



CLUB RULES & MOTORSPORT GUIDELINES

Revision – C

Club Rules & Motorsport Guidelines

Introduction to the Club

The **HSV Owners Club of WA** was established in 1990 forming a strong membership base of enthusiasts with a common interest...the passion for HSV's ranging from VB Commodore's to the exciting new VE's.

The club enjoys a variety of motor sport events including: Motorkhanas, Drag Racing, Sprint and Super Sprint Events and Hill Climbs. All our motor sport events culminate towards a club championship each year in which all our active members are competitively involved. We also cater for those members who enjoy the social aspect with events such as Cruises, Family Outings and Car Show 'n' Shine's being very popular.

Members also benefit by being able to access the wealth of knowledge that the combined Club Membership base provides, as well as receiving a monthly Club E-Magazine packed with useful information on upcoming events, results and technical knowhow.

Management of the Club

The Club is managed on a day to day basis by a Management Committee, comprised of the following two groups;

- a. The Executive Committee comprising the following Office Bearers who are elected by the Club Members.
 - i. President (Ordinary Member)
 - ii. Vice President (Ordinary Member)
 - iii. Secretary (Ordinary Member)
 - iv. Treasurer & Membership Officer (Combined Role) (Ordinary Member)
 - v. Motorsport Manager (Ordinary or Associate Member)
 - vi. Associate Member Representative (Ordinary or Associate Member)

- b. The General Committee's function is to assist the Executive Committee with day to day running of the Club. Members of this Committee can hold any level of membership within the Club and are appointed to their roles at the direct request of the Management Committee and their subsequent acceptance.
 - i. Media Officer
 - ii. Merchandise & Marketing Officer
 - iii. Chief Scrutineer
 - iv. Social Event Coordinator

The members of the Management Committee are bound to execute their duty in the running of the Club in accordance with the Club's Constitution. Any member of the Executive Committee who resigns or is removed from their role must be replaced at the next General Club Meeting and in accordance with the Club's Constitution.

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2009 Office Bearer's

The Executive Committee

President	Darcy Kealley	0417 958 819
Vice President	Brendan Edwards	
Secretary	Liz Clarke	0400 272 858
Treasurer / Membership Officer	Lyn Goedecke	0418 422 887
Motorsport Manager	Mike Clynk	0417 092 673
Associate Member Rep	Matt James-Wallace	0418 942 221

The General Committee

Media Officer	Paul Lowry	0417 171 099
Merchandise & Marketing Officer	Tracey Kooiman	0409 293 996
Chief Scrutineer	TBA	
Social Event Coordinator	Allan Goedecke	0418 422 887

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Motorsport – Introduction

Some club members are pretty serious about their motor sport but most are just out for fun, so it's important to maintain an awareness and appreciation for both types of competitor.

You can learn a lot about your car and how to maintain it for competition by meeting and talking to other competitors, especially the more experienced campaigners. For those of you that are old hands, if you see someone that needs some help, please offer whatever assistance you can. The days people remember best are the ones where they learn the most.

Motorsport is safe on a properly built track, where cars are spaced to avoid incidents and drivers stay within their personal limitations. Our primary concerns are safety first then fun and competitive spirit. Going fast is fine, once you gain more confidence and experience. Do not take silly risks and do not put someone else into a position where something unexpected may happen. Remember your training advice – learn by practicing at a slower speed and gradually increase speed as your confidence and ability grows.

So get into it, either by competing on the track or joining the many officials who make the events run smoothly, flagging on a corner, or generally assisting on the day.

Club Rules & Motorsport Guidelines

Motorsport – Getting Started

1. How to Enter

- a. Event entry packages are available from the Club website, via group email, or by contacting the Membership Officer or Motorsport Manager directly
- b. Event entries close out 7 days prior to the event or when the event is fully subscribed, the rule of thumb is, "get in early" to guarantee your place

2. Preparing Your Car

- a. Use the safety guidelines as a first pass checklist for your vehicle
- b. Make sure you remove all loose or loosely fitted items from the car prior to presenting for scrutineering. As a guide, anything that can snap off or come loose in an impact should be removed
- c. Bleed or flush your brake fluid with new Dot 4 or competition fluid
- d. Check your fluid levels to make sure they are all correct and there are no leaks present
- e. Check your tyre inflation pressures and make sure they are at the manufacturers recommendation for severe duty application
- f. If in doubt ask one of the more experienced Club members to go over your car with you to save time in scrutineering

3. On the Day

a. Event Types

- i. Autocross: A single-car speed event of less than 2km on a grass and/or unsealed surface, occasionally combined with sealed surfaces when conducted on a permanent circuit
- ii. Hillclimb: A single-car speed event on a sealed or unsealed surface usually comprising a variety of gradients and corners
- iii. Lap Dash/Sprint: A single car speed event on a sealed or unsealed surface, usually conducted on a permanent circuit, track or drag strip
- iv. Super Sprint: A multiple-car speed event, similar to a lap dash, conducted on a permanent sealed circuit in which two vehicles start simultaneously. They may be followed, after a suitable gap, by two other vehicles starting simultaneously. Elapsed times and not relative positions at the finish line determine event placings
- v. Other Events: Other events may be determined to be speed events (see NCR 22) regardless of whether they are so described above; and may be described in other sections of the CAMS Manual of Motor Sport (eg, Rally / Road).

b. Signing on

All competitors must sign on and receive their event paperwork and scrutineering forms from the Event Secretary

Club Rules & Motorsport Guidelines

Motorsport – Getting Started

c. Scrutineering

All cars must be subject to Scrutiny before an event for safety reasons. It's pretty straight forward but make sure you are properly prepared and have followed the guidelines provided. You will need to get your paperwork from the organisers and have it ready for the Scrutiny officials to check along with your CAMS License, Club Membership card, and all safety apparel.

d. Drivers Briefing

The most important thing to happen on the day is a compulsory drivers briefing where we will advise you which group you are in and what will be happening on the day. This is compulsory and if you miss it you will not be eligible to run.

e. Grouping in Pit Lane

Groups of six are usually used for sprint events. Event officials will group you according to relative speed to ensure overtaking is minimised and a safe environment is maintained during the event

f. Flags and Flag Marshals

Flag marshals are stationed at various points around the track and provide information to competitors as follows:

- Yellow Flag – Danger – This should be held still to warn of any hazard ahead and waived to warn of extreme danger ahead.
- Blue Flag – Give Way Faster Car Behind You – A waived blue flag indicates to a driver that another (faster) vehicle is behind and may wish to overtake.
- Red Flag – Event Stopped – A red flag indicates to all drivers that the event has been stopped and all cars are to slow down immediately and return to the pits.
- Black Flag – Shown to an Individual – A black flag indicates to a driver to return to the pits and see the officials before the next session. The flag is shown to indicate there may be something wrong with the vehicle or its operation.
- Black & White Flag – Finish – Indicates the session has finished and that you should return promptly to the pits, cooling down the car brakes and if necessary circulating in the car park after leaving the track to further cool the brakes.

g. Practice Laps

Safety is the number one priority and the practice session prior to the start of the event should be used for just that, practice. Speed should be limited to 75% of full pace as it is likely that the other track users will be new or inexperienced. Passengers are at the discretion of the event marshal and as a minimum must comply with all mandatory safety requirements. Remember, if you have any doubts or uncertainty, let the Club Officials know so that you can be teamed up with an experienced driver for the practice session

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Motorsport – Getting Started

h. Timed Laps

Following the practice session timed laps commence. Depending on the event type and in the case of a Sprint, each group of cars will be called up to the starting grid and waved off at about 10 second intervals. You do one warm up lap, 2, 3 or 4 timed laps (depending on the venue), and then one cool down lap before returning to the pits. The timing of your full pace laps will commence when you first pass the timing equipment.

i. Cool Down Laps

Some members have experienced the problem of cracked brake rotors after competing in motor sport. This seems to be more prevalent with drilled rotors for some reason. Your calipers, pads and rotors get extremely hot and if you then park the car before they have cooled sufficiently the callipers and pads will retain heat in the part of the rotor they are covering whilst the rest of the rotor starts to cool down. Because metal expands with heat and contracts again as it cools the contraction of the rotor will be uneven resulting in cracking. Some suggestions therefore are to:

- Stay off your brakes during the cool down lap. Use motor compression and gears to slow the car down. Of course if you must use the brakes to avoid another car or to negotiate a corner, do so.
- Upon returning to the pits keep your engine running for a few minutes and move the car a half wheel turn every 30 seconds or so.
- Alternatively you could drive around the car park for a minute or two before returning to your pit but, stay off the brakes.
- Avoid using the parking brake. Place the car in gear when the engine is off.

4. Championship Points

a. HSV Club Championship Points will be awarded for Class's A, B, C, and D in the following manner:

1 st	30 Points	11 th	11 Points
2 nd	25 Points	12 th	10 Points
3 rd	21 Points	13 th	9 Points
4 th	18 Points	14 th	8 Points
5 th	17 Points	15 th	7 Points
6 th	16 Points	16 th	6 Points
7 th	15 Points	17 th	5 Points
8 th	14 Points	18 th	4 Points
9 th	13 Points	19 th	3 Points
10 th	12 Points	20 th	2 Points

b. Associate Class entrants shall receive points in the same format as Item 4 a. However they shall count only towards the Associates Championship and not the HSV Club Championship.

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Motorsport – Getting Started

- c. Unlimited Class entrants shall receive points in the same format as Item 4 a. However they shall count only towards the Unlimited Championship and not the HSV Club Championship
- d. Ordinary members, competing in a genuine HSV / HDT vehicle in the Unlimited Class are also eligible for a separate HSV Club Championship point's allocation. Points will be allocated using the standard points table outlined in Item 4 a., however the points will count towards the HSV Club Championship only. The following table provides an example:

Place	Ordinary Member with Vehicle Type	Unlimited Class Championship Points	HSV Club Championship Points
1	Non HSV	30	0
2	HSV	25	30
3	HSV	21	25
4	Non HSV	18	0
5	Non HSV	17	0
6	Non HSV	16	0
7	HSV	15	21
8	HSV	14	18
9	Non HSV	13	0
10	HSV	12	17

This allocation of points is completely separate and relates specifically to the overall HSV Club Championship. They are not exchangeable or transferable with any other Class points. The Unlimited Class is the only class of competition where Ordinary members driving a genuine HSV / HDT are eligible for this dual points table. An Associate Member driving a genuine HSV / HDT in any Class will still be treated as an Associate Member and will not be eligible for HSV Club Championship points.

5. Trophies

- a. Trophies are presented to the driver in each class who achieves the following:
 - Fastest lap time for a sprint event
 - Fastest lap time for a super sprint event
 - Fastest elapsed time for a hill climb event
 - Lowest elapsed time for a motorkhana event
 - Lowest variance from your dial in time in a "dial your own handicap" drag event

Club Rules & Motorsport Guidelines

Motorsport – Calendar

CCA #	Date	Day	Time	Event Type	Location
1	05/03/2009	Thursday	Night	Sprint	Barbagallo
2	26/03/2009	Thursday	Night	Sprint	Barbagallo
3	18/04/2009	Saturday	Full Day	Hill Climb	Jacks Hill
4	16/05/2009	Saturday	Full Day	Sprint	Barbagallo
5	07/06/2009	Sunday	PM	Motorkhana	RAC
6	19/07/2009	Sunday	Full Day	Sprint	Collie Power House
7	23/08/2009	Sunday	AM	Sprint	RAC
8	20/09/2009	Sunday	AM	Sprint	RAC
9	24/10/2009	Saturday	Full Day	Sprint	Barbagallo
10	28/11/2009	Saturday	Full Day	Hill Climb	Collie Power House
11	29/11/2009	Sunday	Full Day	Sprint	Collie Power House

Club Rules & Motorsport Guidelines

Motorsport Rules Part A – Vehicle Classes

CLASS OVERVIEW & INTRODUCTION

The intention of these rules is to group vehicles of similar ability into classes. Prior to each Championship year starting the entrant shall apply to the Management Committee for class allocation. The Committee (or other persons appointed by that committee) shall decide in which class a vehicle shall be entered. Their decision shall be based primarily on the spirit of fair competition between vehicles regardless of the ability of the driver.

It is the responsibility of the entrant to avail the committee of any changes or modifications to their vehicle throughout the course of the year. Cheating will not be tolerated and will result in class re-allocation by the Executive Committee, whose decision shall be final.

All classes are subject to mandatory and performance based safety requirements where applicable.

Club Rules & Motorsport Guidelines

Motorsport Rules Part A – Vehicle Classes

CLASS – D (Up to and Including VT Series I HSV or any HDT)

1. Block and crank modifications free, including stroker kits based on factory specifications
2. Cylinder head modifications restricted to porting and flowing of factory units
3. Tuning is free
4. Fuel and intake system free
5. Forced induction is excluded unless factory fitment (XU6 with supercharged V6 Ecotec)
6. Exhaust free
7. Transmission free
8. Final drive limited to factory option of LSD, mini spools or locker diffs excluded
9. Brakes free
10. Wheels free
11. Tyres – any DOT approved tyre including R spec
12. Aerokit limited to factory options
13. Must retain full factory interior, i.e. seats, door trims, carpet etc (rear seat removal for fitment of safety cage and / or harness allowed)
14. The fitment of a FIA compliant race seat to the drivers position is allowed when done in conjunction with the fitment and use of a 4, 5 or 6 point harness

CLASS – C (VT Series II – VZ Series II HSV/HDT)

1. Engine modifications restricted to the following:
 - 1.1. Factory options and upgrades
 - 1.2. Engine change allowed provided that the replacement engine has been offered at some stage in the history of the of the model bracket for this class, i.e. LS1, LS2, L76 & L98
 - 1.3. Camshaft specification change allowed but method of valve actuation must be the same as factory fitted, i.e. solid lifter cams excluded
 - 1.4. All other engine internals must remain original or replaced with equivalent, but not superior, aftermarket original specification equipment
 - 1.5. Modification of the factory cylinder heads is allowed
2. Tuning is free
3. Fuel system restricted to factory specification or aftermarket equivalent
4. Intake system limited to high flow intake, (including mafless) or cold air OTR
5. Forced induction is excluded unless factory fitment (XU6 with supercharged V6 Ecotec)
6. Exhaust free
7. Transmission factory
8. Final drive limited to factory option of LSD, mini spools or locker diffs excluded
9. Brakes free
10. Wheels free
11. Tyres – any DOT approved tyre including R spec
12. Aerokit limited to factory options
13. Must retain full factory interior, i.e. seats, door trims, carpet etc (rear seat removal for fitment of safety cage and / or harness allowed)
14. The fitment of a FIA compliant race seat to the drivers position is allowed when done in conjunction with the fitment and use of a 4, 5 or 6 point harness

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Motorsport Rules Part A – Vehicle Classes

CLASS – B (VE HSV Onwards Only)

1. Engine modifications restricted to the following:
 - 1.6. Factory options and upgrades
 - 1.7. Engine change allowed provided that the replacement engine has been offered at some stage in the history of the VE model, i.e. LS2, LS3, LS7, L76 and L98
 - 1.8. Camshaft specification change allowed but method of valve actuation must be the same as factory fitted, i.e. solid lifter cams excluded
 - 1.9. All other engine internals must remain original or replaced with equivalent, but not superior, aftermarket original specification equipment
2. Tuning is free
3. Fuel system restricted to factory specification or aftermarket equivalent
4. Intake system limited to high flow intake, (including mafless) or cold air OTR
5. Forced induction is excluded
6. Exhaust free
7. Transmission factory
8. Final drive limited to factory option of LSD, mini spools or locker diffs excluded
9. Brakes limited to factory options
10. Wheels free
11. Tyres – any DOT approved tyre up to and including R Spec
12. Aerokit limited to factory options
13. Must retain full factory interior, i.e. seats, door trims, carpet etc (rear seat removal for fitment of safety cage and / or harness allowed)
14. The fitment of a FIA compliant race seat to the drivers position is allowed when done in conjunction with the fitment and use of a 4, 5 or 6 point harness

CLASS – A (ALL HSV/HDT)

1. Engine capacity and modification free
2. Tuning is free
3. Fuel and intake system free, including forced induction
4. Exhaust free
5. Transmission free
6. Final drive free
7. Brakes free
8. Wheels free
9. Tyres – any DOT approved tyre up to and including R Spec
10. Aerokit limited to factory options
11. Must retain full factory interior, i.e. seats, door trims, carpet etc (rear seat removal for fitment of safety cage and / or harness allowed)
12. The fitment of a FIA compliant race seat to the drivers position is allowed when done in conjunction with the fitment and use of a 4, 5 or 6 point harness

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Motorsport Rules Part A – Vehicle Classes

CLASS – AS (ANY NON HSV/HDT VEHICLE)

1. Engine capacity and modification free
2. Tuning is free
3. Fuel and intake system free, including forced induction
4. Exhaust free
5. Transmission free
6. Final drive free
7. Brakes free
8. Wheels free
9. Tyres – any DOT approved tyre up to and including R Spec
10. Aerokit limited to factory options
11. Must retain full factory interior, i.e. seats, door trims, carpet etc (rear seat removal for fitment of safety cage and / or harness allowed)
12. The fitment of a FIA compliant race seat to the drivers position is allowed when done in conjunction with the fitment and use of a 4, 5 or 6 point harness

CLASS – UNLIMITED

1. Engine capacity and modification free
2. Tuning is free
3. Fuel and intake system free, including forced induction
4. Exhaust free
5. Transmission free
6. Final drive free
7. Brakes free
8. Wheels free
9. Tyres – any DOT approved tyre up to and including R Spec
10. Aerokit free
11. Weight reduction allowed
12. Interior removal or replacement of the interior is allowed
13. Weight reduction and use of composite replacement parts allowed

Club Rules & Motorsport Guidelines

Motorsport Rules Part B – Mandatory Safety Requirements

1. Driver

- 1.1. Must hold a current CAMS Level 2S or 2SJ licence as a minimum
- 1.2. Must be free off the effects of alcohol and / or drugs including prescription medication
- 1.3. Must have completed the drivers briefing and all relevant entry paper work for the event, including driver sign on sheet and liability waiver and release
- 1.4. Must present an approved scrutineers inspection form for the vehicle in which they are competing
- 1.5. Helmet compliant with AS1698 or equivalent and in good visual condition, free of damage or excessive wear
- 1.6. Long sleeved cotton, or non flammable shirt, long pants, socks and enclosed flat soled footwear

2. Vehicle Internal

- 2.1. Seatbelts to AS E35 or equivalent
- 2.2. Carry at least one dry powder fire extinguisher with a minimum capacity of 900g and complying with AS1841.1
- 2.3. The extinguisher mount must be of metal construction and must be mounted directly to the vehicle shell or structure with high tensile bolts, washers and nuts. Any other form of mounting is not acceptable
- 2.4. The extinguisher must be within easy reach of the driver
- 2.5. The extinguisher must be maintained in accordance with AS1851.1 and show the following information;
 - 2.5.1. The extinguisher must be date stamped on the body, indicating the date of manufacture which must be less than 5 years old, or if more than 5 years old carry a hydrostatic re-certification stamp
 - 2.5.2. The extinguisher must carry a yellow stamped inspection tag showing that an inspection has been conducted within the last 6 months
 - 2.5.3. The extinguisher must show a full charge
- 2.6. The interior of the vehicle including glove compartment and boot must be free of loose objects, mounted tools, spare tyres, jacks etc that may come loose during competition

3. Vehicle External

- 3.1. A blue 150mm sided triangle must be fitted to indicate the location of the battery
- 3.2. A blue 150mm sided triangle with a red lightning bolt in its centre must be fitted to indicate the location of the battery isolation switch should the vehicle be fitted with one
- 3.3. A 300mm square competition number issued by the Club for identification of the vehicle during the event
- 3.4. All external forward facing glass, except the windscreen must be covered with adhesive tape or contact, such that in the event of shattering the glass is prevented from being dispersed over the track
- 3.5. Have any hub caps, trims or covers removed from wheels

Club Rules & Motorsport Guidelines

Motorsport Rules Part B – Mandatory Safety Requirements

4. Engine, Drive Train, Suspension and Brakes

- 4.1. The engine and driveline must be free of leaks and obvious wet oil
- 4.2. All fluid levels must be checked and verified correct
- 4.3. Brake fluid should be new and / or recently flushed and the brakes bled to a firm pedal
- 4.4. Brake pads should be no less than 50% of their original thickness
- 4.5. Battery must be firmly secured
- 4.6. Suspension must be free of excessive free play and in sound condition
- 4.7. Tyres must be free of damage and have sufficient tread remaining for the event
- 4.8. Tyre valves should be fitted with metal valve caps

5. Vehicle Fuel

- 5.1. Fuels used must be in accordance with Schedule G of the CAMS Manual of Motorsport
- 5.2. The use of nitrous oxide (N₂O) is expressly prohibited

6. General Compliance with CAMS Requirements

- 6.1. Notwithstanding sections 1 – 5 listed above drivers and vehicles must comply where appropriate with the following;
 - 6.1.1. Schedule A of the CAMS Manual of Motorsport
 - 6.1.2. Schedule B of the CAMS Manual of Motorsport, except when the vehicle is road registered, then Sections 2, 3, 5, 6, 8, 9, 11 and 15 of Schedule B do not apply
 - 6.1.3. Schedule D, Sections 1, 2, 3e and 3f of the CAMS Manual of Motorsport
 - 6.1.4. Schedule G of the CAMS Manual of Motorsport
 - 6.1.5. Schedule H of the CAMS Manual of Motorsport

Club Rules & Motorsport Guidelines

Motorsport Rules Part C – Performance Based Safety Requirements

- 1. Barbagallo Long Track Lap Time >70.00s**
 - 1.1. No specific additional requirements

- 2. Barbagallo Long Track Lap Time <70.00s to >68.00s**
 - 2.1. Be fitted with front and rear tow eyes as specified in Schedule C of the CAMS Manual of Motorsport
 - 2.2. If the crankcase breather vents to atmosphere and not back into the engine, then the crankcase breather should be vented into a catch tank of minimum capacity of two litres for engines up to 2000cc or three litres for over 2000cc
 - 2.3. Minimum of a Type 2 half safety cage as described in Schedule J of the CAMS Manual of Motorsport
 - 2.4. Minimum of a Type B four point safety harness (lap sash replacement) complying with ADR 4/00. Note : harnesses complying with SFI 16.1 are only compliant for 2 years from date of manufacture
 - 2.5. Demonstratable evidence of a braking system upgrade to at least "factory performance" level, i.e. 4 piston front and 2 piston rear calipers for a typical VY, VZ Commodore, combined with up-rated pad material
 - 2.6. Demonstratable evidence that the suspension components have been upgraded to a standard suitable for the forces encountered whilst performing laps in this time bracket

- 3. Barbagallo Long Track Lap Time <68.00s to >66.00s**
 - 3.1. Vehicle fitted with front and rear tow eyes as specified in Schedule C of the CAMS Manual of Motorsport
 - 3.2. If the crankcase breather vents to atmosphere and not back into the engine, then the crankcase breather should be vented into a catch tank of minimum capacity of two litres for engines up to 2000cc or three litres for over 2000cc
 - 3.3. Vehicle be fitted with a tail shaft loop located not more than 200mm from the universal joint immediately rearward of the transmission extension housing
 - 3.4. Minimum of a Type 2 half safety cage as described in Schedule J of the CAMS Manual of Motorsport
 - 3.5. Vehicle be fitted with an FIA compliant non reclining seat and seat base, and be anchored to the vehicle frame in accordance with Schedule C of the CAMS Manual of Motorsport
 - 3.6. Minimum of a Type A five or six point safety harness as described in Schedule I of the CAMS Manual of Motorsport and complying with FIA 8853. Note : harnesses complying with SFI 16.1 are only compliant for 2 years from date of manufacture
 - 3.7. Demonstratable evidence of a braking system upgrade to at least "factory premium" level, i.e. 6 piston, or high capacity 4 piston front calipers and 2 piston rear calipers for a typical VY, VZ Commodore, combined with competition pad material
 - 3.8. Demonstratable evidence that the suspension components have been upgraded to a standard suitable for the forces encountered whilst performing laps in this time bracket

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Motorsport Rules Part C – Performance Based Safety Requirements

4. Barbagallo Long Track Lap Time <66.00s

- 4.1. Vehicle fitted with front and rear tow eyes as specified in Schedule C of the CAMS Manual of Motorsport
- 4.2. If the crankcase breather vents to atmosphere and not back into the engine, then the crankcase breather should be vented into a catch tank of minimum capacity of two litres for engines up to 2000cc or three litres for over 2000cc
- 4.3. Vehicle be fitted with a tail shaft loop located not more than 200mm from the universal joint immediately rearward of the transmission extension housing
- 4.4. Minimum of a Type 3 full safety cage as described in Schedule J of the CAMS Manual of Motorsport
- 4.5. Vehicle be fitted with an FIA compliant non reclining seat and seat base, and be anchored to the vehicle frame in accordance with Schedule C of the CAMS Manual of Motorsport
- 4.6. Minimum of a Type A five or six point safety harness as described in Schedule I of the CAMS Manual of Motorsport and complying with FIA 8853. Note : harnesses complying with SFI 16.1 are only compliant for 2 years from date of manufacture
- 4.7. Demonstratable evidence of a braking system upgrade to at least "factory premium" level, i.e. 6 piston, or high capacity 4 piston front calipers and 2 piston rear calipers for a typical VY, VZ Commodore, combined with competition pad material
- 4.8. Demonstratable evidence that the suspension components have been upgraded to a standard suitable for the forces encountered whilst performing laps in this time bracket
- 4.9. Driver to utilise an approved Head and Neck Restraint device (HANS)
- 4.10. Driver to wear a fire resistant balaclava underneath the helmet
- 4.11. Driver to wear one piece neck to wrists to ankle fire proof overalls. Where these overalls are only single layer, fire proof under garments are also to be worn