and no appeal or protest will lie against the written opinion of the CTM in this regard.
- 12.8.4 For all Cars with a CAMS Log Book first issued after 1st January 2002, with the exception of clutch fluid reservoirs, windscreen washer bottles, drivers drink bottles and driver cool suit units, all fluid reservoirs must be mounted outside of the cockpit.

C 12.9 Windows

Subject to freedoms permitted in these Rules, all windows must remain identical to those of the production automobile upon which the Car is based; windows must not be coloured or tinted.

C 13 FUEL SYSTEM

C 13.1 Fuel Tank Requirements

- 13.1.1 Cars must be fitted with a fuel tank conforming to the FIA specification FT3, FT3.5 or FT5. **Note:** The validity of these tanks expires 5 years from the date of manufacture shown on the tank. An additional two year waiver may be granted provided the tank is returned to the fuel tank manufacturer for inspection.
- 13.1.2 Fuel tanks must be mounted either inside, under or through the floor of the luggage compartment.
- 13.1.3 No part of the fuel tank may be situated forward of the rear axle centreline.
- 13.1.4 All openings in the fuel tank must only be located in the top surface of the tank.
- 13.1.5 Cars with a CAMS Log Book first issued after 1 January 2002 must have a fuel tank which is rectangular in section in all planes with minimum inside corner radii and which must not exceed 115 litres capacity.
- 13.1.6 The total capacity of the entire fuel system must not exceed the marked volume of the TEGA fuel tank capacity checking vessel which is 120 litres.
- 13.1.7 For Cars with a CAMS Log Book first issued after 1 January 2001, the fuel cell must be mounted in a metal container of which each of the four sides and the base conforms to one of the following specifications; either
 - 13.1.7.1 if made of aluminium, a minimum thickness of 1.6 mm; or
 - 13.1.7.2 if made of steel, a minimum thickness of 1.2 mm.

C 13.2 Fuel Bladder Housing

Any gap between the fuel bladder and its housing must be filled with semi rigid energy absorbing material such as polyurethane foam.

C 13.3 Filler/Vent Units

- 13.3.1 Refuelling must only be carried out using a single man, "siamese" filler/vent unit as detailed in Schedule C1.
- 13.3.2 The position of the filler/vent unit may be changed so long as the new installation does not protrude beyond the bodywork and ensures that no fuel will leak into any of the interior compartments of the Car.
- 13.3.3 All fillers/vents that extend to the exterior coachwork must be flexible in nature.

C 13.4 Fuel Collector Pot

A fuel collector pot of free design and material with a maximum capacity of eight (8) litres is permitted

C 13.5 Fuel Tank Vent

The fuel tank must be vented externally of the bodywork.

C 13.6 Fuel Lines

All Cars must be fitted with fuel lines made of suitable material which is of adequate strength and durability; e.g. metal tube or braided hose.

C 13.7 Fuel Pump Power Supply

All Cars must be fitted with a system that cuts off the power supply to all fuel pumps after a maximum of six (6) seconds absence of crankshaft revolution.

C 14. SAFETY EQUIPMENT

C 14.1 Fire Extinguisher Systems

- 14.1.1 All Cars must be fitted with a fire extinguisher system in full working order, which complies with the FIA Standard for Plumbed in Fire Extinguisher Systems in Competition Cars.
- 14.1.2 All fire extinguisher systems must be:
 - 14.1.2.1 minimum of 4.0 litres in capacity;
 - 14.1.2.2 either activated electrically or mechanically;
 - 14.1.2.3 fitted as per the manufacturer's instructions;
 - 14.1.2.4 capable of being activated by the driver in his normal driving position or by a trackside marshal operating a remote actuator located at the lower driver's side edge of the windscreen
 - 14.1.2.5 mounted on the left hand side of the car either inside the cockpit or under the rear passengers floor.

14.2 Safety Harness

- 14.2.1 All Cars must be fitted with a safety harness for each seat fitted in the Car, which safety harness/es complies in all respects with all parts of this Rule C 14.2.
- 14.2.2 The safety harness must comply at least with the requirements of FIA Standard 8853 or 8854, 8853/98 or 8854/98 and must be fitted and worn as required by Car and Meeting regulations.
- 14.2.3 Harnesses for International events must comply with 8853/98 or 8854/98 only.
Note: The validity of these harnesses expires 5 years from the date of manufacture shown on the harness. No extension can be granted.
- 14.2.4 The harness must be securely mounted in at least three points; the shoulder straps mounted behind the driver must be above a line drawn downward from the shoulder at an angle of 40° to the horizontal, and where the two shoulder straps join prior to a common mounting point, then that junction must be at least 150mm behind the driver's neck.
- 14.2.5 In all seat belt/harness mountings, the following must be observed:
 - 14.2.5.1 Floor mounting points must be reinforced with a plate of at least 75mm x 50mm on the underside of the body.
 - 14.2.5.2 Full harness rear mounting points must be to a substantial part the Car's structure, reinforced as may be appropriate.
- 14.2.6 On production based Cars, the original mounting points may be satisfactory.
- 14.2.7 The safety harness of any Car involved in any accident must be inspected by the CTM at the relevant Meeting. If appropriate, the CAMS Log Book will be endorsed with a requirement by the CTM that the safety harness be replaced. At the Car's next Meeting, the CTM must be satisfied that the safety harness has been replaced.

C 14.3 Window Nets

All Cars are required to have fitted a driver's side window net, and where any Car is used to carry a passenger while on the race track, the Car must also be fitted with a passenger's side window net; all window nets must comply with the following minimum specifications:

- 14.3.1 they must cover at least 70% of the area of the relevant window area;
- 14.3.2 they must be permanently attached to the Car along the lower edge of the net;
- 14.3.3 they must be fitted to the relevant door or Roll Over Protection Structure above the relevant window;
- 14.3.4 they must be affixed by means of a rapid release system so that, even with the Car inverted it must be possible to detach the mechanism with one hand;

- 14.3.5 for the purposes of Rule C 14.3.4, the rapid release system handle or lever must have coloured markings;
- 14.3.6 the rapid release system may utilise a push button release provided that:
 - 14.3.6.1 it respects the requirements of Rule C 14.3.4 and
 - 14.3.6.2 the push button must be visible from the outside, be of a contrasting colour and be marked "press".
- 14.3.7 The window net must be installed so as to withstand a 50kg lateral load applied to the centre of the relevant window area, without failure or premature release of the net or attachments.
- 14.3.8 Teams must be aware if rescue officials are in any doubt as to the operation of the release of the safety net, the net will be cut to extract any occupants.
- 14.3.9 Any window net where the upper or lower attachment is connected to the door or door frame of a Car, will be acceptable.

C 14.4 Roll Over Protection

- 14.4.1 All Cars must be fitted with roll over protection.
- 14.4.2 Approval applications for roll over protection structures must be made to CAMS.
- 14.4.3 All roll over protection structures must comply with the requirements of the FIA regulations set out in Appendix J – Section 8 of the FIA Manual except as follows:
 - 14.4.3.1 No part of any roll over protection structure is to extend more than 100 mm past the top front or the top rear shock absorber mounting point on any Car with a CAMS Log Book first issued after 1 April 1999; and
 - 14.4.3.2 All Cars are exempt from the requirements of FIA drawing No. 253-17E.

C 15 TYRES

C 15.1 Control Tyre

- 15.1.1 Only the Dunlop control compound and construction tyre nominated by AVESCO (the "control tyre") may be used to test, practice or qualify for, or compete in, any Meeting.
- 15.1.2 At all times the control tyres remain the property of AVESCO and title in the control tyres will not pass to any Team or other entity or person.
- 15.1.3 All control tyres must only be allocated to a Car, identified by its competition number, and no control tyres may be transferred between Cars or Teams except as permitted under these Rules.

C 15.2 Order & Payment for Supply

- 15.2.1 Order Forms for the supply of control tyres will be sent by AVESCO to Teams 45 days prior to each Meeting.
- 15.2.2 Level 2 and Level 3 Teams must ensure that the Order Form advises the AVESCO Financial Controller of the control tyre Serial Numbers of all previously allocated tyres intended to be used at the Meeting to which the Order Form relates.
- 15.2.3 Submission of the Order Forms by Teams to AVESCO will be deemed to be a firm commitment by that Team for its tyre requirements for the Meeting to which the order form relates.
- 15.2.4 Payment for the supply of dry control tyres:
 - 15.2.4.1 by Level 1 Teams must be received by AVESCO no later than 28 days prior to the commencement of each Meeting; and
 - 15.2.4.2 by Level 2 and 3 Teams must be made no later than the time at which such Teams take delivery of the tyres.
- 15.2.5 Any Team failing to meet the relevant deadline contained in Rule C 15.2.4 will not be supplied with any new control tyres for the relevant Meeting.
- 15.2.6 Level 2 and Level 3 Teams may obtain up to the nominated number of control tyres or may nominate, prior to the time that the control tyre selection takes place, a number of previously allocated control tyres. The Team must advise the CTM in writing of the Serial Numbers of the previously allocated control tyres, as well as having advised the AVESCO Financial Controller as required in Rule C 15.2.2.
- 15.2.8 Having just entered into a Teams' Agreement, new Teams may obtain up to six (6) new control tyres through AVESCO only for the purposes of testing that Car prior to their first Meeting, but only after such a Car has been registered with, and a Car number has been issued by, AVESCO, subsequent to which the allocation of new tyres will be made pursuant to this Rule C 15.2.
- 15.2.9 An existing Team may obtain up to six (6) new control tyres through AVESCO for the purposes of testing an additional Car that is to be raced, but only after such additional Car has been registered with, and a Car number has been issued by, AVESCO and permission for the supply of tyres has been granted by the CTM.
- 15.2.10 Following PreQualifying, Cars which take no further part in a Meeting will only be permitted to obtain four (4) new dry control tyres.

C 15.3 Selection

- 15.3.1 At each Round of a series, at a time stated in the Supplementary or Further Regulations, control tyres will be randomly selected, numbers will be recorded and the tyres allocated to Cars by the CTM, and this allocation process will be open to scrutiny by any Team.
- 15.3.2 A list of numbers of tyres allocated to Cars will be available from the CTM to Teams following the completion of the tyre allocation process.

- 15.3.3 At each Meeting, control tyres will be marked/coded by the CTM to visually identify such tyres as authorised for use at that Meeting.

C 15.4 Fitment

- 15.4.1 Each Car is required to have a minimum of twelve rims – four for permanently mounted wet control tyres and eight for dry control tyres.
- 15.4.2 There will be a nominal charge for Teams who wish to “swap” control tyres from rim to rim and this will take place only after all competitors have been issued their allocated control tyres.
- 15.4.3 The fitting of control tyres for the top ten drivers in the VCS point score will be done first and any driver in this group may “claim” the tyres of any other driver in the top ten before they have been fitted to rims. Only three drivers may “claim” tyres at any one Meeting after being given permission by the CTM. For the purposes of this rule as applied to the opening two Rounds in the VCS in 2002, the top ten will be the first ten points scorers in the 2001 VCS.

C 15.5 Replacement Tyres

- 15.5.1 There will be no new replacement control tyres, so it will be each Team's responsibility to ensure that they have sufficient previously marked used control tyres to cover any emergencies.
- 15.5.2 Permission to use previously marked used control tyres will be at the CTM's discretion and they must be marked for use at the relevant Meeting; and compelling reasons/explanations will need to be put forward before permission is given by the CTM to replace the tyres.
- 15.5.3 If any replacement control tyres are fitted:
- 15.5.3.1 At sprint rounds of a series, the Car to which the tyres are fitted must start from the rear of the grid; and
- 15.5.3.2 At endurance rounds a time penalty of 60 seconds per tyre will be imposed.

C 15.6 Wet Weather Tyres

- 15.6.1 A maximum number of wet weather control tyres are permitted for use at any Meeting, other than Endurance Rounds at which there is no restriction on wet weather control tyre numbers.
- 15.6.2 Wet weather tyres will be of moulded construction, no further cutting is permitted.
- 15.6.3 Wet weather tyres may be ordered through AVESCO by any Team, regardless of Team Level, at any time up to and including the days of a Meeting.
- 15.6.4 Wet weather tyres ordered at any time pursuant to Rule C 15.6.3 must be paid for by the Team no later than the time at which the Team takes delivery of the tyres.

C 15.7 Tyre Allocation

Unless otherwise provided in Supplementary/Further Regulations, the Tables in this Rule set out the maximum number of control tyres for:

- 15.7.1 TABLE 1 - Meetings other than the KVS:

Round	Dry	Wet
Melbourne F1 GP	8	8
Adelaide Clipsal 500	16	N/A
Phillip Island	10	10
Eastern Creek	10	10
Hidden Valley	10	10
Canberra 400	12	N/A
Barbagallo	12	12

Oran Park	10	10
Winton	10	10
Queensland 500	16	N/A
Surfers Paradise	10	10
Bathurst 1000	24	N/A
Pukekohe	12	12
Sandown	12	12

15.7.2 TABLE 2 - each Meeting of the KVS:

Round	Dry	Wet
Wakefield Park	8	8
Phillip Island	8	8
Oran Park	8	8
Winton	8	8
Mallala	8	8
Mt. Panorama	6	6

C 15.8 Disposal of Tyres

- 15.8.1 Teams must not dispose of any control tyre other than as provided in this Rule and all control tyres, regardless of their condition, must be returned to Dunlop in accord with this Rule C 15.8.
- 15.8.2 All control tyres must be returned to Dunlop only at a Meeting.
- 15.8.3 Teams must not, under any circumstances, attempt to or sell, give, lend or otherwise dispose of any control tyre to any other person or entity.

C 15.9 General

- 15.9.1 Only allocated new or nominated control tyres may be used for qualifying and racing at any Meeting.
- 15.9.2 Control Tyres are of three types:
- 15.9.2.1 Practice tyres – are limited to eight (8) and it is the responsibility of each Team to ensure that such tyres are:
- (a) previously allocated to the Car; and
 - (b) nominated by the Team to the CTM; and
 - (c) marked as practice tyres for the Meeting by the CTM.
- 15.9.2.2 Race tyres – which must:
- (a) be new or nominated control tyres; and
 - (b) have been obtained by the Team, and marked by the CTM for use at, a specific Meeting; and
 - (c) in the case of Level 2 and 3 Teams, may be the nominated previously allocated tyres as provided by Rule C 15.2.6.
- 15.9.2.3 Wet weather tyres – as defined and regulated in Rule C 15.6.

- 15.9.3 Control tyres must be used in accordance with the following table:

Session	Practice Tyres	Race Tyres	Wet Tyres
PreQualifying	Yes	No	Yes
Meeting Rides	Yes	No	Yes
Practice Sessions	Yes	Yes	Yes
Qualifying	No	Yes	Yes
Shoot-Outs	No	Yes	Yes
Warm-Ups	Yes	Yes	Yes
Races	No	Yes	Yes

- 15.9.4 After allocation, the control tyres must remain in full view at all times until the finish of the last race of the day or unless directed otherwise by the CTM.

- 15.9.5 Other than at a Meeting, the maximum number of control tyres that a Team may have in its possession at any time is a total of sixty (60) practice and race tyres and a total of sixteen (16) wet tyres per Car. These maximum numbers include any travel tyres.

C 15.10 Offences

- 15.10.1 At any Meeting, a Team must not use any tyre other than the control tyre specified in Rule C 15.1.1.
- 15.10.2 Teams must not use control tyres for any purpose other than at, or in testing for, a Meeting.
- 15.10.3 A Team must not exchange any control tyre with any other Team, competitor or person.
- 15.10.4 Teams must not dispose of any control tyre in any way other than that permitted by Rule 15.8.
- 15.10.5 Teams must not cut any wet weather control tyre.
- 15.10.6 Teams must not chemically treat or alter in any way any control tyre.
- 15.10.7 Removal of Build-Up
- 15.10.7.1 A section of "build-up" measuring a maximum of 50mm x 50mm may be removed from each tyre to allow the tyre tread depth to be measured to a maximum of 8 locations on any one tyre.
- 15.10.7.2 The removal of additional "build-up" to allow closer inspection of a tyre must not be carried out without the prior express permission of the CTM
- 15.10.7.3 Other than as provided in this Rule, Teams must not remove tyre "build-up" from any control tyre by any means other than by driving.
- 15.10.8 Teams must not use any form of automatic Tyre Pressure Control device.
- 15.10.9 No team may seek or accept the direct supply of control tyres from Dunlop.
- 15.10.10 Teams must not use any artificial device which heats or warms – or retains heat or warmth in – tyres, whether the tyres are mounted on wheels or not, and regardless of whether the wheels are attached to a Car.
- 15.10.11 Teams must not cover control tyres at a Meeting; tyres must remain open to view at all times.
- 15.10.12 Tyres allocated to each Car must only be used on that Car at any time; and for the purposes of this Rule, each Car will be identified by its competition number.
- 15.10.13 Teams must not use any device or any process which artificially cools – or reduces the temperature of – tyres whether the tyres are mounted on wheels or not and regardless of whether the wheels are attached to a Car.

C 16 FUEL & REFUELLING

C 16.1 Health Warning

- 16.1.1 Participants are reminded that fuels, oils, lubricants and coolants are highly specialised substances.
- 16.1.2 Participants must be aware that these agents may contain substances that are extremely dangerous to health if misused, inhaled or allowed to contact human skin.
- 16.1.3 Some of the contents of these fuels, oils and lubricants are suspected of having the potential to cause cancer in some instances.
- 16.1.4 The use of petrols as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.

C 16.2 Specified Fuel

For the duration of a Meeting:

- 16.2.1 Cars must use only the specified (but unbranded) control fuel approved by AVESCO;
- 16.2.2 no other substance of any type may be added to the specified fuel, and
- 16.2.3 the specified fuel will be available for purchase at all Meetings.

C 16.3 Sampling

- 16.3.1 At any time during any Meeting, officials may take fuel samples from Cars and/or containers that may be compared with a control sample lodged with a petroleum-testing laboratory approved by AVESCO.
- 16.3.2 Any discrepancy between the sample taken and the control sample will result in the matter being referred to the Stewards.
- 16.3.3 Series fuel, a specification analysis, and details of distribution, will be available on request from the CTM.
- 16.3.4 Purchase of fuel is the responsibility of the Competitor.
Contact: John Thompson – Shell Representative
Ph. 03-9583 5906; Mobile. 0418,318 033; Fax. 03-9584 6125.

C 16.4 Refuelling In Pit Lane – Schedule C 1

- 16.4.1 For any refuelling undertaken in pit lane at any Meeting, the procedures in Schedule C 1 must be adopted, unless Supplementary/Further Regulations provide otherwise.
- 16.4.2 Any refuelling in a pit or paddock area not utilising these procedures must be completed with the engine turned off and with a fire attendant present.
- 16.4.3 Under no circumstances will refuelling be permitted on the race track.
- 16.4.4 The Rules (in Schedule C 1) regarding the use of overhead rigs are compatible with FIA requirements and are thus acceptable for International Meetings.
- 16.4.5 Overhead Rigs
 - 16.4.5.1 Are the only refuelling method permitted during any race;
 - 16.4.5.2 Are only permitted for use if specified in Supplementary/Further Regulations; and
 - 16.4.5.3 Must be of “siamese” configuration conforming with the requirements of Schedule C 1.

C 17. IN CAR ITEMS

C 17.1 Radios

17.1.1 Frequencies

- 17.1.1.1 At the time of completing the Entry/Registration form for a Meeting, Competitors must provide details of the radio frequencies to be used by their Team in order that these can be checked against the frequencies used by the organisers' emergency services and the licensing authority.
- 17.1.1.2 In the case of conflicting frequencies, a Competitor may be required to make adjustments prior to being given approval to use radio equipment.
- 17.1.1.3 It is the responsibility of all Competitors to conform with Government legislation which requires that all two-way radios must be operated on frequencies that are registered with the Australian Communications Authority.
- 17.1.1.4 As part of compliance with Rule E 2.5, each Team transmitting/receiving on their permitted radio frequency must only do so in a clear and unobstructed manner to enable listening access only to their transmissions.
- 17.1.1.5 Any method or device which prevents listening access to Teams' radio transmissions is forbidden.

17.1.2 Monitoring Race Management Channel ("RMC")

- 17.1.2.1 In their own best interests it is strongly recommended that all Competitors monitor, on a strictly listening basis only, the RMC on their radios at all Meetings.
- 17.1.2.2 The RMC frequency will be advised in the Supplementary /Further Regulations.
- 17.1.2.3 Any and all information obtained from such monitoring of the RMC must be regarded as advisory in nature only and such information will have no regulatory basis or purpose.

C 17.2 Cameras

No in-Car cameras other than those fitted by personnel authorised by the Ten Network are permitted without prior written approval of the CTM.

C 17.3 Tools

Teams must ensure that the necessary tools for the removal of the front air dam and rear bumper panel are securely fastened to the passenger's side anti-intrusion bar of each of their Cars.

C 17.4 Automatic Timing – Data 1 Transmitter

- 17.4.1 Meeting organisers utilise an automatic timing system which requires all Cars to be fitted with a Data 1 transmitter which is the responsibility of each Competitor to obtain and maintain in working order.
- 17.4.2 Data 1 transmitters are available from Dorian Industries, 53 Glenvale Road, MULGRAVE, Victoria, 3170; telephone (03) 9562 2199 / facsimile (03) 9561 5830.
- 17.4.3 At all times when a Car is on the race track at a Meeting, it must have the correct fully charged timing transmitter operating, and fitted in a position located 1800 mm from the leading point of the Car to the centre of the transmitter (plus/minus 5 mm), which distance will be measured parallel to the Car's longitudinal centreline from a vertical plane (at 90 degrees to this centreline) located at the leading point of the Car.

C 18 APPAREL REQUIREMENTS

C 18.1 Helmets

18.1.1 It is compulsory that at all times a Car is on the race track, all drivers wear helmets of a standard design, construction and fitting approved by CAMS.

18.1.2 Helmets not marked as complying with the approved standard may be approved by CAMS under certain conditions.

18.1.3 All helmets must bear a CAMS-approved label affixed by an authorised official.

18.1.4 Helmets bearing any of the following marks are approved for use in racing where the Meeting is not entered on the FIA International Sporting Calendar:

- Australian standard - AS1698
- USA standard - SA90, M90, SA95
- USA standard - SFI Spec 31.1, SFI Spec. 31.2
- Swedish standard - SIS 88.24.11 (2)
- Danish standard - DS 2124.1
- Finnish standard - SFS 3653
- Germany standard - ONS/OMK
- French standard - NF S 72 305
- European Standard - E22 (with 02, 03 or 04 amendments)
- British Standard - BS 6658-85 Type A (incl. amendments) or Type A/FR

18.1.5 Events which are entered on the FIA International Sporting Calendar, or for events organised under the authority of an ASN other than CAMS, have restricted standards for allowable helmets which are confined to helmets bearing one of the following approvals:

- Snell Foundation SA 95, SA 2000 (USA)
- SFI Foundation Inc, SFI Spec 31.1 or 31.2 (USA)
- British Standards Institution BS 6658-85 type A/FR including all amendments (Great Britain).

Standards approved by the FIA for international competition are accepted by CAMS for domestic competition.

18.1.6 No helmet may be modified from its specification as manufactured except in compliance with instructions approved by the manufacturer and one of the standards organisations listed above, which certified the model concerned. Any other modification will render the helmet unacceptable for the requirements of this regulation.

18.1.7 The FIA requires that communication systems in helmets must have been tested with that model of helmet for standard assessment. Any subsequent additions or modifications to facilitate communication or breathing devices may invalidate helmet certification.

18.1.8 Decoration of helmets is potentially dangerous to the integrity of the helmet, and competitors are warned that the use of any paint or solvent on an approved helmet is hazardous and may render the helmet non-compliant for the purposes of these regulations.

18.1.9 Competitors are cautioned against using helmets which have been damaged or involved in accidents.

C 18.2 Goggles/Visors

Goggles or visors must be worn by drivers if for any reason the windscreen is removed. Goggles or visors with glass lenses of any kind are not acceptable. Lenses or visors must be of a plastic material, with high-impact resistance, satisfactory optical qualities and complying with Australian Standard Specification AS 1609-1981.

C 18.3 Apparel – General Requirements For Drivers

- 18.3.1 At all Meetings while their Cars are on the race track, all drivers must wear overalls homologated to the FIA 1986 or FIA 2000 Standard as well as socks, shoes and gloves which respect the design parameters set out in that standard.
- 18.3.2 The wearing of underwear and balaclavas complying with the FIA 1986 or FIA 2000 Standard is mandatory in any Meeting on the International Calendar and is strongly recommended for all other Meetings.

C 18.4 Apparel – General Requirements For Pit Crew

- 18.4.1 All people working on Cars must wear shoes and socks, neck to ankle covering, and at least a short sleeved shirt.
- 18.4.2 Apparel made from synthetic materials should not be worn by people working on Cars.
- 18.4.3 In addition to complying with Rule C 18.4.1, on race days all pit crew must be neatly attired; promoters are authorised to refuse entry to the pit area of people unsuitably dressed.
- 18.4.4 Apparel while Refuelling – Overhead Rigs
For the duration of all sessions and races when the use of overhead refuelling rigs is permitted, all Team members at all times while across the prescribed line, plus the deadman's handle operator for the duration of any pit stop, must be attired as per the requirements of Rule C 18.4.6.
- 18.4.5 Apparel while Refuelling – Churns
If a Car is refueled using churns, all Team members across the prescribed line must be attired as per the requirements of C 18.4.6 for the duration of refuelling process.
- 18.4.6 Specified Apparel
 - 18.4.6.1 One-piece overalls of flame-resistant materials extending from neck to wrists to ankles; and where such overalls consist of a single layer of material, separate flame-resistant underwear extending from neck to wrists to ankles must also be worn.
 - 18.4.6.2 A flame-resistant balaclava which covers the entire head and neck save for one or two eye openings.
 - 18.4.6.3 Goggles which cover all exposed areas of skin not covered by the balaclava, or a full face helmet and visor.
 - 18.4.6.4 Shoes of leather or other flame-resistant materials which completely cover the feet and which fit closely around the ankle to minimise the ingress of spilt fuel; and the soles of which must be resistant to fuel.
 - 18.4.6.5 Socks and gloves which comply with the requirements of the FIA 1986 or FIA 2000 Standard except, all personnel involved in a brake pad change at any pit stop must wear fire resistant gloves, which need not comply with the requirements of the FIA 1986 or FIA 2000 Standard.

18.5 Compliance by Drivers

At all times their Car is on the race track and until a driver exits the Car, all drivers must:

- 18.5.1 wear a crash helmet, properly fastened and complying with all parts of Rule C 18.1 must be worn;
- 18.5.2 wear suitable flame-resisting outer clothing together with heat resistant underwear and socks, and suitable footwear, all of which must comply with all parts of Rule C 18.3 must be worn;
- 18.5.3 be restrained by a safety harness of a specification, and correctly fitted and worn, as required by Rule C 14.2; and
- 18.5.4 not wear apparel of flammable material such as nylon or similar synthetic materials.

C 18.6 Apparel – Enforcement

Where apparel, not complying with the requirements of this Rule C 18, is submitted for scrutineering or where a scrutineer has reason to believe that the use of such non-compliant apparel or equipment is intended, the CTM may impound any such apparel or equipment for the duration of the Meeting and may also mark on such apparel or equipment any words, signs or symbols considered necessary to indicate non-compliance with these Rules.

C 19 MARKINGS ON CARS

Subject to this Rule, all Car markings must comply with the provisions of Schedule C 2.

C 19.1 Windscreen Numbers

19.1.1 On the windscreen of all Cars must be displayed their competition number which must be positioned on the upper area of the passenger's side of the windscreen.

19.1.2 The numerals must be:

19.1.2.1 150mm in height, and

19.1.2.2 printed in Helvetica Bold; and

19.1.2.3 'Dayglo yellow' in colour; and

19.1.2.4 placed 50 mm from the lower edge of the upper windscreen band and 50 mm from the side edge of the windscreen.

19.2 VCS Series Identification

19.2.1 Unless otherwise specified in Supplementary/Further Regulations, all Cars competing at any VCS Meeting must carry the series' identification decals mounted as indicated in Schedule C 2.

19.2.2 A space 500mm wide and 120mm high located immediately above the race number on each side of the Car is required for the event sponsor.

19.2.3 A space 200mm wide and 200mm high positioned forward of the competition number on the door or front guard on each side of the Car is required for the series sponsor.

19.3 KVS Series Identification

19.3.1 Unless otherwise specified in Supplementary/Further Regulations, all Cars competing in any Round of the KVS must carry the Series identification decals mounted as indicated in Schedule C 2.

19.3.2 A space 500mm wide and 120mm high located immediately above the race number on each side of the Car is required for the event sponsor.

19.3.3 Where KVS Competitors take part in VCS endurance rounds, the KVS series identification decals should be mounted on the rear quarter panel.

19.4 Series' Identification Decals

The AVESCO Assistant Operations Manager will supply Competitors with the relevant series' decals.

19.5 Competition Numbers

19.5.1 At all times while participating in any AVESCO approved activity:

19.5.1.1 Cars must have competition numbers affixed; and

19.5.1.2 no two or more Cars may have the same competition number displayed.

19.5.2 All competition numbers must conform to the requirements set out in Schedule C2 of these Rules

19.5.3 The figures of the competition numbers be black on a white rectangular background; and for light coloured cars, there must be a black line 50mm wide all around the white rectangular background.

19.5.4 Numbers must be of the typeface known as "Helvetica Bold".

19.6 Other signage

19.6.1 Signage on windows must conform to the requirements set out in Schedule C2 of these Rules.

19.6.2 Signage on the remaining parts of the bodywork is free save that written permission must be obtained from AVESCO prior to the use of any numerals.

19.6.3 The surname of each driver (and co-driver) must be displayed on the lower edge of each rear door window in 100mm Helvetica Bold as set out in Schedule C2.

19.7 Variation

Notwithstanding the requirements of this Division, AVESCO has discretion to approve any sign not in conformity with these Rules, provided that there are compelling commercial considerations and that the written request and artwork are submitted to AVESCO and after such approval, any variations must be noted in the Car's CAMS Log Book.

SCHEDULE C 1

REFUELLING PROCEDURES **(Rule C 16)**

1. GENERAL

1.1 Refuelling in Pit lane

- 1.1.1 All refuelling in Pit Lane must only be carried out using an overhead refuelling tower ("towers") or refuelling churns ("churns").
- 1.1.2 Towers must only be used when specifically permitted in the Supplementary or Further Regulations.
- 1.1.3 Churns are not permitted to be used during any race.
- 1.1.4 At all times when refuelling in Pit Lane, all requirements and procedures described in these Rules must be complied with.

1.2 All Other Refuelling

All refuelling other than in Pit Lane must be carried out in the Pit bay, Pit garage or the paddock area, always with the Car's engine switched off and with a Fire Attendant present.

2. SAFETY

2.1 Provision of Extinguishers

For all Meetings each Competitor must provide at least 2 x 4.5-kg dry chemical fire extinguishers, in working order, for each Pit Bay or Garage.

2.2 Fuel Storage - Areas

All areas in which fuel is being stored must be:

- 2.2.1 adequately ventilated and have unimpeded access; and
- 2.2.2 clean and free of potentially flammable materials e.g., paper, rags, oily fabrics etc.

2.3 Fuel Storage - Quantities

The maximum quantity of fuel that can be stored in any location at any time is 250 litres, except that a maximum of 450 litres of fuel may be stored in any location only for a period of less than 12 hours.

2.4 Attendants

2.4.1 When using Towers:

A maximum number of three (3) Attendants must be present, and their tasks must be:

- Fire Attendant – whose sole task is to operate fire extinguisher; and
- Refueler/Vent Attendant – whose sole task is to operate the refuelling/vent hose.; and
- Deadman's Handle Attendant – whose sole task is to operate the fuel cut-off valve on the refuelling tower.

2.4.2 When using Churns:

A maximum number of three (3) Attendants must be present, and their tasks must be:

- Fire Attendant – whose sole task is to operate fire extinguisher; and
- Vent Bottle Attendant – whose sole task is to operate the vent bottle; and
- Churn Attendant.

2.4.3 All Attendants must be attired as specified in Rule C 18.4.4.

- 2.4.4 For the duration of any pit stop in which refuelling is undertaken, the Fire Attendant must be ready to attend to any fire which may occur and must stand near the Car and the tower, poised with the extinguisher ready to operate.

2.5 Operation - Towers

- 2.5.1 The tower must either remain behind the prescribed line or be wholly within the pit garage and must not be moved once filled.
- 2.5.2 The Fire Attendant must be "ready for action" during any refilling operations.
- 2.5.3 The fuel delivery hose may only be moved into Pit Lane from the Pit Garage a maximum of three (3) minutes prior to any pit stop.
- 2.5.4 While in Pit Lane, the delivery hose must at all times be held by the relevant Attendant.

2.6 Approval of Installations and Equipment

All installations and equipment must be specifically approved by the CTM prior to any Meeting during which refuelling is permitted in pit lane.

2.7 Earthing

- 2.7.1 Each Pit garage area is equipped with two grounding connections.
- 2.7.2 During any Meeting in which refuelling is permitted, the refuelling system (including tower, tank, hoses, valves and dry break fittings) must all be electrically connected to one of the grounding connections for the duration of the on-track activities.
- 2.7.3 The Car must also be connected, at least momentarily, to one of these grounding connections before refuelling can commence.
- 2.7.4 It is strongly recommended that the Car should also be electrically connected to earth via one of the grounding connections during a pit stop in which refuelling takes place.

2.8 Vehicle Stationary

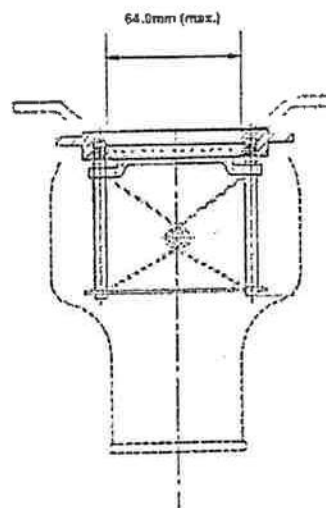
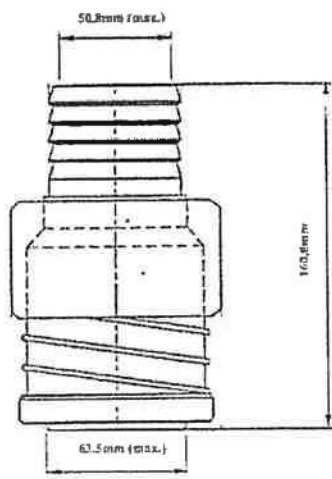
The Car must be stationary at all times during refuelling.

2.9 Dry Break Fittings

- 2.9.1 All refuelling and venting operations in Pit Lane must only be carried out using male and female dry-break fittings, which conform to all FIA requirements.

2.9.2 Diagram 1: General Design of Dry Break Fittings

Standard dry break fittings (male and female)

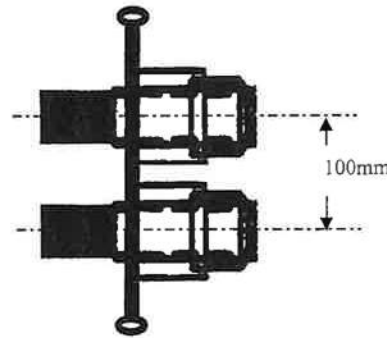
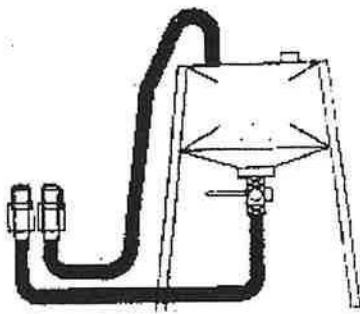


2.9.3 Maintenance

It is extremely important to maintain all refuelling equipment in good working order:

- 2.9.3.1 O-rings must be regularly inspected and replaced if there are any signs of expansion or damage; and
- 2.9.3.2 Springs and tracks must also be regularly inspected and kept lubricated during those times the refuelling valves are not in operation.

3. OVERHEAD REFUELLING TOWER



Requirements

All towers must conform to the following:

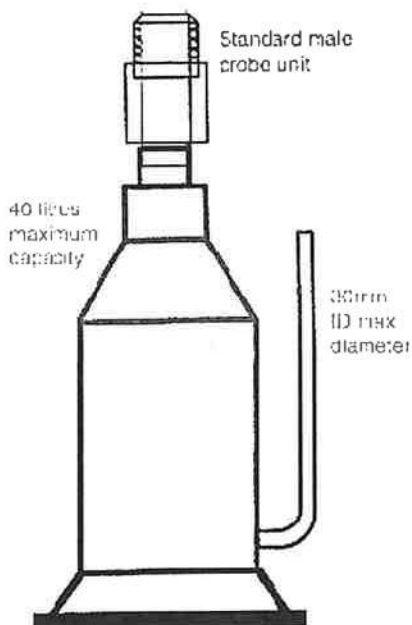
- 3.1 The maximum capacity of the tower, including the delivery hose, must not exceed 220 litres.
- 3.2 The maximum height of any part of the tower which contains fuel is two metres above the Pit Lane; only non-fuel holding connections and vents are permitted above this height.
- 3.3 All towers must be fitted with a ball cock or similar fast action cut-off valve, which must work on the "deadman handle" principle. The cut-off valve must be attached directly to the fuel reservoir and must close immediately, stopping the flow of fuel from the reservoir, when pressure on the handle of the cut-off valve is released. The closing principle of the cut-off valve must not rely on the action of gravity alone.
- 3.4 The emergency cut-off valve Attendant ("deadman's handle Attendant") must only hold the valve open for the duration of a refuelling operation.
- 3.5 Towers must only incorporate a "siamese" filler/vent configuration which is to be operated by a single refueler/vent Attendant and returns all displaced fumes from the Car's fuel tank to the ullage space in the reservoir of the overhead refuelling tower.
- 3.6 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 2.5m in length and of an ID no greater than 50mm (2 inch).
- 3.7 The maximum inside diameter of the vent hose is 50mm (2 inch).
- 3.8 The reservoir must be vented via an explosion safe shielded vent. This vent must be open at all times and only atmospheric pressure may be exerted on the fuel in the main reservoir. No artificial pressurisation of the reservoir is permitted.

- 3.9 A filling orifice (maximum inside diameter of 50mm) may be fitted to the main reservoir.
- 3.10 Any refilling operations to the main reservoir must be carried out bearing in mind State or Territory Occupational Health and Safety regulations.
- 3.11 Any device, which changes the ambient temperature of the fuel, is prohibited.
- 3.12 All towers manufactured after 1st January 2001 must include 10% ullage (air space) at all times within the reservoir.

4. FUEL FLOW RESTRICTOR

- 4.1 At all times while refuelling using an overhead refuelling tower, a fuel flow restrictor, as approved by TEGA, must be fitted inside the fuel delivery hose.
- 4.2 The fuel flow restrictor must:
- only be obtained from TEGA, and must
 - always remain unmodified, and must
 - be securely fixed within the fuel delivery hose so all fuel entering a Car during refuelling must pass through the restrictor, and must
 - be positioned within 150mm of the end of the fuel delivery hose, and
 - No device of any kind, other than the TEGA approved fuel flow restrictor, may be present within the refuelling hose at any time.

5. REFUELLING CHURNS

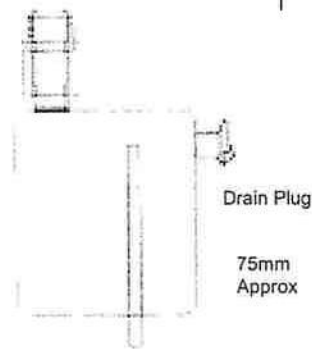


5.1 Design Requirements

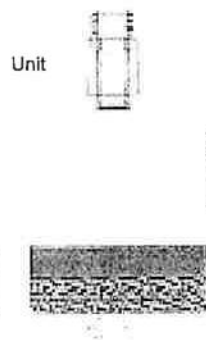
- 5.1.1 The maximum capacity of each churn must not exceed 40 litres.
- 5.1.2 Each churn must be designed to prevent fuel spillage regardless of the angle at which the churn is oriented.
- 5.1.3 There must be minimum flexibility between the probe and the churn.

6 VENT BOTTLE

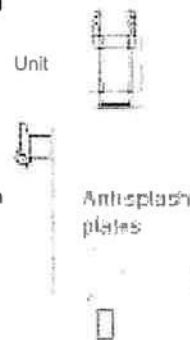
A: Vent bottle with vent tube



B: Vent bottle with anti-splash foam vent cap



C: Vent bottle with anti-splash baffles and vent tube



20 L max capacity

Vent Tube, Max ID 30mm

6.1 Design Requirements

- 6.1.1 The maximum capacity of the vent bottle is 20 litres.
- 6.1.2 It must be constructed of an unbreakable, fuel resistant material, to a design that allows the contents of the bottle to be clearly seen.
- 6.1.3 The maximum internal diameter of the vent to the atmosphere, which is used during refuelling, is 30mm.
- 6.1.4 The vent bottle must be fitted with a device, which allows any contents in the bottle to be drained; this device must be closed during refuelling.
- 6.1.5 The bottle may be vented by one of three methods (see diagram above); it must not be possible for liquid to escape from the vent bottle during a refuelling operation.
- 6.1.6 All vent bottles must be manufactured so the displaced air from the fuel tank is directed in an upward direction away from the Car.
- 6.1.7 The vent bottle must be empty of liquid before each use.

SCHEDULE C 2

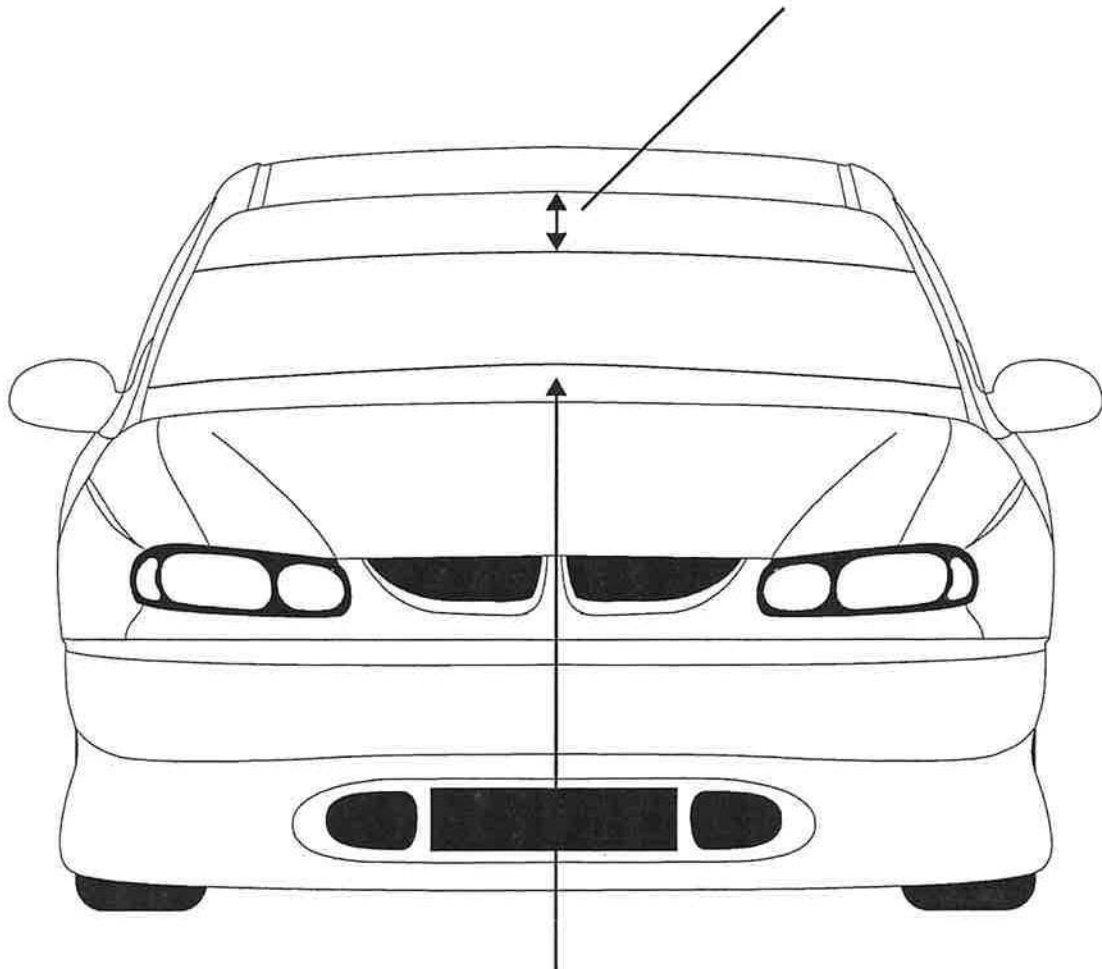
MARKINGS ON CARS (Rule C 19)

Front

AVESCO

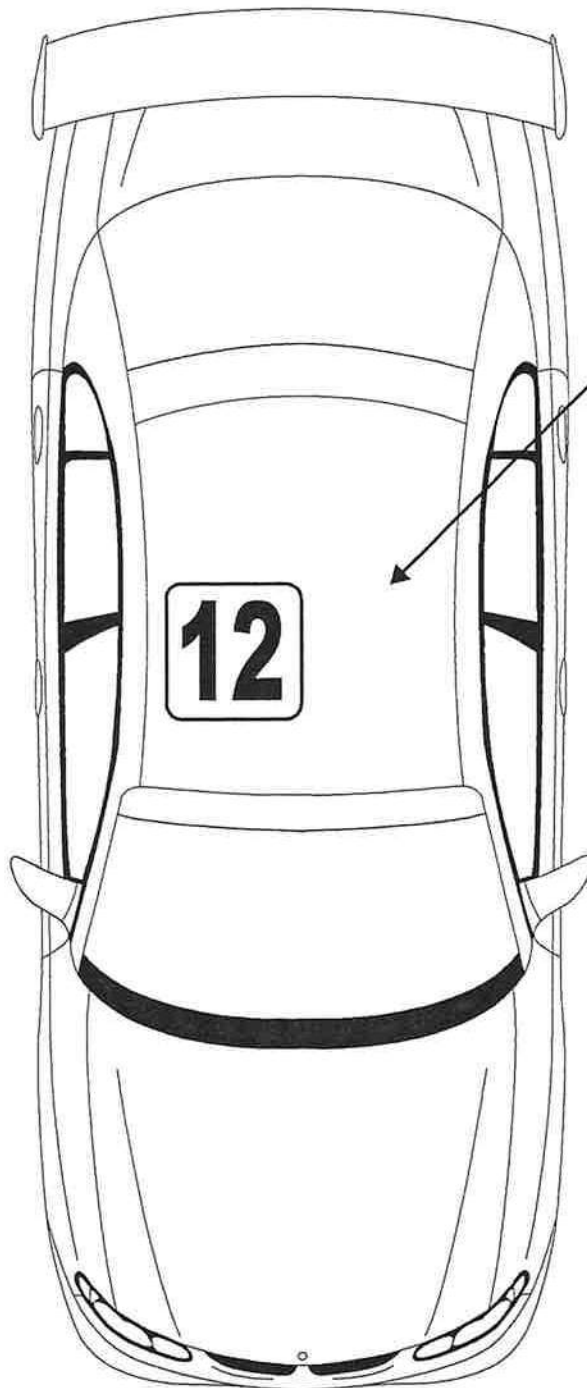
Non-Compulsory Windscreen Band

On the top of the windscreen and on a background free as to colour & depth, subject to the lettering and devices being placed within the upper 200mm of the windscreen surface provided that it does not interfere with the driver's visibility.

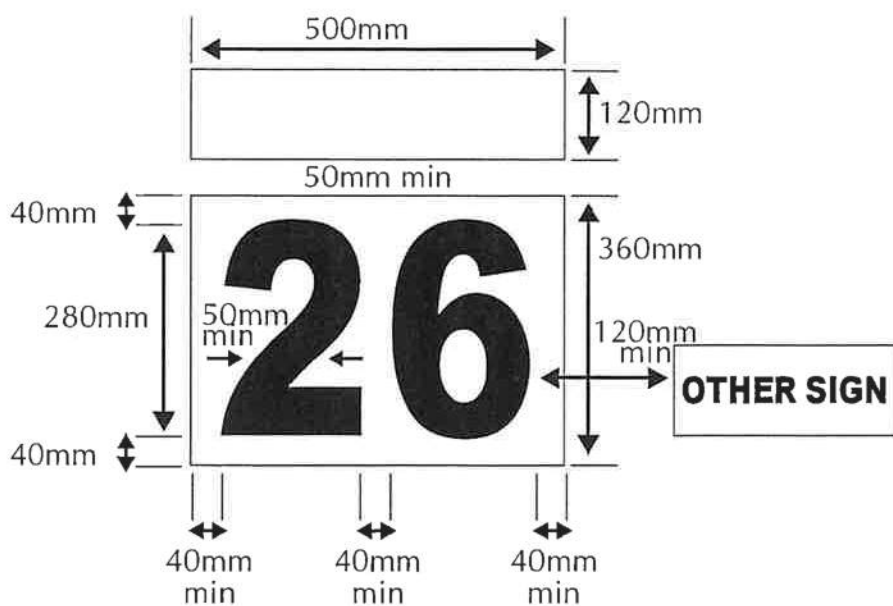
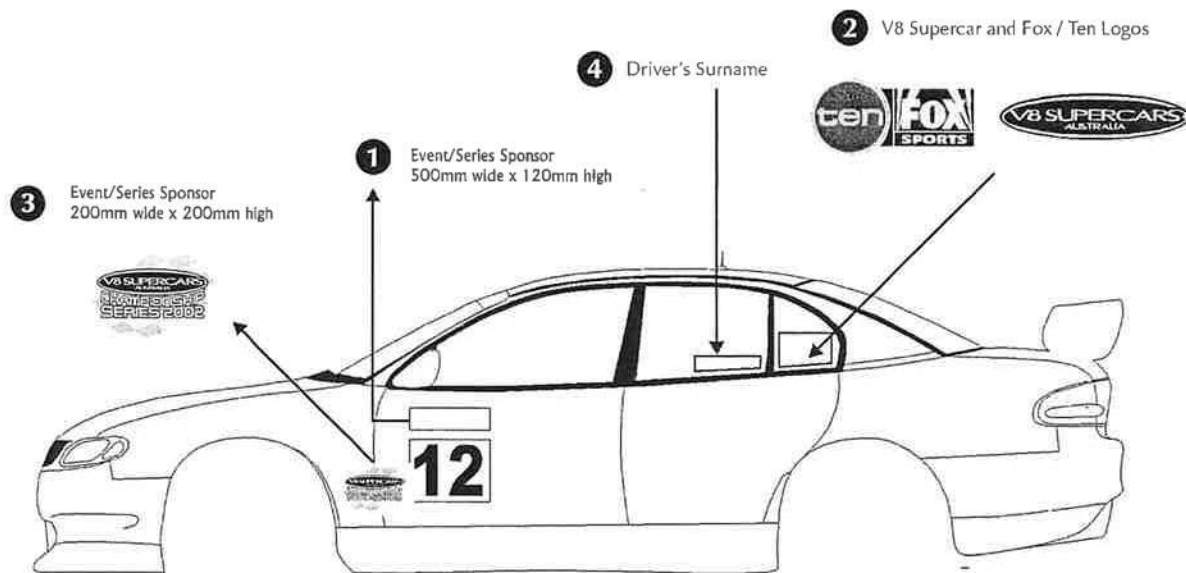


No Signage to go beyond a line across the lower portion of the windscreens parallel with the base of it.

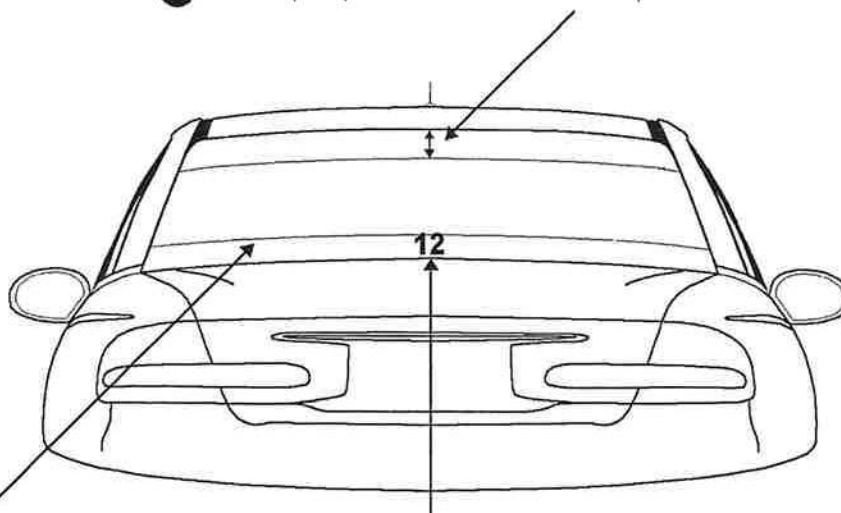
- AU = 75mm From Base Of Screen
- VT = 75mm From Base Of Screen
- VX = 75mm From Base Of Screen
- EL = 75mm From Base Of Screen
- VS = 100 mm From Base Of Screen



Roof number - Box Size:
320mm x 320mm
Type face as specified under
NCR Schedule K 1. Number
All Numerals to be 280mm tall



- ① Non-Compulsory rear windscreen band 200mm deep

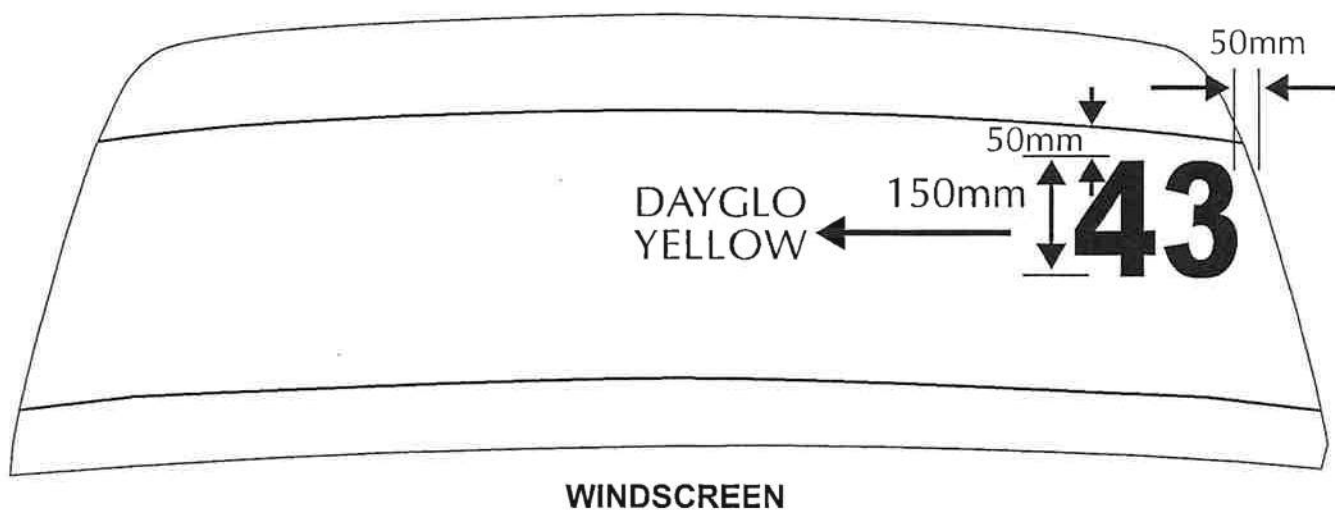


- ② No signage to go above a line across the lower portion of the windscreen and parallel with the base of it.

- AU = 50 mm
- EL = 50 mm
- VT = 100 mm
- VS = 50 mm
- VX = 100 mm

All measurements from the base of the screen.

- ③ A white car number at 100mm tall in the centre of the rear lower screen.
Type face Helvetica Bold



SCHEDULE C 3

GEARBOX & FINAL DRIVE SPECIFICATIONS (Rules C 7.2 & C 7.3)

