TCM57 State-Level Pro-Am Touring Car Racing, to be referred to as "Super Production" in regulation, and "TT Sports Sedans" in competition and marketing: resulting in **TT Sports Sedans complying to the Super Production regulations**

Category:	Super Production (and any future versions thereof)
Category Owner:	Tony Chapman Motorsport ABN 97 087 602 506 www.tcm57.com.au/TTSS
Licenced Clubs:	Queensland & Northern New South Wales region QRDA Inc. www.qrda.asn.au Other States Contact Tony Chapman Motorsport for licensing agreement details
Licenced Sanctioning Bodies:	None
Version:	01 (still pre-release status, inc. name changes, del AWD, inc. drafting updates)
Date Logs:	V.00 Draft as at 2025-11-02 V.01 Draft as at 2026-04-25

1. GENERAL

This category is based upon two "T" concepts;

- T1, Two-Row Seating, though the race car deletes the factory seating
- T2, Two-Wheel Drive, though AWD cars are eligible provided the race car is converted to 2WD

At the same time, it is the Top Tier of modified production touring car racing, with regulations deliberately created to respect and pay homage to the significant touring car racing legacy from across the globe while providing for the needs of State-Level Pro-Am competitors.

Replicas and Tributes are discouraged but are not excluded. One-of-one constructions are encouraged but are not mandated. The principles of open competition and eligibility based solely on published regulations are respected.

This category of racing car envisages considerable modification to eligible mass-produced road-registerable cars to render them more suitable for high performance competition, while not allowing modification to the core body and chassis componentry except as specifically allowed for herein. **Super Production (TT Sports Sedans)** caters for generally free mechanical component selection while utilising numerous coachwork elements to maintain the visual connection with the mass-produced version of the car.

1.1 LOGBOOKS:

The car owner is responsible for organising the required logbook for the competition entered, through the sanctioning body for the relevant competition.

1.2 REGULATIONS:

The category owner issues the regulations from time to time in marked Versions.

Licenced clubs are authorised to use the current Version of the regulations for club championships or series or awards as they deem suitable. Other entities and persons hold no copyrights to the regulations and associated branding.

1.3 VERSIONS:

Versions will be issued based on batched updates, which can be driven by many factors including:

- These regulations are designed to produce cars that fit in a variety of competitions beyond TT Sports Sedans;

    - In lobbying other competitions to adjust their rule sets, some desired changes to these regulations could become possible. Schedule A is used to track desired changes.
    - Other competitions that are desirable to stay in lock step with may change their regulations, forcing a suitable edit to these regulations to maintain a desired connection.
- Feedback from the licensees
- Changes made by sanctioning bodies and/or circuits and/or promoters

1.4 CLASSES:

When classes are recognised, they shall be to the following standards. The sequence X, A, B, C etc is to be respected. These standards are constructed so that not all classes need to be awarded at all competitions, though the minimum number of classes is two of which Class X is mandatory:

Class X: Outright
All cars not moved into other classes

Class A1: Performance Under 4.5 Litre
Move here, all Naturally Aspirated cars in Class X of 4500cc or less
Move here, all Forced Induction cars in Class X of 2000cc swept volume or less

Class A2: Performance Under 2.5 Litre
Move here, all Naturally Aspirated cars in Class X or A1 of 2500cc or less

Class B: Restricted Pre-1986 "Origins"
Move here, all cars in Class X, A1 or A2 complying with the following;

- Maximum rim diameter = 13 inches
- Is Naturally Aspirated, with no mechanical or electronic fuel injection system
- Each of the Defined Car, Engine Block & Cylinder Head selected must be available from the road car market from before the year 1986
- Transmission must be one of;
    - a competition in-tunnel gearbox with a maximum of 4 forward gears, or
    - a gearbox of free design with a maximum of 5 forward gears, save that it must utilise a gearbox case from the road car market from before the year 1986, and the complete case and any integral bellhousing it was manufactured with must remain externally unmodified

Class C: Restricted Pre-2000
Move here, all cars in Class X, A1 or A2 complying with the following;

- Where Class B is being utilised, exclude Class B cars
- Maximum rim diameter = 16 inches
- Each of the Defined Car, Engine Block, Cylinder Head & Transmission Case selected must be available from the road car market from before the year 2000

Class D: Restricted Pre-2020
Move here, all cars in Class X, A1 or A2 complying with the following;

- Where Class B is utilised, exclude Class B cars
- Where Class C is utilised, exclude Class C cars
- Each of the Defined Car, Engine Block, Cylinder Head & Transmission Case selected must be available from the road car market from before the year 2020

2. ELIGIBILITY

2.1 DEFINED CAR:

The Defined Car is the Make and Model and Trim Level and Year of Manufacture for the required OEM components. Only cars conforming to the following may be a Defined Car:

- Be a Sedan, Coupe or Hatchback series production car with a fixed closed roof and two rows of seating

- In any global region be approved during any period for the seating of 4 or more persons, each in a dedicated seating position equipped with a personal seat belt system

- Where originally equipped with an Internal Combustion Engine as the primary power source, the I.C.E. unit must have been positioned forward of the passenger compartment

- Has been or is currently available in Australia through a recognised manufacturer including their franchised dealer networks, or alternatively be of a type of which a minimum of 5,000 examples has been manufactured globally

- Mass-production of the Make and Model has ceased (unsold stock not included)

The make, model, trim and year are used to define dimensions, shapes and features for the race car.

Furthermore, where the defined car is available in a range of trim levels the base level will be the reference for all car dimensions. Where enhanced versions based on production cars have been produced by the manufacturer as a "sports or otherwise version" (e.g. GT, GTR, R, A9X, L34 etc) that may differ from the basic version in wheelbase, maximum width and length of coachwork, then in each case the dimensions of the car will be based on the base trim level.

2.2 CAR NAME:
Each race car shall be named to be the same as the Make and Model and Trim Level as the Defined Car selected.

3. THE DERIVED CAR

3.1 CONSTRUCTION:
The derived car must utilise the original body component that is intended to house the passengers and their luggage, and includes all components permanently affixed to it. Where multiple body components are required to complete a body assembly and they are not permanently affixed to each other, each of those components and their methods of attachment will be treated as a single body component as if it were unitary. Components included as part of the body, be they demountable from the main unit or not, are any components required for the following functions:

- For hinging and latching of doors, bonnets, boots and hatches, including the mechanisms
- For fastening of demountable front guards, rear quarter panels or guards, radiators, front and rear main lighting assemblies and front and rear bumper bar mounting hardware or devices.

Body-on-Frame: The derived car must utilise the original chassis. For cars of monocoque design this is incorporated into the body. For Body-on-Frame design the chassis will be the entirety of the frame on which the body component is mounted. All the individual componentry involved in the fastening of the body to the frame shall be included in the definition of original chassis.

Semi-monocoque: Demountable frames attached to a body and that support only a portion of mechanical componentry, typically those frames that do not extend fully under the passenger compartment, will still be considered as Body-on-Frame construction components for the purposes of these rules. Any crossmembers that are demountable from what would be considered chassis rail components of those frames are not included.

Any demountable crossmember components involved in the mounting of the engine, transmission, suspension or steering, and intended to be bolted to either body or frame components, are not included as part of either the original body or original chassis.

None of the original body or original chassis may be modified in any way other than when expressly stated elsewhere in these regulations, or as listed here in these permitted modifications:

- Sound deadening materials may be removed, except where expressly stated as *must be* removed
- Sound deadening materials *must be* removed from the passenger compartment
- Industry standard rust and panel repair is permitted
- Paint and similar compounds applied to metals may be removed and replaced

- Where individual pressings and plates are permanently affixed to each other to make a body or chassis, these pressings and plates may be additionally stitch and/or seam welded together
- Unused brackets may be deleted
- Brackets may be added
- Holes for fasteners such as screws and rivets may be added
- Localised modifications may be made to satisfy the requirements of the relevant sanctioning body for the competition for regulated safety equipment and seating items
  - Front Bulkhead: refer to articles under 'Safety'
  - Transmission Tunnel: refer to Article 3.2
  - Rear Seat Squab and Boot Floor: refer to Article 3.2
  - Driver's Footwell: refer to articles under 'Interior'

It is not permitted to add or incorporate any additional components which contribute to the rigidity of the combined body and chassis, other than the safety cage structure of Article 3.4, and the following items:

- A brace of free design may be fitted between the suspension towers on each axle set and optionally may be triangulated towards the passenger compartment
- Steel tube structure to facilitate the mounting of the steering column within the passenger's compartment. This structure must be permanently affixed to, and only to, the safety cage members.

3.2 REAR-WHEEL DRIVE CONVERSION / LIVE REAR AXLE CONVERSION

For cars originally configured as Front-wheel drive or Four-wheel drive, it is permitted to convert the body shell to accommodate a conversion to a Rear-wheel drive configuration through the following allowances.

For all cars the following modifications to the body are also permitted to convert the body to accommodate a live rear axle assembly. Though it can also be described as an upgrade, for the purposes of these regulations the term 'live rear axle conversion' is considered to include cars originally configured with a live rear axle, allowing for their axle assembly's related suspension to be upgraded in the same manor as cars being converted to live rear axle.

Under Article 3.2 it is permitted to remove material from the original body in the following areas under these prescribed conditions:

- The front bulkhead of the passenger compartment of cars where the engine orientation is modified from an OEM's intended transvers orientation into a longitudinal orientation. Such modification is to be done solely to facilitate the creation of space for a bellhousing between the engine and its transmission and any removed bulkhead material must be kept to a minimum.
- All cars may have any portion of, or the entirety of, the transmission tunnel removed to accommodate the bellhousing, gearbox and drive shaft(s) along with any associated support bearings and crossmembers. In the case of cars with no transmission tunnel formed in the original body pressings, the same material removal allowance applies so that one may be created along the centreline of the passenger compartment.
- The centre section of the rear seat and/or floor may be modified to facilitate clearance for the differential, drive shaft, and where required a boxing for a top suspension link in a 3-link live axle installation
- Two sections of the rear seat and/or floor may be modified to facilitate the installation of suspension links in a 4-link live axle installation. Where this is done, the removed material shall be one section from each side of the passenger compartment, and the location and size of the two removed sections shall be symmetrical about the passenger compartment centreline.
- Rather than removal, the original body material may be reformed instead, and a combination of some removal and some reforming is covered by that. However, where this is done the reformed area will be treated the same as any area that is completely removed including for the purposes of complying with other restrictions.
- Where there is a curved surface connecting the floor surface to the original transmission tunnel vertical side surface and the transmission components can be installed without this curved surface being removed then that portion of the curved surface is considered part of the floor and not the transmission tunnel and cannot be removed

Where original material is removed from the body under Article 3.2 it must be replaced by material of the same material family (ferrous/aluminium/composite) and of a thickness no less than that which was removed. The replacement material must pass the following:

- Be permanently affixed to the original body material and not removable
- Relative to the top surfaces of the mechanical components the modifications have been made for, the replacement material can be no more than 75mm away from those surfaces. In this instance the top side includes anything that is visible from the plan view of the component.

3.3 CROSSMEMBERS

Crossmembers and other similar cradles normally installed on the body and/or chassis in OEM and used for the provision of suspension component mounting are to be installed as intended by the OEM. This does not apply to rear crossmembers in cars where Article 3.2 is utilised for a RWD/LRA Conversion.

Such crossmembers may be the OEM component either standard or modified, or a custom component that takes the place of the OEM component and attaches to the body and/or chassis through the same mounting points and method of fastening. Crossmember-side mounting bushings are of free design.

3.4 SAFETY CAGE:

The structure commonly referred to in industry as the Safety Cage (and sometimes Roll Cage) shall conform to at least one of the following standards:

- Be compliant with the Fédération Internationale de l'Automobile International organisation's regulations for International competitions

- Be compliant with the Motorsport Australia organisation's regulations for State competitions

In addition to the chosen standard, the structure must also comply with each of the following unless disregarded by the relevant sanctioning body for the competition:

- Incorporate at least two anti-intrusion bars on the driver's side. At no point in the door opening shall the cumulative vertical section of the door bars be less than that of the two individual tubes.

- Each anti-intrusion bar must have a minimum dimension of 38mm diameter and 2.5mm wall thickness and be compliant with the material specifications of the Motorsport Australia organisation's Schedule J, or alternatively be proven by calculation to meet or exceed side intrusion load applied to the chassis and be Motorsport Australia certified. Where Motorsport Australia certification documents are issued, they are to be present at competitions and be produced on request.

The structure must also comply with the requirements of the relevant sanctioning body for the competition.

3.5 BRACKETS & OPENINGS

Brackets attached to the OEM body may be removed, and brackets may be added for new and replacement components, including non-performance items such as switch panels and performance items such as watts linkage mounting points.

New openings may be made in the OEM body for the passage of electrical and hydraulic circuits.

Existing unused openings in the OEM body between the passenger compartment and any of the engine bay, fuel system and ground must be sealed by a closing panel of either permanent or removable nature. Permanent closing panels may be welded or bonded.

3.6 WHEELBASE:

The rear axle centreline must be ±25mm relative to the original rear axle centreline. The wheelbase must be within ±75mm relative to the original wheelbase.

3.7 CLEARANCE:

Each car shall be constructed to achieve a minimum height above the ground when measured with all tyres at a pressure of 1.7 bar (25 psi) to suit the following at any point;

- Ahead of the front axle centreline, 50mm
- Behind the front axle centreline, 75mm excluding any component of the exhaust system

3.8 RACING WEIGHT:

The following table is the minimum racing weight for each car based on swept engine capacity.

	Naturally Aspirated (1.0x)			
	Two-valve		Multi-valve	
swept volume	FWD	RWD	FWD	RWD
up to 1300cc	630	680	630	680
1301 - 1600cc	680	730	680	730
1601 - 2000cc	730	780	730	780
2001 - 2500cc	750	800	750	800
2501 - 3550cc	850	900	925	975
3551 - 4500cc	925	975	1000	1050
4501 - 5100cc	1000	1050	1075	1125
5101 - 6000cc	1075	1125	1150	1200

	Forced Induction (1.7x)			
	Two-valve		Multi-valve	
swept volume	FWD	RWD	FWD	RWD
up to 764cc	630	680	630	680
765 - 941cc	680	730	680	730
942 - 1176cc	730	780	730	780
1177 - 1470cc	750	800	750	800
1471 - 2088cc	850	900	850	900
2089 - 2500cc	925	975	925	975
2501 - 2647cc	925	975	1000	1050
2647 - 3000cc	1000	1050	1075	1125
3001 - 3529cc	1075	n.p.	1150	n.p.

n.p. means not permitted, while 1.0x means effective/calculated capacity for entry forms would be the swept capacity multiplied by 1 which translates to the same as the swept capacity, while 1.7x means effective/calculated capacity for entry forms would be the swept capacity multiplied by 1.7, while FWD means Front Wheel Drive, while RWD means Rear Wheel Drive, while Two-valve means there is 1 intake valve and 1 exhaust valve per cylinder in piston motors and rotary motors are not included, while Multi-valve/Rotary means there are more than 2 valves per cylinder in piston motors or the engine is a rotary/Wankel type engine.

3.9 Power to Weight

The permitted power to weight of a car during a competition for Circuit Racing is a minimum of 2.0kg racing weight to 1hp as measured at the engine using the testing procedures of the Motorsport Australia organisation.

4. COACHWORK

4.1 DEMOUNTABLE COMPONENTS:

The following demountable components must be retained:

- Front Mudguards
- Rear Quarter Panels or Guards
- Door Assemblies with associated hinges and latches
- Bonnets with associated hinges and latches
- Boots with associated hinges and latches
- Hatches with associated hinges and latches

- Front Exposed Bumper, or Front Bumper Bar Fascia
- Rear Exposed Bumper, or Rear Bumper Bar Fascia
- Any other component or assembly such as grills, garnishes, fuel flaps, aprons, skirts etc which are visually significant to the silhouette of the car and serve to hide from view other components of the car
- The complete front windscreen wiper system including integral wiring looms and plugs

The following modifications may be made to demountable components:

- Any modification explicitly noted in any other section of these regulations
- Side Intrusion structures within doors may be removed
- Window regulator mechanisms may be modified, replaced or removed
- Door latch interior actuation systems are free but at least one actuation system must be installed on each door
- Reinforcement structures on the concealed side of bonnets and boots may be modified, added or removed
- Exposed Bumper Bars, or Bumper Bar Fascia, where fitted with concealed bracketry and supports may have those modified, replaced or removed
- Windscreen wiper arms may have additional wind deflector elements added, and the wiper blade/insert is free

Regardless of the above, each external body trim decoration greater than 150mm in width shall remain in place.

4.2 MATERIALS:

All retained demountable components may be replaced by components of optional material, retaining the external shape, proportion and silhouette of the Defined Car, while for doors this also extends to the internal surfaces which are not otherwise concealed by door trims and similar componentry. Replaced demountable components, and any additions or reshaping of them permitted elsewhere, shall be manufactured from one of the following:

- Material of the same gauge and composition as the original part
- Aluminium, or aluminium alloy, of a gauge not thinner than 1.2mm (commercial grade tolerances)
- Glass fibre and/or glass-reinforced plastic, carbon fibre and/or Kevlar composite materials of a gauge not thinner than 1.5mm.

Where a demountable component that is being replaced under the above condition has a trim attached to it, the trim may be considered integral to the component and may also be replaced by components of optional material, retaining the external shape, proportion and silhouette of the Defined Car. In this case, the trim may continue to be a separate component and be applied, or it may be made integral with the replacement component.

4.3 ROOF:

It is permitted to fit an approved duct in the roof of the car for cockpit ventilation. The duct shall be mounted on the longitudinal centreline of the roof and no further rearward than 150mm of the top of the windscreen. The Duct must be the V8 Supercar approved Roof Duct available from Lightning Composites, Part No. LCVF-RV13.

Each car manufactured or fitted as standard with a sunroof shall have a permanent replacement panel fitted into the sunroof opening to make the roof section one piece. Each such panel shall be made from materials as defined in Article 4.2.

4.4 FRONT & REAR BUMPERS AND FASCIA:

The front exposed bumper or the bumper bar fascia shall retain its original appearance and location down to the horizontal centreline of the front wheel hub. It may be made integral with the air dam. In addition, and regardless of vertical position, the top 60mm must remain unmodified at minimum to keep the original appearance and identity of the defined car.

4.5 MUDGUARDS:

The width of the car excluding mirrors may be increased by modifying the wheel arches and associated doors and panels, respecting the following constraints on each of the front and the rear axle lines:

- For cars with an axle line width less than or equal to 1750mm, the maximum width on that axle line may be extended to no more than or equal to 1775mm. In addition, the maximum increase over standard for an axle line under this condition cannot exceed 200mm.
- For cars with an axle line width greater than 1750mm, the maximum width on that axle line may be extended by 25mm over standard.

50% of any total width increase must be applied to each side on the relevant axle line.

Regardless of the axle line width being modified or not, the wheel arch shape may be reformed within the following constraints:

- The axle line width may not become narrower
- Within the following dimensional constraints, the mudguard may be reshaped. Alternatively, mudguard flares made of alternative material (refer Article 4.2) may be added instead and within the same volume.
- The leading and trailing edges of the reformed wheel arch or flare must merge with the original body work at an angle of 45 degrees or less from a line drawn horizontally down the side of the car
- The leading and trailing edges of the reformed wheel arch or flare may exceed the 45 degrees maximum angle, by the minimum amount, to permit a reforming or a flare that would otherwise encroach on unmodified bumpers, lights, grills, front doors and features found on the Defined Car
- Any reforming of the mudguard or any flare which is less than the maximum permitted dimensions shall fit within the silhouette which would have been created by a flare of the maximum dimensions
- No part of the flare is permitted to extend further than 200mm from the original wheelarch opening measured radially at any point projected out from the hub centreline
- The rear extremities of the front and rear mudguards, and flares where fitted, must continue below a horizontal line drawn through the centreline of the wheel hubs down to the original lower point of the mudguard
- When viewed from above, the coachwork must cover each complete wheel down to the horizontal centreline of the hubs with the wheels in the straight-ahead position
- When viewed from the rear, the coachwork must cover the full width of the tyres down to the horizontal centreline of the wheel hub height with the wheels in the straight-ahead position
- It is permitted to include a flat section in the reformed wheel arch on the vertical plane on the outermost extent of the mudguard, to a maximum width of 30mm measured radially at any point projected out from the hub centreline
- The minimum radius on the outer upper edge of the guard shall be 5mm
- No hole shall be permitted in mudguards other than those originally provided by the manufacturer
- The operation of any door must not be affected

For wheel and tyre clearance, minor reshaping or the deleting of impinging body protrusions is permitted.

Where a flare is fitted, it is permitted to remove up to 75mm of original body measured radially from the edge of the original wheel arch outwards. A maximum of 10mm of the cut edge may be reformed into a folded-over beading. Any cavity exposed in a door or rear wheel arch through the removal of material must be closed by the addition of a closing panel of the same material and made integral with the modified component. For Front Mudguards, all surface area of the original component's profile covered by a permitted flare is optional to retain. All flares may be made integral, or be demountable, provided the flare and the mounting method are symmetrical on each axle line.

4.6 BONNET:

Up to 3 bonnet vents with a maximum combined area of 3200cm^2 may be fitted. This maximum applies to any car, regardless of venting area on the defined car. The vent/s may have a raised leading edge (inclined rearwards) to a maximum height of 40mm from the surrounding area of the bonnet and may taper down to the bonnet surface along the sides of the vent/s. Each opening may be any shape, and the vent elements must limit the visibility of other components under the bonnet when viewed from the front or sides. The maximum combined vent area includes any opening between the scuttle/plenum area and the trailing edge of the bonnet. If the bonnet vents are not louvered, they shall not be just a hole in the panel in that they shall be fitted with panels or ducting down to the water radiator/intercooler/oil coolers/fans so no other parts of the under bonnet are visible.

A change to the shape of the engine cover shall be permitted where the position of the engine or its actual induction components (excluding brackets, linkages etc.) prevents the full closing of a panel of the original shape and size, save that the maximum increase in height must not exceed 100mm, that the lateral clearance of the alterations around the offending components does not exceed 75mm, and that the maximum width does not exceed 450mm. A panel of modified shape shall completely cover the part or parts which cause the change to be affected and shall not have external openings, except for the purpose of air intake into a sealed air box. It shall not hinder the safe operation of any part of the car and shall not impair the vision of the driver.

Scuttle/Plenum or bonnet to windscreen opening: Whatever provision was made on the road car version to close the engine compartment from the scuttle/plenum or similar at the base of the front windscreen, the race car version must make the same provision. Where the required unmodified body and the concealed side of the bonnet alone cannot reproduce what is needed, and oem components are not installed to serve the purpose, the bonnet and/or body may have additional panelling installed and made integral to do so.

4.7 DOORS:
Internal anti-theft locks shall be rendered inoperative or removed.

The driver's window net is to be attached to the roll cage and/or body in accordance with Schedule I.

4.8 SIDE SKIRTS
Where a defined car utilises a sill panel facia, for the purposes of these regulations they will be treated as a side skirt. Where different trim levels for the defined car have different side skirts options (which might include the option of no side skirt), it is permitted to interchange the side skirt specification between trim levels based on those available options. Where a 'no side skirt' option is not available on any trim level, one of the side skirt options must be fitted. It is permitted to reproduce side skirts in a material selected from Article 4.2. The only modification to a side skirt shape is that required for any jack point provisions permitted elsewhere. All other sill panels shall be exposed.

4.9 FLOOR:
No components may be added underneath the car to create a false floor. Except for the lower surfaces of any front air dam, the original floor pan pressings and chassis members must be exposed to the ground as per the defined car.

For battery electric cars where an under-floor battery pack has been removed, there is no provision to insert panels to reproduce the flat floor of the removed pack.

It is not permitted to add any vanes or other aerodynamic devices that attach to the original floor pan pressings.

4.10 REAR FACING VENTS:
One or more vents may be created in the rear windscreen. Any vent created in the rear windscreen must have a maximum individual area of 20cm^2 each. The maximum combined surface area of all rearward facing vents is 1,000cm^2.

5. INTERIOR

The interior is the passenger compartment and the luggage compartments of the car. All components fitted within, and all trimming of the interior is free, subject to the following:

- The car must be fitted with a dashboard. All other rules relating to the dashboard will be based on the size, shape and position of the visible surface of an original equipment dashboard intended for the car's body. Included in the reference dashboard is any related surface intended to cover components and compartments from passenger view in the road car application. The centre console area must be included in the reference dashboard down to the baseline of any audio or ventilation control component housing. Any centre console area lower than this, including transmission tunnel mounted console, is not included as part of the reference dashboard.
- Where componentry normally mounted to the reference dashboard is not fitted, any resulting aperture must be closed with a closing panel.
- The dashboard may be an oem item or a facsimile item made of the same or of alternative materials or a combination of both, and such facsimile may incorporate the following permitted modification to

the shape and may incorporate closing panels rather than them be a separate fitted component. The overall size and shape of the dashboard may be modified freely, provided all such modification happens in the air space on the passenger's side of the visible surface (i.e. modifications do not result in the shape penetrating air space that is originally behind the dashboard).

- Additional structures and components may be fitted to the visible surface of the dashboard
- Any oem front door trim that is not fitted shall instead be replaced with a flush-fitting rigid material (refer Article 4.2). Local modifications shall be permitted to facilitate fitment of safety cage members and/or anti-intrusion bars.
- Each window may be replaced by a suitable rigid transparent material of adequate strength (e.g., polycarbonate), which shall be of a minimum material thickness of 3mm for side and rear windows, and a minimum material thickness of 6mm for the windscreen, save that the fitment of front side windows is optional. It is permitted to fit one NACA type duct in each of the front door windows. It is permitted to fit a maximum of two NACA type ducts in each rear side window.
- Unobstructed space must be allowed for the fitment of a front passenger seat the same manufacture and position as that fitted for the driver but on the opposite side of the compartment, but such passenger seat and associated mountings do not need to be installed.
- The driver's seat must comply with Motorsport Australia's Schedule C.
- A crushable structure may be fitted to the outside of the Safety Cage on the driver's and passenger's side of the car in addition to the side intrusion tubes (refer Article 3.4). It is recommended this take the form of a Nomex® or aluminium honeycomb such as Ayrelite 2022® and, if fitted, shall have a minimum thickness of 50mm and a minimum volume of 5cm3. This shall be located in the vicinity of the driver's hip.

6. AERODYNAMIC AIDS

6.1 FITMENT

Any component listed in the articles of Aerodynamic Aids may be fitted to the car. Where such aid is available as an OEM component for the car the OEM component may be fitted, or an alternative item constructed to the following regulations may be fitted instead. None of the available aerodynamic aids are compulsory, but car constructors are encouraged to negate aerodynamic lift and achieve front-to-rear aerodynamic balance by fitting front and rear aids.

These aids may not be used for any additional alternative function, e.g. for the mounting of an oil radiator, unless permitted in these regulations.

Such aids must be rigidly secured to the entirely sprung part of the Automobile (rigidly secured means not having any degree of freedom) and must remain immobile in relation to the sprung part of the Automobile.

Aids must be fixed in position while the Automobile is in motion, but any wing may be adjustable provided adjustment is possible only via the use of hand tools from outside the cockpit and any change to the wing angle must only occur whilst the Automobile is stationary.

The method of attachment of the aerodynamic aids is free.

6.2 FRONT SPOILER:

A front spoiler is permitted. Such spoiler may be made integral with the front bumper bar provided the preserved portion of OEM shape in Article 4.4 is not impacted. The spoiler may be composed of multiple components.

When at scrutineering ride-height, above a horizontal plane 100mm above the ground no part of the spoiler may extend beyond the vertical projection of the car including permitted flares. Below this plane and above minimum ride height the spoiler may be extended beyond this limit by no more than 100mm horizontally, measured perpendicular to the coachwork at any measured point and it shall be no wider than the front mudguards and associated wheel arch flares.

The control of airflow via the shape of the spoiler is free but the spoiler may not incorporate dive planes/canards, or other devices or surfaces in the form of a wing profile. Elements that create an endplate or

fence on the outer limits of the spoiler and associated to the wheel arch are permitted provided they remain within the dimension limits for the spoiler.

6.3 FRONT UNDERTRAY:

A front undertray to control entry airflow under the car is permitted. The undertray may be integral with the spoiler. No part of the undertray shall extend further rearward than the vertical centreline of the front wheel hubs. Each part of the undertray shall be within the vertical projection of the car, including any modified coachwork and any permitted front spoiler.

All surfaces which comprise the ground-facing surface of the undertray may not be further than 100mm from the ground at scrutineering ride-height.

6.4 REAR SPOILER:

A rear spoiler is permitted on cars equipped with a boot lid. It must be fitted to the boot lid surface and be no more than 200mm above the coachwork where mounted, and of a width not exceeding the width of the coachwork excluding any flaring of the mudguards. It shall be fitted without interruption to the boot lid operation and shall comply with the following:

- not restrict rearward vision below that required
- not extend rearwards of the rearmost extremity of the coachwork
- only be fitted rearwards of the rear window

For cars with a fixed horizontal surface equivalent to a boot lid area but where the storage compartment is accessed by other openings than a conventional boot lid, that horizontal surface of coachwork may be used for the mounting of a rear spoiler.

A spoiler may have returns/fences on each side. These returns/fences must reduce in height in the forward direction and not extend further forward than the rearmost point of the roof pillar associated with the most rearward passenger door.

For hatchback cars, and cars where the storage access doors/lids are oriented closer to vertical than horizontal, any OEM spoiler from any trim level for that make and model may be fitted or deleted but a custom spoiler is not permitted.

6.5 REAR WING:

A single rear wing element and associated hardware is permitted. A wing element allows for airflow to pass above and below the wing element, and should airflow only be able to pass above an element that has the appearance of a wing such an element shall be considered as being a spoiler regardless of appearance.

Cars equipped with a wing element as OEM must be fitted with the OEM wing element or a custom wing element constructed to these rules, but not equipping the car with one of those two rear wing element options is not permitted.

When a rear wing element is installed under this article, the allowances for a rear spoiler provided by Article 6.4 do not apply except that OEM spoilers may be fitted or deleted.

The wing assembly shall be a single element only. The wing element may include a lip on the trailing edge, the height of which is free within the overall maximum dimension constraints of the assembly. Each wing mount shall not provide vertical thrust.

No part of the wing assembly shall be higher than a horizontal line drawn from the highest point of the roof.

The wing assembly may not extend further rearward than 200mm beyond the rearmost part of the original coachwork and not extending further forward than 700mm beyond the rearmost point of the original coachwork.

The overall width of the wing assembly, including mounts & end plates, shall be no wider than the width of the car at its widest point on the rear 50% of the coachwork. A maximum width of 1830mm applies to the wing assembly, including mounts & end plates.

A maximum horizontal length of 400mm applies to the wing element and any end plates not integral with the wing mounts.

6.6 REAR DIFFUSER:

No additional devices for downforce generation are permitted rearward of the passenger compartment and under the floor pressing. Where a component of the vehicle is fitted in this area, it must serve the purpose for which it is added and not include any aerodynamic profiles. Specifically, suspension components may not use aero-tube, and fuel tanks may not incorporate diffuser profiles or vanes in their shape.

7. MECHANICAL COMPONENTS

7.1 BRAKES:

The design, construction and components of the braking system shall be free save for the following:

- Anti-lock braking systems shall only be permitted under the provisions of Article 8.2
- Each car shall be fitted with a dual circuit braking system so arranged that the pedal normally operates on the four road wheels and, in the event of leakage at any point in the system, the pedal shall still control two wheels on the same axle.
- Only brake rotors manufactured from ferrous material shall be used. A maximum of one brake rotor per wheel is permitted. A maximum of one mandatory brake calliper per brake rotor and optionally an additional OEM hand brake calliper where the make and model were so configured is permitted.

7.2 SUSPENSION:

Each suspension component shall be free, save for the following:

- Each OEM suspension component for the make and model must either be fitted in OEM form, be modified but still fitted, or be substituted by a custom component, provided the original function of the component is respected and no additional function is added to it in the process. Where additional permitted modifications away from the OEM suspension configuration are described in Article 3.2 (RWD/LRA Conversion), this article does not apply to those modifications when performed.
- Pickup points located on the original body or original chassis may be relocated within the original material by up to 50mm. Where an OEM crossmember component is used and includes suspension pickup points, those points may be moved the same as for original body and chassis points. Where a custom replacement crossmember is used per Article 3.3, the location of the relevant pickup points that require reproduction are free, within the other constraints of that custom crossmember article.
- Pickup points may be reinforced. Metal up to 5mm thickness may be added up to 75mm from the edge of each suspension pivot point aperture. Such metal must always follow the contour of the original metal.
- Any type of ‘active’ suspension control or adjustment shall not be permitted save for gas pressured dampers
- Any ride height adjustment shall not be permitted whilst the car is in motion or to be activated by the driver while seated in the normal driving position.

7.3 TRANSMISSION

The design, construction and components of the transmission and final drive shall be free, save for the following:

- It shall be a ‘manual’ type transmission
- The clutch shall be controlled exclusively by the driver by either mechanical or hydraulic actuation. It is not permitted to use any type of electronic clutch actuation systems.
- Only one clutch assembly shall be permitted to be fitted to each car
- The maximum number of forward gears shall be six
- For cars not covered by Article 3.2 and therefore utilising the OEM transmission tunnel, minor reshaping of the body is permitted to enable fitment of replacement gearboxes and clutch assemblies

AWD: a defined car that is All-Wheel Drive (Four-Wheel Drive) is required to be reconfigured into Two-Wheel Drive, as either FWD or RWD. Refer to the provisions of Article 3.2 for permitted modifications to facilitate RWD/LRA Conversion should there be no suitable mechanical solution within the constraints of the unmodified body.

7.4 ENGINES:

The engine configuration is free subject to the following:

- It is restricted to a single Internal Combustion Engine exclusively utilising a liquid fuel as the stored energy compound being converted into energy that rotates a single shaft from which drive will be sent to a transmission system to propel the car forwards and backwards
- It is contained in the same compartment as intended for the OEM engine, or in the case of a battery-electric body/chassis it shall be contained in the storage compartment forward of the passenger compartment and utilise Article 3.2 to do so
- Relative to the OEM configuration for the defined car, the engine configuration of the race car shall be:
    - Battery electric and hybrid electric motors must be deleted
    - For OEM piston, a maximum of the OEM piston quantity plus 2, to a maximum of 8
    - For OEM piston greater than 8, a maximum number of pistons the same as OEM
    - For OEM of 3 rotors or less, a maximum of 3 rotors, or a maximum of 8 pistons
    - For OEM electric, a maximum of 6 pistons, or a maximum of 2 rotors
    - For OEM naturally aspirated, an added single turbo/supercharger is permitted
    - For OEM forced induction, the same number of turbo/superchargers as OEM, or a lesser number, are permitted, including forced induction delete
    - For any OEM configuration not listed, contact the category owner to lodge a regulation update request
    - Additionally, Forced Induction may only be fitted to;
        - Engines of a maximum of 6 pistons, or a maximum of 2 rotors
        - Engines controlled by an ECU with data recording and download functionality

The design, construction and components of the engine shall be free except that any cylinder block, rotor and rotor casing must be derived from a car of which at least 2500 examples were built.

The effective capacity shall be derived from the swept capacity. The effective capacity is to be used when describing the cars' engine capacity, including on entry forms. The effective capacity is calculated by the following multiplication factors:

- A factor of 1.7 applies to forced induction engines (turbo/supercharged)
- A factor of 1.75 applies to rotary engines
- A forced induction rotary must apply both factors
- The maximum effective capacity without the need to seek an invitation-entry is 6000cc

Each engine is permitted a maximum engine revolutions per minute (RPM) limit for each effective engine capacity (cc) range as follows:

- 0 – 3500cc: 9000 RPM
- 3501 – 6000cc: 8500 RPM

Each car must be fitted with an effective RPM limiter and that RPM limiter must be set at or below the applicable limit specified. At the request of the Chief Scrutineer the RPM limiter must be displayed to the Chief Scrutineer along with any data logging or rpm data supplied via the ECU.

Each engine using forced induction is permitted a maximum manifold (inlet) absolute pressure of 341.3 kPa (35 psi of boost pressure). At the request of the Chief Scrutineer the maximum (inlet) absolute pressure must be displayed to the Chief Scrutineer along with any data logging or data supplied via the ECU.

7.5 EXHAUST:

The design, construction and components of the exhaust system shall be free save for the following:

- Exhaust outlets must direct exhaust gases horizontally or downward
- No part of any exhaust outlet is to be higher than the horizontal centreline of the rear wheel hubs
- The exhaust may exit to the side or to the rear
- An exhaust that exits rearwards shall not protrude more than 20mm beyond the rearmost portion of the unmodified coachwork
- An exhaust that exits sideways shall be located rearward of the midpoint of the modified wheelbase
- An exhaust that exits sideways shall terminate no more than 50mm within the plan view of the adjacent coachwork

It is permitted to make local modifications to the floor pressings of the body to facilitate the fitment of a muffler, creating a muffler box in the floor. Such a box must be made in such a way the muffler outer shell is never more than 50mm away from the surface of the box. The box is to be made from the same material and gauge as the material removed. On cars with multiple exhaust exits and on both sides of the car, it is permitted to create two muffler boxes, one per side of the passenger compartment.

The inner, mid and outer sill pressings and any mandated side skirt of the body may have an exhaust relief fabricated into their lower edges to facilitate the fitment of any side exit exhaust pipes. The relief is free provided the resultant aperture in the sill cavity is sealed by the welding of metal closing panel(s), the profile of the relief is no more than 50mm away from any exhaust pipe, and the floor pressings are not disturbed and none of the modification is visible from within the passenger compartment.

7.6 WHEELS AND TYRES:

The design, construction and components of the wheel and tyre shall be free save for the following:

- The maximum width of any complete wheel and tyre assembly shall be 320mm, measured with at least 1.7 bar (25psi) of pressure in the tyre
- The diameter of front wheels and rear wheels are to be the same, except for a legacy exception for Austin/Morris/Leyland/Rover "Mini" model cars which may utilise a 10in rear wheel diameter regardless of the front diameter
- The maximum diameter of any wheel rim is 18 inches
- The maximum width of any wheel rim is 11 inches
- Commercially available unitary construction (1-piece) wheels may be used on any size up to the maximums
- Composite construction wheels (2-piece, 3-piece) may be used on wheels up to 16 inches diameter
- Wheels must be made exclusively from ferrous materials and aluminium alloys

8. ELECTRICAL COMPONENTS

8.1 DESIGN AND CONSTRUCTION:

The design, construction and materials of the electrical system and components shall be free save for the following:

- The OEM external lighting and signalling equipment must be installed and be operational, apart from the following optional components:
  - OEM fog lights
  - OEM reflectors
  - OEM side mounted indicators that are independent of a head and tail combination units
- Lighting components may be modified where required to achieve a minimum power of 3 Watts for each tail light and a minimum of 20 Watts for each brake light (or the LED equivalent)

8.2 ELECTRONIC SYSTEMS:

For these regulations, a performance electronic system is defined as a computer-controlled device that manages, governs or directs the automatic operation or control of equipment.

The following Performance Electronic Systems are permitted:

- Electronic throttle actuation (fly by wire)
- Engine management
- Data logging
- Telemetry – car to pit only

The following Performance Electronic Systems are not permitted unless specified elsewhere:

- Differential action/adjustment/control of any type
- Clutch control of any type
- Suspension or Damper adjustment/control
- Automatic Gear Selection or shifts
- Antilock Braking Systems
- Stability system
- Ride height control
- Telemetry – pit to car

The following Performance Electronic Systems are only permitted if fitted as an unmodified OEM system from the Defined Car:

- Traction control
- Launch control
- Stability control
- Suspension control
- Damper adjustment
- Antilock Braking System
- Differential adjustment control
- Ride height control
- Rear wing adjustment
- Automatic Gear selection
- Clutch control
- Electronic engine and transmission management systems (e.g. Electronic Control Units and Transmission Control Modules) of free design and operation shall be permitted, provided they have no control of any of the items defined in the above permitted OEM systems

8.3 Paddle Shift Systems

Where an OEM transmission for the defined car is used and is accompanied by all the matching OEM electronics for that transmission, the OEM Paddle Shift System is permitted. For all other cases, any driver-initiated gear change requests to an electronically controlled gearshift system are not permitted.

9. SAFETY

9.1 FUEL & FUEL TANKS:

The design, construction and components of the fuel system shall be free save for the following:

- No fuel tank is permitted inside any part of the volume of space originally intended by the OEM to be the passenger compartment
- A fuel tank or any fuel system component that is less than 500mm forward of the rearmost point of the coachwork (excluding the rear wing), shall be required to be protected by a crushable structure of Nomex® or aluminium honeycomb with a minimum thickness of 50mm to the rear, bottom and side surfaces of the fuel tank assembly

9.2 FIRE EXTINGUISHER:

For external fire extinguishing access, it shall be permitted to have a maximum of two holes in the bottom corners of the rear window, no more than 25mm from the edges of either and a maximum diameter of 52mm, provided such hole allows for access to the passenger compartment.

9.3 WINDOWS:

For each front door window fitted that is covering the whole of the window opening, an open slot shall be incorporated into the window of a minimum size 150mm x 50mm located within 30mm of the window edge to allow the window to be removed without tools in the case of an emergency.

9.4 SCATTER SHIELD:

For cars where an alternative engine other than that optioned by the manufacturer has been installed, it must be fitted with a scatter shield. The scatter shield must comply with the Motorsport Australia organisation's regulations "Schedule M - General Requirements". The scatter shield or blanket is to be fitted as close as possible over the clutch housing assembly.

9.5 BULKHEAD:

It is permitted to modify the body by the addition of permanently affixed closing panels for the purpose of creating a bulkhead between the engine compartment and passenger compartment, and between any under-floor fuel tank system and the passenger compartment, and for no other purpose. Aside from incidental loss due to welding processes, original body material is not to be removed when permanently affixing closing panels.