

Tri series Rules 2020

TRI CHALLENGE SERIES

InterClub Hillclimb Competition



RINGWOOD PARK
MOTORSPORT COMPLEX



Tri series competition between Newcastle MG Tamworth and Kempsey started in 2002.

The Series has been an excellent interclub competition with a social nature that has flourished between the clubs.

The series consist of four rounds, the clubs hold a round each, and in turn hold an extra round each year. The club hosting the two rounds shall:

1. Conduct the opening round.
2. Collect registrations.
3. Correlate and distribute the point score.
4. Organise the series Trophies for that year.

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1. Definitions

CAMS: Confederation of Australian Motorsport

CAMS Approved Boost Monitor means a boost monitor, as specified by CAMS and referred to in Rule 4.5 of the Group 3J - Improved Production Cars rules contained in the current CAMS Manual of Motorsport.

CAMS Approved Restrictor means a restricting orifice as referred to and described in Rule 4.5 of the Group 3J - Improved Production Cars rules contained in the current CAMS Manual of Motorsport.

EMS means the electronic device that controls various aspects of the operation of the vehicle's engine including but not limited to, the control of: - (a) the vehicle's ignition, (b) the vehicle's fuel supply and fuel injection, and (c) if the vehicle is turbocharged, the inlet pressure of the vehicle's turbo. Such a device is variously known as the Engine Management System, the Engine Control Unit and/or the Engine Control Module.

EMS Modification means the modification of the EMS in any manner whatsoever and includes but is not limited to: - (a) modification (including reprogramming) of the software program incorporated in and forming part of the EMS, and/or (b) the replacement of the EMS or any part of it, and/or (c) the fitting of any additional component to the EMS, and/or (d) the "flashing", "chip tuning" and/or "remapping" of the EMS.

Factory Extra means any optional extra available for purchase at the time of the sale of the original vehicle but only if such optional extra was manufactured by or on behalf of the manufacturer of the vehicle and offered for sale by the seller of the new vehicle.

Four Wheel Drive Turbo means a Production Car with a forced induction engine where all four wheels are or can be driven and where such forced induction is achieved by the use of a turbocharger.

Improved Production Import (Grey Import Vehicle) means a race vehicle derived from a registered production automobile, with limited modifications to improve performance and reliability in speed events on circuits or closed courses. To be eligible: - (a) the model of the vehicle that the race vehicle was derived from must be or have been a mass-produced touring car, the model of which is or has been commercially available to the general public outside of Australia as a new car, capable of registration for normal road use in the country of manufacture, through a manufacturer's dealer network, and (b) at least 200 examples of such model must have been registered for road use in the country of manufacture, and (c) at least 200 examples of such model must have been produced in a 12 consecutive month period.

Kit Car means a car produced by the assembly of a kit or set of components supplied by a supplier, which supplier may or may not be the manufacturer of some or all of the components supplied, where the assembly of the components is carried out by a party other than the supplier of the components.

Production Car means a mass-produced automobile, the model of which is or has been commercially available to the general public in Australia as a new car, capable of Road Registration, through a manufacturer's dealer network, and (a) at least 200 examples of such model must have been Road Registered, and (b) at least 200 examples of such model must have been produced in a 12 consecutive month period.

Production Block means a mass-produced engine block derived from an automobile defined as a Production Car.

Race Tyres means and includes: - (a) Racing slicks and/or (b) any tyre marked "for racing use only", or words to that effect and/or (c) any tyre where the manufacturer has stated in writing that: - (i) it is suitable for racing use only and/or (ii) it is suitable for use on the race track only and/or (iii) it is not suitable for use on a public road or highway.

Racing Car means an automobile offering accommodation for one person designed exclusively for races and MGCCN Vehicle Rules for 2017 Ver 1 3

speed events that complies with: - (a) the General Requirements of Automobiles specified in Schedules A, B and C, and (b) the General Requirements specified in 1st Category-Racing Cars of the current CAMS Manual of Motorsport.

Replica means a car that is not mass produced but is generally available to the public and which is intended to resemble a car manufactured by others either in performance or appearance.

Road Registered means registered for normal road use in New South Wales by the NSW Roads and Traffic Authority or in any other state within the Commonwealth of Australia by its interstate equivalent.

Road Tyres means tyres of the treaded type which, when fitted to the vehicle, will permit it to be registered for normal road use in New South Wales. To be considered as a treaded type, except at tread wear indicators, a tyre fitted to the vehicle must have a moulded tread pattern at least 1.5 millimetres deep in a band that runs continuously across the tyre width that normally comes into contact with the road, and around the whole circumference of the tyre. Excluded specifically from this definition of Road Tyres, are Race Tyres.

Special Block means an engine block which has not been sourced from a Production Car as defined above.

Special Vehicle (SV) Road registered *(or unregistered, but presented in a condition to be registered) vehicles that do not fairly compete in the Types above due to power/weight or drive train improvements. Included in SV are all kit cars (Lotus 7 and replicas, Cobras etc), all 4WD, and all cars with Limited Compliance Plates.

Sports Racing Car means a two-seater sports car or other two-seater highly modified car that complies with any of the Groups specified in 2nd Category- Sports Cars of the current CAMS Manual of Motorsport.

Note: These regulations must be read in conjunction with the current CAMS Manual of Motorsport.

2. Commencement

These Regulations will be in effect from 1st January 2020.

3. Classes to be contested

As MG Car Club Newcastle uses CAMS MEE to manage entries for events, it is not possible to change the list of classes on a routine basis. So for 2016 and beyond, the list of classes in CAMS MEE will define the vehicle and separately the class used for competition might have a number of CAM MEE classes combined e.g. Type 5 and Marque Sports Cars.

For all events contested under the MGCCN regulations, the following vehicle classes will apply. It should be noted that the primary vehicle type definitions are provided in section 5, with this section 4 specifying the final class structure including capacity and tyre divisions for the nominated event.

3.1 Tri Series

a) Classes will be as per MGCCN Regulations, Section 4, as amended from time to time by the MGCCN Committee.

b) Types 1, 2, 3, 4, 5 will be divided into two capacity classes: 0 to 2000cc, and 2001cc & over.

c) Type 5 Prod Block and Type 5 Spec Block cars will be combined into two capacity classes: 0 to 2000cc, and 2001cc & over.

d) MGCCN Classes do not apply to State Championship Events.

e) MGCCN competitors will be re-scored to MGCCN classes, for the purpose of MGCCN series.

Additional Classes

a) Type Special Vehicles: (Forced Induction / 4WD / 4WS)

Under 3000cc

Over 3000cc

b) Open or Closed Sports Cars Group 2A and 2C.

Under 2000cc

Over 2000cc

c) Production Sports Car pre 1 Jan 1986: Capacity Classes shall be:

Up to 1400cc

1401cc to 2000cc

2001cc and over (combined 2 -3 ltr and over 3 ltr classes

d) Production Sports Car post 1 Jan 1986: Capacity Classes shall be:

Up to 1400cc

1401cc to 2000cc

2001cc and over (combined 2 -3 ltr and over 3 ltr classes

Production Sports Cars must use Road Tyres. (Cars with race tyres can run in the appropriate vehicle type).

Cars eligible to compete in Production Sports Class shall only be those as defined in the Group 2B

Clubman: Open 2 seater sports cars,

Under 2000cc

Over 2000cc

Clubman style, eg Lotus Super Seven or PRB Amaroo etc. Refer to 4.9

Eligible vehicles list in the current CAMS Manual of Motorsport.

4. Tri Series vehicle class types

Preface: It is the competitor's responsibility to ensure that they read and understand the class specifications in this document and how they apply to their vehicle. Assistance in interpreting these rules can be sought from any MGCCN committee member, or a scrutineer at a MGCCN event.

Permitted Modifications: In the following regulations, certain freedoms are specified.

If a freedom or modification is not specifically allowed in this document, or the CAMS vehicle class referenced (Types 3 and 4), then it is not permitted!

It is generally accepted that competitors may nominate to compete in a class of higher specification than their vehicle would normally comply with, however the vehicle **must** comply with all of the regulations for the nominated class.

Summary of Vehicle type structure.

Type 1: Unmodified Production Cars (excluding Four Wheel Drive Turbos, Clubmans, Kit Cars and Replicas), where the only freedoms relate to safety, engine reconditioning, tyres and some cosmetic items. **Must be Road Registered.** Refer to section 4.1

Type 2: Modified Road-Registered Vehicles (excluding Four Wheel Drive Turbos, Clubmans, Kit Cars and Replicas), allowing originally available options and limited modifications to engines, suspension and tyres. Refer to section 4.2

Type 3: Competition vehicles based on Group 3J – Improved Production Cars rules as defined in the current CAMS Manual of Motorsport. Minor additional freedoms are allowed to recognise that there will be some road-registered vehicles competing that cannot meet full 3J rules. Refer to section 4.3

Type 4: Competition vehicles based on Group 3D - Sports Sedan rules as defined in the current CAMS Manual of Motorsport. In addition, any vehicle that conforms to Type 1, 2, 3 or SV requirements, excepting Clubmans, Kit Cars and Replicas, shall be permitted to employ or use Race Tyres but if it does so it shall be classified as a Type 4 vehicle. Refer to section 4.4

Type 5P: Racing Cars and Sports Racing Cars with a production block or as classified by the NSW Supersprint Panel. Purpose built vehicles such as Motorkhana vehicles, Off Road vehicles and Open Wheelers as defined under 1st Category Racing Cars in the current CAMS Manual of Motorsport. Refer to section 4.5.

Type 5S: Racing Cars and Sports Racing Cars with a special block or as classified by the NSW Supersprint Panel. Purpose built vehicles such as Motorkhana vehicles, Off Road vehicles and Open Wheelers as defined under 1st Category Racing Cars in the current CAMS Manual of Motorsport. Refer to section 4.5.

Type SV: Road registered *(or unregistered, but presented in a condition to be registered) vehicles that do not fairly compete in the Types above due to power/weight or drive train improvements. Included in SV are all kit cars (Lotus 7 and replicas, Cobras etc), all 4WD, and all cars with Limited Compliance Plates. In addition, any competitor may request that his car be entered in Type SV if it does not fully comply with Types 1, 2, 3 or 4 regulations. Refer to section 4.7

Production Sports Cars pre 1-Jan 1986: As defined in the current CAMS Manual of motorsport Group 2B. Refer to section 4.8

Production Sports Cars post 1 Jan 1986: As defined in the current CAMS Manual of motorsport Group 2B. Refer to section 4.8

Open or Closed Sports Car: Open or closed 2 seater sports car.

Clubman: Open 2 seater sports car, Clubman style, eg Lotus Super Seven or PRB Amaroo etc. Refer to 4.9.1

Capacity Multiplication Factors for Vehicles

For all Vehicle Types, capacity must be calculated on the following basis:

Rotary Engines multiply displacement by 1.8

Forced Induction multiply displacement by 1.7

Forced Induction Rotary multiply displacement by 3.06

Diesel Engines multiply displacement by 0.8

Forced induction Diesel multiply displacement by 1.5

4.1 Type 1: Production vehicles

Unmodified, road registered production vehicles *NO GREY IMPORT VEHICLES

4.1.1 General

- a) The category is generally intended to cater for unmodified production cars meeting the manufacturer's original specifications where freedoms allowed relate only to safety, engine reconditioning, tyres and cosmetic modifications. Four Wheel Drive Turbos, Clubmans, Kit Cars and Replicas are specifically excluded from this Type.
- b) Allowable vehicle body types include open sports (with mudguards), sports coupes, sedans, station wagons, utilities and vans.
- c) The entire vehicle must be as originally specified by the manufacturer except for the specific freedoms allowed herein. Homologated modifications are not permitted.
- d) The vehicle must be a Production Car.
- e) The vehicle **must be road registered** Apart from any freedom specifically mentioned in these Type 1 Vehicle regulations, no change is permitted to be made to the vehicle during competition that would render it ineligible for such registration.
- f) The vehicle must comply with the "General Requirements of Automobiles" in the current CAMS Manual of Motorsport and any modifications necessary to comply with Schedules A & B are permitted.
- g) Where freedom is permitted to fit nominated or recognised parts, such freedom is strictly limited to such components themselves and it shall not be permissible to modify other parts, save by the drilling of holes for supporting purposes.
- h) The MGCCN Committee reserves the right to recognise or reject makes and models at its' discretion. Subject to written submission being received by October First of any given year. This will allow for consideration in inclusion in the next years regulations.
- i) Any vehicle that is classified as a Type 1 vehicle pursuant to these regulations shall, at the option of the Entrant, be permitted to be entered in any supersprint as a Type 1, Type 2, Type 3, Type 4 or a Type SV vehicle in any Class within those Types provided that engine capacity of the vehicle does not exceed the maximum capacity allowable in the Class entered.

- j) Numbers plates may be removed or concealed, but current registration label (if applicable) must remain affixed to the vehicle.
- k) Factory Extras are permitted.

4.1.2 Coachwork / Interior

- a) Safety equipment and cosmetic or comfort accessories may be added, provided that they do not improve the performance of the vehicle.
- b) Additional instruments and switches are permitted and may be fitted to a separate panel.
- c) Additional headlights (e.g. fog lights and driving lights) are permitted.
- d) The spare wheel and associated tools may be removed.
- e) The driver's seat may be replaced with a non-standard seat that is commercially available and permitted in a Road Registered vehicle. The front passenger's seat may also be replaced provided that the replacement seat is equivalent to or better than the seat replacing the driver's seat. Seat supports may be modified to enable fitment of an allowable replacement seat. For tar series only, any rear seat or seats may be removed.

4.1.3 Engine

- a) The engine may be reconditioned as stated in manufactures repair manual.
 - b) Baffle plates may be fitted to the removable section of the oil pan.
 - c) Freedom of supply is permitted in respect to condensers, coils, filter elements, spark plugs, leads, fan belts, radiator hoses and gaskets.
 - d) A replacement exhaust system will only be acceptable if it is of the same configuration and diameter as the original.
 - e) No EMS Modifications are permitted.
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4.1.4 Transmission

- a) Clutch linings are free, as is their method of attachment.

4.1.5 Brakes

- a) Brake linings and rotors are free provided that the diameters of the rotors are not increased.
- b) Hydraulic handbrake or a fly off handbrake is not permitted

4.1.6 Suspension

- a) It is permitted to adjust the wheel alignment in accordance with the manufacturer's recommendations and/or normal wheel alignment principles.

4.1.7 Fuel

- a) Only commercially available pump fuel will be allowed. No further performance enhancing additives will be permitted.

4.1.8 Wheels and Tyres

- a) Wheels can be changed but must adhere to manufacturer's original size specification or as close there to as commercially available.
- b) Tyre sizes must adhere to manufacturers' original specifications in respect to width and aspect ratio or as close thereto as commercially available.
- c) At no time prior to the commencement of competition may any tread wear indicator as provided by the manufacturer be exposed. In all areas where there is no indicator the original tread pattern must be clearly visible except on the shoulder of the tyre where excessive wear may occur due to steering and cornering.

4.2 Type 2: Modified Road-Registered Vehicles *(and unregistered vehicles)

4.2.1 General

- a) The category is generally intended for road registered vehicles with limited modifications. Clubmans, Kit Cars and Replicas are specifically excluded from this Type.
- b) Allowable vehicle body types include open sports (with mudguards), sports coupes, sedans, hatchbacks, station wagons, utilities and vans.
- c) The entire vehicle must be as originally specified by the manufacturer except for the specific freedoms allowed herein.
- d) The vehicle must be a Production Car or an Improved Production Import.
- e) The vehicle must be either road registered, or presented in a condition to be road registered. Apart from any freedom specifically mentioned in these Type 2 Vehicle regulations, no change is permitted to be made to the vehicle during competition that would render it ineligible for such registration.
- f) The vehicle must comply with the "General Requirements of Automobiles" in the current CAMS Manual of Motorsport and any modifications necessary to comply with Schedules A & B are permitted.
- g) Where freedom is permitted to fit nominated or recognised parts, such freedom is strictly limited to such components themselves and it shall not be permissible to modify other parts, save by the drilling of holes for supporting purposes.
- h) The Tri Series clubs reserves the right to recognise or reject makes and models at its discretion.
Subject to written submission being received by October First of any given year. This will allow for consideration in inclusion in the next years regulations.
- i) Any vehicle that is classified as a Type 2 vehicle pursuant to these regulations shall, at the option of the Entrant, be permitted to be entered as a Type 2, Type 3, Type 4 or a Type SV vehicle in any Class within those Types provided that engine capacity of the vehicle does not exceed the maximum capacity allowable in the Class entered.
- j) Numbers plates may be removed or concealed but current registration label (if any) must remain affixed to the vehicle.
- k) Factory Extras are permitted.

4.2.2 Coachwork / Interior.

- a) Safety equipment and cosmetic or comfort accessories may be added, provided they do not improve the performance of the vehicle.
- b) Reforming of the wheel-arch beading against the inside of the mudguard is permitted, and any body joint protrusion may be rendered safe.
- c) Additional instruments and switches are permitted and may be fitted to a separate panel.
- d) Additional headlights (eg fog lights and driving lights), are permitted.

- e) The spare wheel and associated tools may be removed.
- f) The steering wheel may be replaced.
- g) The addition of a sunroof does not necessarily render the vehicle ineligible. Each case should be considered on its merits, taking the extent of structural modification and safety into account.
- h) All controls and their functions must remain as provided by the manufacturer, but it is permissible to arrange them in such a way as to make them more accessible and easier to use (e.g. fitting additional padding to pedals, extensions to switches, etc)
- i) The driver's seat may be replaced with a non-standard seat that is commercially available and permitted in a Road Registered vehicle. The front passenger's seat may also be replaced provided that the replacement seat is of a standard that is equivalent to or better than the seat replacing the driver's seat. Seat supports may be modified to enable fitment of an allowable replacement seat.
- j) Carpets and sound deadening material may be removed.
- k) Bracing may be fitted between the front MacPherson strut towers.
- l) Tow points must be fitted to the vehicle and their position on the vehicle clearly marked with the appropriate signage.
- i) The vehicle's battery may be relocated from its original position within the vehicle, but it must be securely restrained in its new position as per RTA / CAMS regulations, and its location within the vehicle clearly marked on the exterior coachwork of the vehicle with the appropriate signage.
- ii) Sump Guards will be permitted
- iii) Fibreglass/carbon fibre underbody protection will be allowed.

4.2.3 Engine

- a) Carburetors may be replaced, provided the replacement(s) are of the same configuration (i.e. downdraught or side draught) and have the same number of inlet venturis as the originals.
- b) A sandwich-type adaptor plate to enable installation of a replacement carburettor is permitted.
- c) Fuel injectors are free but not they're number or position. Fuel injection cannot replace carburetor(s) and vice versa. EMS Modifications are permitted on non-turbo cars.
- d) Pistons and piston rings are free.
- e) Material may be removed from, but not added to, piston crowns and cylinder heads for the purpose of volumetric balancing of the combustion chambers only.
- f) Material may be removed from conrods, crankshafts and flywheels for the purpose of balancing and surface polishing.
- g) Material may be removed from cylinder bores (for reconditioning purposes) to the limit of manufacturer's specifications.
- h) The camshaft is free but not the number of bearings.
- i) Inlet and exhaust manifolds and ports may be internally polished and reshaped.
- j) On rotary engines the original dimensions of the intake and exhaust ports on the inner side of the engine can be changed, however, bridge and peripheral porting is not permitted
- k) On turbocharged vehicles, no modifications are permitted to the induction system or any components associated with its functioning. Maximum inlet pressure must remain in accordance with the manufacturer's specifications for the vehicle. No EMS Modifications are permitted on turbocharged vehicles.
- l) Baffle plates may be fitted to and modifications may be made to increase the oil capacity of the removable section of the oil pan.
- m) The air cleaner and filter element is free.
- n) Freedom of supply is permitted in respect to condensers, coils, filter elements, spark plugs, leads, fan belts, radiator hoses and gaskets.

- o) The exhaust system is free on naturally aspirated vehicles. On turbocharged vehicles the exhaust is free from the exit of the turbocharger only. No muffler(s) shall be visible outside the perimeter of the vehicle when viewed from above or the side. Note: noise restriction requirements of the vehicle registration authority must be adhered to.
- p) Air conditioning systems are free.

4.2.4 Transmission

- a) Clutch linings are free, as is their method of attachment.
- b) Limited slip differentials are permitted only when available as an option for the model concerned from the original manufacturer, or its authorised supplier. Modifications to the differential cover or the fitting of a high capacity differential cover to increase the oil capacity of the vehicle differential are permitted.
- c) Non-standard gear and differential ratios are permitted only when available as an option for the model concerned from the original manufacturer, or its authorised supplier.

4.2.5 Brakes

- a) Brake linings and rotors are free provided that the diameters of the rotors are not increased.
- b) Hydraulic handbrake or a fly off handbrake is permitted

4.2.6 Suspension / Steering

- a) The type of shock absorber is free, but not their number or mounting points.
- b) The rate and length of springs is free and adjustable spring platforms are permitted.
- c) Sway bars may be added, replaced or deleted.
- d) It is permitted to adjust the wheel alignment in accordance with the manufacturer's recommendations and/or normal wheel alignment principles except that the original dimensions must be respected as to wheelbase and a maximum increase in track of 25mm (1 inch) is permitted for camber adjustment only.
- e) Camber adjustment kits are permitted.
- f) Plain bushes may be replaced by those of a different material provided that original dimensions are retained. i.e.: Nolathane.
- g) Aftermarket power steering cooling units are permitted.

4.2.7 Fuel

- a) Only commercially available pump fuel will be allowed. No further performance enhancing additives will be allowed.

4.2.8 Wheels and Tyres

- a) Wheels can be altered, in both diameter and width, by up to one inch in width and two inches in diameter over manufacturer's original specifications, provided that the tyres do not extend beyond the outer edge of the coachwork (including wheel arch flares) when viewed vertically from above.
- b) For tar series events, only Road Tyres are permitted to be used. For events held on dirt, rally tyres are permitted. Tyre sizes with respect to width and aspect ratio are free.
- c) At no time prior to the commencement of competition may any tread wear indicator as provided by the manufacturer be exposed. In all areas where there is no indicator the original tread pattern must be clearly visible except on the shoulder of the tyre where excessive wear may occur due to steering and cornering.

4.3 Type 3: Improved Production Vehicles

Grey import vehicles allowed

4.3.1 General

- a) Apart from the freedoms and requirements set out hereunder, this Category is identical to Group 3J - Improved Production Cars as specified in the current CAMS Manual of Motorsport.
- b) Allowable vehicle body types include open sports (with mudguards), sports coupes, sedans, hatchbacks, station wagons, utilities and vans.
- c) Provided it complies with all of the requirements of a Group 3J – Improved Production Car as contained in the current CAMS Manual of Motorsport other than those contained in Clause 1.1 of those requirements, an Improved Production Import is permitted.
- d) Any vehicle that is classified as a Type 3 vehicle pursuant to these regulations shall, at the option of the Entrant, be permitted to be entered as a Type 3 or Type 4 vehicle in any Class within those Types provided that engine capacity of the vehicle does not exceed the maximum capacity allowable in the Class entered.
- e) Not required for Tri Series competition, however competitors should be aware that for higher level events: All vehicles that are not Road Registered must be issued with a CAMS log book, which must be available for inspection when the vehicle is presented for scrutineering.
- f) Clubmans, Kit Cars and Replicas are excluded from this Type.
- g) If a vehicle is supercharged (includes turbocharged) and the supercharger is recognised as standard production for the model of the vehicle, then if: -
 - (a) EMS Modifications have not been made, and
 - (b) the supercharger has not been modified in any way, and
 - (c) the maximum inlet pressure and engine static compression ratio DOES remain in accordance with the manufacturer's specifications for the vehicle it is eligible as a Type 3 vehicle but only if either a CAMS Approved Boost Monitor or a CAMS Approved Restrictor is fitted to the vehicle.
- h) If a vehicle is supercharged (includes turbocharged) and the supercharger is recognised as standard production for the model of the vehicle, then if: -
 - (a) EMS Modifications have been made, and/or
 - (b) the supercharger has been modified, and/or
 - (c) the maximum inlet pressure and engine static compression ratio does not remain in accordance with the manufacturer's specifications for the vehicle it is eligible as a Type 3 vehicle but only if a CAMS Approved Restrictor is fitted to the vehicle.
- i) If a vehicle is supercharged (includes turbocharged) and a supercharging system is not recognised as standard production for the model of the vehicle, it is eligible as a Type 3 vehicle but only if a CAMS Approved Restrictor is fitted to the vehicle.

4.3.2 Brakes

- a) Hydraulic handbrake or a fly off handbrake is permitted.
- b) Individual turning brakes are not permitted.

4.3.3 Wheels and Tyres

- a) Wheels can be altered in accordance with Group 3J Club Cars regulations, or may be altered to any width, provided that the upper part of the wheel (rim flange and tyre flank) when viewed vertically over the wheel hub centre must be housed within the original bodywork when measured vertically. Reforming of the wheel-arch beading against the inside of the mudguard is permitted.

- b) Only Road Tyres are permitted to be used. Tyre sizes with respect to width and aspect ratio are free.
- c) At no time prior to the commencement of competition may any tread wear indicator as provided by the manufacturer be exposed. In all areas where there is no indicator the original tread pattern must be clearly visible except on the shoulder of the tyre where excessive wear may occur due to steering and cornering.

4.4 Type 4: Group 3D Sports Sedan

4.4.1 General

- a) Except as varied by the following clauses in these Type 4 regulations, the Category is identical to the CAMS Group 3D Sports Sedan Class as detailed in the current CAMS Manual of Motorsport, and allows highly modified vehicles to run in Supersprints.
- b) Any vehicle that otherwise conforms to Type 1, 2, 3 or SV requirements, excepting Clubmans, Kit Cars and Replicas, shall be permitted to employ or use Race Tyres but if it does so it shall be classified as a Type 4 vehicle. All such vehicles will be classified in the appropriate Type 4 class determined by engine capacity with the exception of Four Wheel Drive Turbos and any vehicle with an engine capacity greater than 6,000cc which shall all be classified as Class 4E.
- c) No vehicle shall be permitted to run as a Type 4 vehicle if it has an engine capacity in excess of 6000 cubic centimetres with the exception of those vehicles that, apart from the use of Race Tyres, comply with Type SV requirements.
- d) Please obtain a copy of the current CAMS Manual of Motorsport for full Group 3D specifications.
- e) Subject to compliance otherwise with the CAMS Group 3D Sports Sedan Regulations, rear engined and mid mounted engine vehicles shall be permitted.
- f) Provided that the vehicle otherwise complies with the requirements for CAMS Group 3D Sports Sedans, allowable vehicle body types include open sports cars (with mudguards), sports coupes, sedans, hatchbacks, station wagons, utilities and vans. Clubmans, Kit Cars and Replicas are specifically excluded from this Type.
- g) If any vehicle does not comply with the Group 3D Sports Sedan specifications, as varied by the freedoms given in Type 4 Vehicle Regulations 4.4.1 above, but is otherwise eligible to and does compete as a Type 4 vehicle then, with the exception of the employment or use of Race Tyres: - (a) if it is Road Registered, no change is permitted to be made to the vehicle that would render it ineligible to compete as a Type SV vehicle; or (b) if it is not Road Registered, no change is permitted to be made to the vehicle that would render it ineligible to compete as a Type 3 vehicle with the exception that it shall not be required to fit either a CAMS Approved Boost Monitor or CAMS Approved Restrictor.
- h) All Four Wheel Drive Turbos competing in Type 4 shall be classified as Class 4E.

4.4.2 Brakes

- a) Hydraulic handbrake or a fly off handbrake is permitted.
- b) Individual turning brakes are not permitted.

4.5 Type 5P and 5S

4.5.1 General

- a) This category is intended for all Kit Cars and Replicas (whether Road Registered or not) using Race Tyres, Racing Cars and Sports Racing Cars.
- b) An open wheel car must conform to the published specifications for Formula 4000, Formula Libre, Formula 2, Formula 3, Formula Ford or Formula Vee.

- c) Please obtain a copy of the current CAMS Manual of Motorsport for full 1st Category Racing Cars and 2nd Category-Sports Cars specifications.
- d) All vehicles in this Type are permitted to use Race Tyres.

4.6 Type SV

4.6.1 General

Eligible for this Class are road registered vehicles that do not fairly compete in the Types 1 to 5 above due to power/weight or drive train improvements. *Unregistered vehicles shall also be permitted if presented in a condition as to be registered and comply with all other requirements of Type SV. Included in SV are all kit cars (Cobras etc.), all 4WD, and all cars with Limited Compliance Plates. In addition, any competitor may request that his car be entered in Type SV if it does not fully comply with Types 1, 2, 3 or 4 regulations.

- a) Provided they comply with all other regulations for Type SV vehicles, there are no limitations on modifications to vehicles.
- b) Only Road Tyres are permitted to be used.
- c) At no time prior to the commencement of competition may any tread wear indicator as provided by the manufacturer be exposed. In all areas where there is no indicator the original tread pattern must be clearly visible except on the shoulder of the tyre where excessive wear may occur due to steering and cornering.
- d) For vehicles that are Road Registered, apart from any freedom specifically mentioned in these Type SV Vehicle regulations, no change is permitted to be made to the vehicle during competition that would render it ineligible for such registration.
- e) If any change has been made to any manufacturer's specification on a vehicle of this type that requires certification from an engineer to either obtain or maintain road registration, then the relevant engineer's certificate, or a copy of the same, must be made available at any event at which the vehicle competes when the vehicle is presented for scrutineering. The production of a letter from an RTA Authorised Inspection Station which states, in the opinion of the Authorised Inspection Station, that no engineer's certificate is required in respect of the change to maintain road registration shall be prima facie evidence that no such certificate is required.
- f) Any vehicle that is classified as a Type SV vehicle pursuant to these regulations, with the exception of Kit Cars and Replicas, shall, at the option of the Entrant, be permitted to be entered in any supersprint as a Type 4 vehicle. All such vehicles will be classified in the appropriate Type 4 class, determined by engine capacity with the exception of Four Wheel Drive Turbos and any vehicle with an engine capacity greater than 6,000cc which shall be classified as Class 4E.
- g) Numbers plates may be removed or concealed but current registration label (if applicable) must remain affixed to the vehicle.

4.7 Production Sports Car pre and post 1 Jan 1986.

Cars eligible to compete in a Production Sports Class shall only be those as defined in the Group 2B Eligible vehicles list in the current CAMS Manual of Motorsport excluding Clubman type sports cars (these will compete with Clubman Road/ Race Tyres).

For Tri Series Competition Production Sports cars must use Road Tyres. (Cars with non road legal tyres can run in the appropriate vehicle "type class").

4.8 Open or Closed Sports Car

4.8.1 General

- a) Open or Closed 2 seater sports car, schedules A, B, C and Group 2A and Group 2C of the current CAMS Manual of Motorsport.
- b) Driver's seat must be offset from the centreline of the vehicle.
- c) For Group 2A engines are free.
- d) For Group 2C forced induction is not allowed. Rotary engines are not permitted.
- e) Wheels are free.
- f) Tyres are free.
- g) Mudguards to provide covering to at least 1/3 of the circumference of the tyre, and must cover the full width of the tread.

4.9 Clubman Road Tyres – Race Tyres

4.9.1 GENERAL

- a) Open 2 seater sports car, Clubman style, eg Lotus Super Seven or PRB Amaroo etc, and complying with schedules A, B and C of the current CAMS Manual of Motorsport.
- b) Drivers seat must be offset from the centreline of the vehicle.
- c) Vehicle must be front engined, rear wheel drive with a recognised production engine.
- d) Engine capacity is free, but forced induction is not allowed. Rotary engines are not permitted.
- e) Wheels are free.
- f) Windscreens are optional.
- g) Aerodynamic aids are not permitted.
- h) Mudguards to provide covering to at least 1/3 of the circumference of the tyre, and must cover the full width of the tread.

4.9.2 Clubman Road Tyres

Road Tyres means tyres of the treaded type which, when fitted to the vehicle, will permit it to be registered for normal road use in New South Wales. To be considered as a treaded type, except at tread wear indicators, a tyre fitted to the vehicle must have a moulded tread pattern at least 1.5 millimetres deep in a band that runs continuously across the tyre width that normally comes into contact with the road, and around the whole circumference of the tyre. Excluded specifically from this definition of Road Tyres, are Race Tyres.

4.9.3 Clubman Race Tyres

Race Tyres means and includes: - (a) Racing slicks and/or (b) any tyre marked "for racing use only", or words to that effect and/or (c) any tyre where the manufacturer has stated in writing that: - (i) it is suitable for racing use only and/or (ii) it is suitable for use on the race track only and/or (iii) it is not suitable for use on a public road or highway.

5. Vehicle Eligibility and Compliance

- a) Engine Capacity, Carburation, and Exhaust Noise Levels (etc.) will be checked for compliance.
- b) For events at Ringwood, MGCCN Committee has appointed Eligibility Scrutineers to carry out tests at each event.

- c) At any time during an event, the event scrutineers may check for compliance. A vehicle not complying for the entered class will be moved into its correct class.
- d) A MGCCN Scrutineering Log Book will be maintained throughout the year and will be taken to every MGCCN Event. Any entry in this book must be fixed before the next event or the competitor will not be allowed to start.

NOTE Engine capacity may be checked using CAMS equipment during the season.















6. GENERAL REQUIREMENTS FOR CARS AND DRIVERS

Schedule D – Apparel

6.1 SPEED



	Club Multi-Club State National	<u>¹ FHR for SPEED Events</u> <u>A FHR compliant with Standard A and a Helmet compliant with Standard A must be worn when competing in:</u>
Helmet ¹	<u>A/B</u>	(a) <u>Each 1st Category (single seater) automobile, except for:</u> (i) <u>a Superkart, or</u> (ii) <u>a 5th Category automobile which is exempt from the use of a FHR.</u> (b) <u>Each automobile the subject of a Motorsport Australia Log Book which applies a RACE, RALLY/ROAD, OFF ROAD or 5th CATEGORY classification that requires the mandatory use of a FHR.</u> <u>The use of a FHR is not required for a Road Registered automobile for a SPEED Event, except where Article (b) above is applicable.</u> A full-face helmet is highly recommended for a driver of an open car.
Frontal Head Restraint ¹	<u>A/B</u>	
Flame-retardant Overalls / Other Outerwear	D	
Flame-retardant Underwear	B	
Flame-retardant Balaclava	C	
Footwear	B	
Socks	B	
Gloves	B	
		Practice / Demonstrations: Apparel requirements are as per the relevant Event.

6.2.1 Helmets

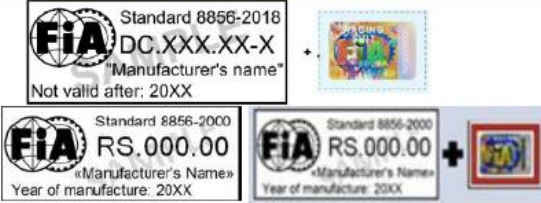

Standards	Example Label	FHR Compliant
A Note: For International level Events, only a helmet as specified in FIA Technical List No. 25 (Recognised Standards for Helmets) shall be accepted.		
FIA 8860-2018 and 8860-2018-ABP		Yes
FIA 8860-2010		Yes
FIA 8860-2004 (Not valid level A after 31/12/2020)		Yes
FIA 8859-2015		Yes
Snell SA2010 (not valid level A after 31/12/2023) And either FIA 8858-2010 OR FIA 8858-2010 tether anchors (No. etched on the tether anchor)		Yes
Snell SA2010 (Not valid level A after 31/12/2023) and FIA 8858-2002 tether anchors (No. etched on the tether anchor)		Yes
Snell SA2015 and FIA 8858-2010 tether anchors		Yes
Snell SAH 2010 (Not valid level A after 31/12/2023) and FIA 8858-2010 tether anchors		Yes
B Helmet of the Level A Standard		
Snell SA2005 If used with FHR only fitted with compliant FHR tether anchors – FIA 8858-2002 or FIA 8858-2010.		Yes
BS 6658-85 A/FR If used with FHR only fitted with FHR tether anchors from the manufacturer.		Yes
SFI 31.1, SFI 31.1A, SFI 31.2A, SFI 24.1 (youth helmet standard) Level A Standard		No
Snell SA2000		No
AS/NZS1698 and updates <i>Label may vary depending on approval body.</i>		No
ECE 22 (with 03, 04 or 05 amendments) <i>Label may be on the helmet strap and consist of the E mark with a number which defines the country of origin.</i>		No

C	Full Face Helmet of the Level A Standard		
	Full Face Helmet of the Level B Standard		
	Full Face Helmet of Snell M2000, M2005, M2010, M2015 standard (valid for Superkart competition only)		No
D		Not Mandatory	


6.2.2 FRONTAL HEAD RESTRAINT (FHR)

Standards	Example Label
A FIA 8858-2010 <i>Hologram compulsory on 8858-2010 yoke manufactured after 01/01/2013</i> FIA 8858-2002	
B Not mandatory, Level A standard device highly recommended	
C Not mandatory, highly recommended where circumstances are appropriate	



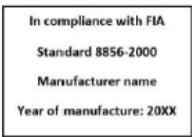

6.2.3 FLAME-RETARDANT OVERALLS / OTHER OUTERWARE

Standards	Example Label
A FIA 8856-2018 <i>Hologram compulsory for all items manufactured.</i> FIA 8856-2000 <i>Manufactured before 01/01/2016 do not require a FIA hologram. (Fig 1)</i> <i>Hologram compulsory for items manufactured after 01/01/2016 (Fig 2)</i>	 <p>(Fig 1) (Fig 2)</p>
B Level A; FIA 1986	
C Level A; Level B; SFI3.2A/1 (single layer) or superior SFI standard.	
D Clothing from ankles to neck to wrists. Clothing of flammable synthetic material, such as nylon, is not acceptable. Level A, B or C overalls are recommended.	
E Minimum of a CIK Level 2 Fabric Overall which must be marked as per the CIK-FIA requirements; or Leather overall, which may be one or two piece, securely fastened at the wrist and ankle and also at the waist of a two-piece suit. In each case the overall must cover the whole body from ankle to neck to wrists.	
F Minimum of short sleeve shirt/t shirt and short pants	



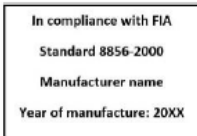

6.2.4 FLAME-RETARDANT UNDERWEAR

	Standards	Example Label
A	FIA 8856-2018 <i>Hologram compulsory for all items manufactured.</i>	 
B	FIA 8856-2000 <i>Hologram compulsory for items manufactured after 01/01/2016</i>	 
C	Not mandatory; FIA-standard flame-retardant underwear is recommended	
	Not mandatory	



6.2.5 FLAME-RETARDANT BALACLAVA

	Standards	Example Label
A	FIA 8856-2018 <i>Hologram compulsory for all items manufactured.</i>	 
B	FIA 8856-2000 <i>Hologram compulsory for items manufactured after 01/01/2016</i>	
	A Level A balaclava is required, except where the driver/co-driver is wearing a helmet to Level A standard. If a Level A helmet is worn, the wearing of a flame-retardant balaclava is not mandatory, but is recommended	 
C	Not mandatory; a motor sport standard balaclava is recommended	
D	Not mandatory	


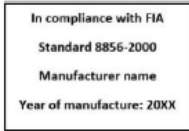
6.2.6 FOOTWEAR

	Standards	Example Label
A	FIA 8856-2018 <i>Hologram compulsory for all items manufactured.</i>	 
B	FIA 8856-2000 <i>Manufactured before 01/01/2016 do not require a FIA hologram. (Fig 1) Hologram compulsory for items manufactured after 01/01/2016 (Fig 2)</i>	
	Level A or shoes with leather uppers that cover the foot. Shoes which have a leather upper but which include elasticised ankle regions are acceptable (e.g. elastic-sided work boots)	 
C	Enclosed shoes	
D	Abrasion-resistant footwear which covers and protects the ankles	

6.2.7 FLAME-RETARDANT SOCKS

	Standards	Example Label
A	FIA 8856-2018 <i>Hologram NOT compulsory for socks.</i>	 
B	FIA 8856-2000 <i>Hologram NOT compulsory for socks.</i>	
	Not mandatory; FIA-standard flame-retardant socks are strongly recommended	
C	Not mandatory	

6.2.8 GLOVES

Standards	Example Label
A FIA 8856-2018 <i>Hologram compulsory for all items manufactured.</i> FIA 8856-2000 <i>Hologram compulsory for items manufactured after 01/01/2016</i>	 
B Not mandatory; FIA-standard flame-retardant gloves are strongly recommended	
C Not mandatory	
D Abrasion-resistant gloves that cover and protect the hands and wrists (including the fingers)	

6.3 FURTHER REQUIREMENTS

These requirements are in addition to the other Articles of Schedule D.

6.3.1 GENERAL

- Each driver/competing crew member shall continue to comply with the requirement of NCR 141 until such time as they exit their automobile, or for rally/road events until the completion of a competitive section/stage – refer also to Table 1.2.
- Apparel shall be worn as the manufacturer intended.
- Individual category or event regulations may require higher standards of apparel than those detailed in Article 1 and 2. In such cases the higher standard shall apply.

6.3.2 BADGES AND EMBROIDERY OR PRINTING/TRANSFERS

The attachment of badges, use of embroidery or any printing/transfers on competitor's overalls can have a detrimental effect on the protection afforded by the garment.

- Badges:** For apparel complying to the FIA 8856-2000 or 8856-2018 standard, it is mandatory that all badges attached to the garment have a flame-resistant backing and be attached only with flame-resistant thread to the outer layer of the garment only. For all garments the number and size of badges should be kept to the minimum required to meet commercial and regulatory obligations
- Embroidery:** For apparel complying to the FIA 8856-2000 or 8856-2018 standard, it is mandatory that all embroidery be done using flame-resistant thread. Embroidery is only permitted to the outer layer of the garment. This is strongly recommended for all apparel.
- Printing/Transfers:** For apparel complying to the FIA 8856-2000 8856-2018 standard any printing or transfer is permitted to be done only by the manufacturer. A competitor may be asked to demonstrate proof that any printing or transfer has been done only by the manufacturer.

6.3.3 HELMET REQUIREMENTS

(a) Style:

(i) In addition to the helmets approved for use above, each helmet shall be one of the following design types; full face or open face. An open-faced helmet is defined as a helmet that, as a minimum, covers the hairline of the average person and includes covering the ears.

(ii) Specifically excluded are helmets that do not cover, when viewed in side elevation, the area from the top of the ear to the bottom of the jaw, commonly referred to as a 'skull cap' style.

(b) Modifications:

(i) A helmet shall not be modified from its specification as manufactured except in compliance with instructions approved by the manufacturer and one of the standards organisations listed in this schedule, which certified the helmet concerned. Any item added or attached to a helmet (including any camera or camera mount) by any means shall be considered as a modification. Any modifications or additions undertaken may invalidate the helmet certification.

(ii) Approved modifications may include: Painting or wrapping (vinyl sticker or similar) in compliance with the manufacturer's instructions which may require proof that it has been carried out accordingly.

(iii) Adding or attaching of ducting for cooling purposes using components supplied by the manufacturer or in compliance with the manufacturer's instructions. Adding or attaching communication equipment using components supplied by the manufacturer or in compliance with the manufacturer's instructions.

Note: Decoration of helmets is potentially dangerous, and members are warned of the hazard of using paint on approved helmets. Paint, stickers and transfers, or surface treatments can react with helmet shell material and affect its protective capacity; therefore, where a manufacturer provides guidelines or restrictions on the painting or decoration of helmets, these must be followed, using only paint or surface treatment specified by them (air drying acrylic, polyurethane enamel or others) and preferably a painter having their approval. This is particularly important for injection- moulded shells which are not usually suitable for painting.

The shell being painted should be efficiently masked as paint penetrating the interior can affect the performance of the helmet liner. Paints requiring heat curing should not be used and any process should not exceed the maximum temperature of conditioning of the helmet in the standard to which it is approved.

(c) Frontal Head Restraints:

(i) The drilling of holes in helmets for the fitment of FHR tether posts shall be undertaken only by the manufacturer of the helmet or an approved manufacturer's agent.

(ii) Tether posts may be fitted to helmets that are pre-drilled in accordance with the FHR manufacturer's instructions.

(iii) The manufacturer's instructions should also be consulted for any considerations on the use of stickers and transfers.

Appendix 1 – Vehicle Type Check Sheet

- The following Table is intended to provide a basic scrutineers reference to assist in determining the correct MGCCN Class into which a vehicle falls.
- It is **NOT A SUBSTITUTE** for the MGCCN regulations Section 5, the CAMS Group 3J Club Cars regulations, 213 Marque Sports Cars, or the Group 3D Sports Sedans regulations.
- These are the basic modifications which would elevate a vehicle through the Type Classes.
- In determining the eligibility of a vehicle for Type 3, it will be necessary to consult the Group 3J Club Car regulations as per the current CAMS Manual of Motorsport.
- In determining the eligibility of a vehicle for Marque Sports, it will be necessary to consult the Group 213 Marque Sports Cars regulations as per the current CAMS Manual of Motorsport.

Y indicates an approved modification / freedom.

Freedom allowed for vehicle type

Details of Specific Freedom	1	2	3	4	5	SV	PS	CLM Road	CLM Race
1. Rally Tyres	Y	Y	Y	Y	Y	Y	Y	Y	
2. Slick tyres. Tyres marked "Racing use only" or words to that effect.				Y	Y				Y
3. Vehicle is unregistered . (* denotes under certain conditions)	N	Y*	Y	Y	Y	Y*	Y	Y	Y
4. Grey Import Vehicle		Y	Y	Y	Y	Y	Y		
5. Non standard exhaust system.		Y#	Y	Y	Y	Y	Y#	Y	Y
6. Road wheels wider than standard width.		Y	Y	Y	Y	Y	Y		Y
7. Hydraulic Handbrake.		Y	Y	Y	Y	Y	Y	Y	Y
8. Non standard brakes (other than pads / linings).			Y	Y	Y	Y	Y	Y	Y
9. Individual Turning brakes.					Y				
10. Sports steering wheel.		Y	Y	Y	Y	Y	Y	Y	Y
11. After market seats.	Y	Y	Y	Y	Y	Y	Y	Y	Y
12. Removal of carpets and/or sound deadening.		Y	Y	Y	Y	Y	Y	Y	Y
13. Removal of rear seats and/or hood lining for ROPS fitment			Y	Y	Y	Y	Y		
14. Removal of hood lining without ROPS fitment			Y	Y	Y	Y	Y		
15. Removal of rear seats without ROPS fitment			Y	Y	Y	Y	Y		
16. Removal of door trims and window mechanisms				Y	Y		Y		
17. Removal of dash board and supporting metalwork				Y	Y				
18. Replacement of original body panels and/or bumper bars with lighter materials				Y	Y		Y		
19. Replacement of window glass with Perspex etc (excluding windscreen)				Y	Y		Y#		
20. Removal of central heating console and heater core			Y	Y	Y		Y	Y	Y
21. Air filter housing or air box. (Note that the filter element is free for all classes)		Y	Y	Y	Y	Y	Y	Y	Y
22. Replacement carburetor.		Y	Y	Y	Y	Y	Y	Y	Y
23. Replacement Inlet Manifold.			Y	Y	Y	Y	Y#	Y	Y
24. EMS modifications		Y	Y	Y	Y	Y	Y#	Y	Y
25. Shock absorbers.		Y	Y	Y	Y	Y	Y	Y	Y
26. Rate and length of springs		Y	Y	Y	Y	Y	Y	Y	Y
27. Sway Bars		Y	Y	Y	Y	Y	Y	Y	y
28. Camber adjustment up to 25mm increase in track width.		Y	Y	Y	Y	Y	Y#	Y	Y
29. Strut brace attaching only to the front suspension towers.		Y	Y	Y	Y	Y	Y	Y	Y
30. Bracing attaching to any points other than the front suspension towers.		Y	Y	Y	Y	Y	Y	Y	Y
31. After market suspension bushes, eg Nolathane		Y	Y	Y	Y	Y	Y	Y	Y
32. Limited slip (or locker) differentials -manufacturer's option.		Y#	Y	Y	Y	Y	Y	Y	Y
33. Locked or Welded Diff.			Y	Y	Y	Y	Y	Y	Y
34. Non-standard gear and differential ratios, - manufacturer's option.		Y	Y	Y	Y	Y	Y	Y	Y
35. Non original engine block – same configuration and manufacturer			Y	Y	Y	Y	Y	Y	Y
36. Engine block from other than vehicle manufacturer				Y	Y			Y	Y

- Check with type rules for more details