

Top End Mud Racing Association

RULES 2011-2012 SEASON



THINK SAFETY WHEN BUILDING

RULE BOOK AS OF JULY 2011 SUBJECT TO UPDATES

AS AT 1 July 2011

RACE DATES

OCTOBER 22 2011

NOVEMBER 19 2011

DECEMBER 10 2011

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1 GENERAL

- 1.1** MAXIMUM OF ONE ENTRY OF A VEHICLE PER CLASS, THE VEHICLE MAY HAVE INTERCHANGING DRIVERS FOR HEATS ON A NIGHT. THE CHANGING OF DRIVERS IS PERMITTED IN THE BACK-TO-BACK FINALS.
- 1.2** ALL CLASS VEHICLES MUST CARRY AN APPROVED CURRENT FIRE EXTINGUISHER CORRECTLY MOUNTED AND ACCESSIBLE TO THE DRIVER WHIST STRAPPED IN.
- 1.3** ALL VEHICLES MUST HAVE MANUFACTURED FORGED TOW HOOKS (NOT EYES) BOLTED WITH TWO HI-TENSILE BOLTS TO A STRUCTURAL PART OF THE VEHICLE FRONT AND REAR.
- ROLL OVER HOOKS FIXED TO THE SUB FRAME ON EACH SIDE IS RECOMMENDED.
- ALL TOW AND ROLLOVER HOOKS MUST BE CHECKED BY A SCRUTINEER AND DEEMED SUITABLE
- 1.4** ALL VEHICLES MUST HAVE ROLL BARS AS DESCRIBED FOR THE CLASS A VEHICLE IS NOMINATED IN
- 1.5** NO LOOSE OBJECTS TO BE IN VEHICLE WHILE RACING.
- 1.6** ALL VEHICLES MUST BE IN A SOUND MECHANICAL CONDITION.
- 1.7** PASSENGERS MUST BE SECURED IN THE SAME MANNER AS THE DRIVER. ALL VEHICLES MUST HAVE SAFETY HARNESSSES AS DESCRIBED FOR THE CLASS A VEHICLE IS NOMINATED IN **1.8** CHILDREN UNDER 16 (UNLESS A COMPETITOR) MUST BE IN THE COMPANY OF AN ADULT AT ALL TIMES WHEN IN THE PIT AREA.
- 1.9** AT COMMITTEE DISCRETION, ANY RULES MAY BE ALTERED. ANY DOUBTS BY MEMBERS MUST BE SOUGHT FROM THE TEMRA RACE COMMITTEE.
- 1.10** ONLY CLASS 1 TO CLASS 6 VEHICLES ARE ELIGIBLE FOR INCLUSION IN THE SEASON POINTS TROPHY

2 REGISTRATION

- 2.1** **SEASON START; ALL TEAMS INTENDING TO RACE IN A SEASON MUST REGISTERED WITH TEMRA 30 DAYS BEFORE THE FIRST RACE OF THE SEASON IN ORDER TO ASSIGN CAR AND TEAM NUMBERS**
- 2.2** **EACH MEET;** ALL VEHICLES MUST BE REGISTERED WITH EVENT ORGANISERS BY 5PM OR A \$50.00 LATE FEE WILL BE IMPOSED.
- 2.3** DRIVERS AND CO-DRIVERS MUST BE REGISTERED WITH EVENT ORGANISERS AT LEAST 2 HOURS BEFORE THE START OF EVENT.
- 2.4** IN ORDER TO FACILITATE EQUITABLE USE OF THE PIT AREA ALL TEAMS WILL BE LIMITED TO;

- 2.4.1 ONE SUPPORT VEHICLE IN THE PITS PER TEAM
- 2.4.2 ALL OTHER VEHICLES TO BE PARKED OUTSIDE THE PIT AREA
- 2.4.3 THE MAXIMUM NUMBER OF TEAM MEMBERS IS 6 THIS INCLUDES A DRIVER A NAVIGATOR AND 4 PIT CREW.
- 2.4.4 TEAM MANAGER MUST ENSURE ALL FEE'S ARE PAID FOR ALL TEAM ON SITE.
- 2.4.5 MINIMUM TEAM FEE'S ARE; FOR DRIVERS AND CO DRIVERS, DAY MEMBERSHIP \$20 AND CAMS LICENCES \$50
- 2.4.6 MINIMUM TEAM FEE'S ARE; FOR PIT CREW, DAY MEMBERSHIP \$20
- 2.4.7 ANNUAL PIT CREW LICENCES ARE AVAILABLE AND ARE TRANSFERABLE. ANNUAL LICENCE FEE \$50 EACH CREW MEMBER

3 4WD DESCRIPTIONS

- 3.1 VEHICLES MUST BE FOUR WHEEL DRIVE.
- 3.2 A 4WD VEHICLE IS A VEHICLE WITH FOUR WHEELS WHICH WILL MOVE UNDER IT'S OWN POWER WITH IT'S FRONT OR REAR DRIVE SHAFTS DISENGAGED. (INCLUDING FOUR WHEEL MOTOR BIKES, ODYSSEYS AND AGRICULTURAL EQUIPMENT)

4 SCRUTINIZING

- 4.1 ALL VEHICLES MUST BE SCRUTINISED BEFORE RACING.
- 4.2 ALL VEHICLES MUST BE SCRUTINISED AT LEAST ONE HOUR BEFORE RACING.
- 4.3 ANY VEHICLE THAT FAILS SCRUTINEERING WILL HAVE THE OPPORTUNITY TO RECTIFY ANY FAULTS AND BE RE-INSPECTED AFTER ALL OTHER VEHICLES OR AT SCRUTINEERS DISCRETION.
- 4.4 **A FAILED INSPECTION WILL BE ISSUED A DEFECT LIST AND REINSPECTED AT THE NEXT SCHEDULED MEETING, IF THE FAULT IS NOT RECTIFIED AT THE SECOND INSPECTION THE TEAM WILL BE DISQUALIFIED FOR THAT MEET**

5 DRIVER & CO DRIVERS

- 5.1 DRIVERS & CO DRIVERS MUST WEAR APPROVED CRASH HELMET AS 1698.1974. THE HELMET MUST BE IN GOOD CONDITION AND BE IN CURRENT SURVEY ie HAVE A LEGIBLE STANDARD NOTICE AFFIXED TO THE HELMET.

- 5.2 DRIVER & CO DRIVERS IN ALL CLASSES MUST WEAR SAFETY BELT OR HARNESS MINIMUM HARNESS 4 POINT. OR AS DESCRIBED FOR THE CLASS A VEHICLE IS NOMINATED IN
- 5.3 NO DRIVER & CO DRIVER IS ALLOWED TO COMPETE WHILE UNDER THE INFLUENCE OF ALCOHOL OR DRUGS A **RBT IS POSSIBLE AT ANY TIME**
- 5.4 DRIVERS & CO DRIVER MUST RETURN DIRECTLY TO THE PITS AFTER EACH RUN.
- 5.5 **ALL DRIVERS CO DRIVER AND PIT CREWS MUST ATTEND THE DRIVERS BRIEFING BEFORE RACING.**
- 5.6 DRIVERS & CO DRIVER MUST OBEY ALL DIRECTIVES GIVEN BY TRACK AND RECOVERY MARSHALS.
- 5.7 VEHICLES MUST NOT EXCEED WALKING PACE IN PIT AREA. FIVE KPH. IF A VEHICLE IS CAUGHT SPEEDING IN THE PIT AREA ONE WARNING WILL BE GIVEN AND THEN SUBSEQUENT DISQUALIFICATION FOR THE MEET.
- 5.8 WHEN A VEHICLE CANNOT COMPETE IN ANY FURTHER HEATS OR FINALS, THE TEAM IS TO ADVISE THE STAGER AS SOON AS POSSIBLE.
- 5.9 ALL DRIVERS CO DRIVER AND PIT CREWS TO WEAR LONG SLEEVE SHIRTS, LONG PANTS, (OVERALLS) AND ENCLOSED FOOT WEAR WHILST RACING AND IN THE PITS FOR THE DURATION OF THE MEET.
- 5.10 ALL OFFICIALS AND VISITORS TO WEAR ENCLOSED FOOT WEAR AND HIGH VIS VEST DURING RACING AND FOR THE DURATION OF THE MEET
- 5.11 COMPETITION VEHICLES MUST BE OPERATED IN A SAFE MANNER AT ALL TIMES IN THE PIT AREA, STAGING, LOADING, UNLOADING AND ON THE TRACK ITSELF. ANY INFRACTION FIGHTING, DRUG, ALCOHOL, THEFT OR UN-SPORTSMAN LIKE CONDUCT WILL RESULT IN IMMEDIATE SUSPENSION.
- 5.12 A COMPETENT PERSON MUST BE SEATED IN THE DRIVERS SEAT WHENEVER THE VEHICLES ENGINE IS RUNNING.
- 5.13 IN THE EVENT OF A ROLL OVER THE OTHER VEHICLE MUST STOP AND REMAIN IDLE. IF DIRECTED BY A COURSE MARSHAL THE REMAINING VEHICLE MAY EXIT THE TRACK AT SLOW PACE.
- 5.14 THE ROLLED VEHICLE IF RE RIGHTED MUST NOT BE RESTARTED IT MUST BE TOWED FROM THE TRACK BY A TOW VEHICLE, IT MUST BE RE-SCRUTINISED BEFORE BEING ABLE TO TAKE PART IN ANY FURTHER RACING.
- 5.15 THE DRIVER AND PASSENGER MUST BE CLEARED FIT BY THE PARAMEDICS BEFORE RE STARTING ANY RACE.
- 5.16 A REGISTERED PIT CREW MEMBER OR ANOTHER REGISTERED DRIVER MAY HELP WITH THE RECOVERY OF A ROLLED VEHICLE AFTER CLEARANCE IS GIVEN BY THE RACE CONTROLLER TO ACCESS THE TRACK

6 THE COURSE

- 6.1 THE COURSE MAY CONTAIN JUMPS, DIPS, GUTTERS, MUD HOLES, WATER HOLES AND STRAIGHTS.
- 6.2 THE COURSE MAYBE CLEARLY MARKED WITH TYRES ON THE INSIDE OF THE TRACK. A BOARD WILL BE DISPLAYED AT THE DRIVER BRIEFING AND CLEARLY EXPLAINED AS TO THE DIRECTION THE VEHICLE MUST BE DRIVEN TO GAIN A TIME.
- 6.3 THE COURSE WILL BE ATTENDED BY A FIRST AID AND FIRE TEAM.
- 6.4 THE COURSE WILL HAVE MARSHALS PLACED IN APPROPRIATE POSITIONS AROUND THE TRACK.
- 6.5 IF DURING THE EVENT THE TRACK IS CHANGED FROM THE ORIGINAL DESIGN A DRIVERS MEETING WILL BE CALLED AND ALL DRIVERS WILL BE NOTIFIED OF THE CHANGE.
- 6.6 CHEQUERED FLAGS OR SIGNAGE WILL MARK THE FINISH LINE.

7 RACING PENALTIES

- 7.1 VEHICLES MUST ATTEND THE START LINE WHEN THEY ARE CALLED OR THEY WILL INCUR A PENALTY OF THREE MINUTES TO BE RECORDED AS TRACK TIME. IF A VEHICLE FAILS TO START AT THE LINE, THE VEHICLE WILL THEN INCUR A TIME OF TWO MIN TO BE RECORDED AS TRACK TIME. **DRIVER IS ABLE TO CALL FOR TWO MINUTES TO GET TO STAGING LINE.**
- 7.2 IF A VEHICLE FAILS TO SHOW IN ITS CLASS IT WILL BE SCRATCHED FROM THAT HEAT.
- 7.3 NO VEHICLE IS TO START UNTIL THE FIRST AID, FIRE AND TOW TEAM ARE IN PLACE.
- 7.4 NO VEHICLE IS TO START RACING WITHOUT VEHICLES WINDOWS WOUND TO THE CLOSED POSITION. SEAT BELT, HARNESS, NETTING AND OR ARM RESTRAINTS CHECKED BY A MARSHAL.
- 7.5 NO VEHICLE IS TO START RACING UNTIL THE START MARSHAL HAS GIVEN THE ALL CLEAR.
- 7.6 IF A VEHICLE IS SEEN TO HAVE, HIT, MOVED OR DISLODGED A TYRE OR TYRES ON THE INSIDE OR OUTSIDE TYRE WALLS, A PENALTY OF TWO SECONDS WILL BE INCURRED; THIS IS TO BE GIVEN AT THE DISCRETION OF THE TRACK MARSHALS AND CAN BE OVER RIDDEN BY THE RACE CO-ORDINATOR.
- 7.7 IF A VEHICLE MOUNTS OVER THE TYRES OF THE OUTSIDE TYRE WALL THE VEHICLE MUST BE SHUT DOWN. IF SUCH AN EVENT OCCURS THIS WILL INCUR A PENALTY OF DISQUALIFICATION FOR THE CURRENT HEAT BEING A TIME OF TWO MINUTES RECORDED AS TRACK TIME. (DNF)* IF THE VEHICLE IS NOT SHUT DOWN A PENALTY OF DISQUALIFICATION FOR THE RACE MEET WILL BE INCURRED.

- 7.8** VEHICLES MUST NOT CROSS THE INFIELD MOUNDS, IF VEHICLE DOES A PENALTY OF DISQUALIFICATION FOR THE HEAT WILL BE INCURRED, BEING A TIME OF TWO MINUTES RECORDED AS TRACK TIME. (DNF)*
- 7.9** THE VEHICLE MUST BE DRIVEN IN THE CORRECT DIRECTION AS INDICATED AT THE DRIVERS BRIEFING, IF THIS DOES NOT OCCUR DISQUALIFICATION FOR THE HEAT WILL BE INCURRED, BEING A TIME OF TWO MINUTES RECORDED AS TRACK TIME. (DNF)*
- 7.10** IF A VEHICLE DRIVES INTO BUT NOT OVER THE INSIDE TYRE WALL THE VEHICLE MUST REVERSE OFF TYRE WALL BACK ONTO TRACK AND CONTINUE RACING IN THE CORRECT DIRECTION OF THE TRACK, A TWO SECOND PENALTY WILL BE INCURRED.
- 7.11** A TIME LIMIT OF SIXTY SECONDS WILL APPLY FOR STUCK VEHICLES BEFORE BEING DISQUALIFIED FROM THE HEAT. BEING A TIME OF TWO MINUTES RECORDED AS TRACK TIME. (DNF)*
- 7.12** IF A DRIVER ACTS IN A DANGEROUS MANNER THEY WILL BE DISQUALIFIED AND BANNED FROM COMPETING FOR THE REST OF THE EVENT.
- 7.13** CLASSES MAY NOT BE CHANGED AFTER SCRUTINEERING.
- 7.14** VEHICLES MUST GENUINELY ATTEMPT ALL HEATS TO QUALIFY FOR THE FINALS. EXCEPT IN THE EVENT OF A MECHANICAL BREAKDOWN, AUTHENTICATED BY THE TRACK COMMITTEE.
- 7.15** THE DRIVERS OF VEHICLES IN THE BACK-TO-BACK FINALS ARE ABLE TO CALL A TIME OF ONE MINUTE BETWEEN TRACK CHANGE OVER. ALLOWING VEHICLES TO BE COOLED DOWN, WINDSCREENS AND DRIVERS EYES TO CLEANED.
- 7.16** THE DRIVERS OF VEHICLES IN THE BACK-TO-BACK FINALS ARE NOT TO ACCESS SERVICES OR SUPPORT FROM ANY PERSON. TEAM MEMBERS ARE NOT TO ACCESS THE RUNOFF AREA DURING A BACK TO BACK RACE.
- 7.17** TEAM SUPPORT VEHICLES ARE NOT TO CROSS THE STAGING LINE DURING A RACE OR ENTER THE EMERGENCY LANE OF THE STAGING LANES UNLESS AUTHORISED BY THE RACE CONTROLLER. AND SUPERVISED BY THE RACE CONTROLLER.
- 7.18** THE TWO MINUTE RULE CAN NOT BE REQUESTED ONCE A FINAL RACE HAS COMMENCED.
- 7.19** VEHICLES ARE NOT PERMITTED ON THE TRACK AFTER THE FINAL RACE OF THE FINALS HAS RUN, EXCEPT AT THE DIRECTION OF THE ORGANISERS AND TRACK COMMITTEE.
- 7.20** (DNF) MEANS DID NOT FINISH.

8 TIMING

- 8.1 EACH LAP WILL BE TIMED BY A SINGLE PERSON FOR EACH TRACK WITH A STOP WATCH
- 8.2 THE TIME STARTS AT THE SHOWING OF THE GREEN STAGING LIGHT
- 8.3 THE FINISHING LINE WILL BE BETWEEN TWO MARKERS DESIGNATED THE FINISH LINE. THE TIME STOPS WHEN THE VEHICLE BREAKS THE LINE.
- 8.4 THE NUMBER OF RUNS IN QUALIFYING IS AT THE DISCRETION OF THE ORGANISER AND TEMRA COMMITTEE. (THE LEAST HELD IN ANY MEET WILL BE THREE, HOWEVER THIS WILL BE DETERMINED AT THE START OF EACH NIGHT / DAY MEET)
- 8.5 IN THE EVENT OF MORE THAN ONE RUN IN QUALIFYING, THE FASTEST OF THE RUNS WILL BE TAKEN TO DECIDE VEHICLES IN THE FINALS.
- 8.6 CLASSES 1 AND 3 TO 5 WILL BE SCRUTINISED BY TIMES AND MAY BE PLACED IN A DIFFERENT CLASS IF THE TEAM IS DEEMED UNSUITABLE FOR THEIR NOMINATED CLASS. IT IS THE TEAMS RESPONSIBILITY TO ENSURE CAR CONFIGURATION MEETS THE INTENT OF THE RULES OF HONEST NOMINATIONS.

9 PLACING

- 9.1 FIRST AND SECOND FASTEST QUALIFYING TIMES RACE EACH OTHER IN THE FINALS TO DETERMINE FIRST AND SECOND PLACING IN EACH CLASS
- 9.2 THIRD AND FOURTH FASTEST QUALIFYING TIMES RACE EACH OTHER IN THE FINALS TO DETERMINE THIRD PLACING IN EACH CLASS. FIFTH QUALIFIER WILL BE SEEDED IF THE FORTH QUALIFIER CAN NOT STAGE
- 9.3 ALL VEHICLES IN FINALS ARE TO RACE BOTH TRACKS. SCORES FROM EACH RACE ARE THEN ADDED TOGETHER AND DIVIDED BY TWO TO DETERMINE THE FASTEST AVERAGE TIME.
- 9.4 IN ORDER TO CLAIM ANY POINTS FOR A PLACE ON THE NIGHT A VEHICLE MUST START IN THE FINALS. A (DNS) WILL NOT BE AWARDED ANY PLACING POINTS

10 CLASSES

- 10.1 CLASS 1, 2WD STANDARD
- 10.2 CLASS 2, 2WD OPEN
- 10.3 CLASS 3, 4WD STANDARD
- 10.4 CLASS 4, 4WD MODIFIED
- 10.5 CLASS 5, 4WD PRO MODIFIED
- 10.6 CLASS 6, TOP GUN (OPEN)

10.1 VEHICLES IN CLASS ONE

- 10.1.1 IS OPEN TO ALL 2WD VEHICLES CONSTRUCTED IN A SAFE MANNER AND DEEMED SAFE BY THE RACE COMMITTEE.
- 10.1.2 ONLY ONE DIFF / DRIVE AXLE IN VEHICLES OR NO TRANSFER CASE IE: NO 4X4'S WITH DRIVE SHAFT REMOVED.
- 10.1.3 NO CHAINS PERMITTED.
- 10.1.4 VEHICLE MUST HAVE WORKING WINDOWS ON DRIVER AND PASSENGER SIDES IN FRONT, IF NOT THEN ARM RESTRAINTS OR NETTING IS TO BE IN PLACE.
- 10.1.5 2WD VEHICLES MUST HAVE BEEN REGISTERABLE FOR ROAD USE AT ONE TIME. THE MOTOR AND GEARBOX OEM AND ORIGINAL TYPE AND POSITION FOR THAT MODEL.
- 10.1.6 ENGINE MUST BE OEM FOR THE MODEL AND NATURALLY ASPIRATED TO A MAX OF 200HP OR 5.0 LT (308CC)
- 10.1.7 DIFF RATIO CHANGE AND TRACTOR TYRES ALLOWED
- 10.1.8 FUEL UP TO RF100 ONLY. ANY INJECTION SYSTEM MUST BE OEM FOR THE ENGINE. **NO AFTER MARKET INJECTION SYSTEMS, NO CHIPPING OR PUMP ALTERATIONS WILL BE ALLOWED**
- 10.1.9 ENGINES IN CLASS TWO WISHING TO USE INJECTION ARE LIMITED TO OEM ENGINES TO A MAX 6 CYLINDER 200 HP OR 3.5 LTR
- 10.1.10 ROLL BAR MINIMUM 2 POINT WITH DIAGONAL BRACE 50mm OD TO BE INSTALLED IN ALL VEHICLES.
- 10.1.11 MIN 4 POINT SAFETY HARNESS MUST BE INSTALLED IN ALL VEHICLES

10.2 VEHICLES IN CLASS TWO

- 10.2.1 OPEN TO ALL 2WD VEHICLES.
- 10.2.2 NITROUS OXIDE IS NOT APPROVED
- 10.2.3 ENGINE AND GEARBOX MODIFICATIONS ALLOWED.
- 10.2.4 NO CHAINS PERMITTED.
- 10.2.5 VEHICLE MUST HAVE WORKING WINDOWS ON DRIVER AND PASSENGER SIDES IN FRONT, IF NOT THEN ARM RESTRAINTS OR NETTING IS TO BE IN PLACE.
- 10.2.6 METHANOL CAN BE USED. AN ADEQUATE FIRE EXTINGUISHER MUST BE PROVIDED AT EACH PIT AREA. ANY PETROLEUM BASED FUEL PERMITTED ONE 8A:80B:(E) FIRE EXTINGUISHER IS TO BE PROVIDED AT THE PIT CREW AREA

- 10.2.7** ALL VEHICLES MUST HAVE SIX POINT ENGINEER CERTIFIED ROLL CAGES.
- 10.2.8** FLYWHEEL SHATTER PLATES TO BE FITTED MIN 6mm ALLOY OR 3mm STEEL TO THE SATISFACTION OF THE TECHNICAL OFFICER OR RACE COMMITTEE.
- 10.2.9** TAIL SHAFT HOOPS MUST BE INSTALLED ON REAR AND FRONT SHAFTS. HOOPS MUST BE SOLID NO CHAINS PERMITTED
- 10.2.10** VEHICLE MUST HAVE WORKING WINDOWS ON DRIVER AND PASSENGER SIDES IN FRONT, IF NOT THEN ARM RESTRAINTS OR NETTING IS TO BE IN PLACE.
- 10.2.11** ANY NON PURPOSE BUILT VEHICLE MAYBE PERMITTED TO RUN IN CLASS 2 IF THE VEHICLE COMPLIES WITH ALL OTHER CLASS 1 RULES AND IF THE VEHICLE IS DEEMED SAFE BY THE RACE COMMITTEE.
- 10.2.12** ALL VEHICLES WILL BE CLASSIFIED AT SCRUTINEERS DISCRETION.

10.3 VEHICLES IN CLASS THREE

- 10.3.1** VEHICLES MUST HAVE BEEN REGISTERABLE FOR ROAD USE AT ONE TIME. THE MOTOR AND GEARBOX OEM AND ORIGINAL TYPE AND POSITION FOR THAT MODEL.
- 10.3.2** FUEL UP TO AV100 ALLOWED IF ONE A:80B:(E) FIRE EXTINGUISHER IS PROVIDED AT THE PIT CREW AREA
- 10.3.3** NO FORCED INJECTION OR FORCED INDUCTION UNLESS IT IS OEM FOR THE VEHICLE. (NO NITROUS OXIDE INJECTION). NO FORCED INDUCTION (BLOWERS /TURBO)
- 10.3.4** NO ENGINE SWAPS ARE PERMITTED. ENGINE MUST BE OEM AND STANDARD CONFIGURATION TO A MAXIMUM OF 4.5 LITERS NO HEAD WORK OR STROKING. BORING ALLOWED TO 60TH CARBURETOR CHANGES ALLOWED TO A MAX OF 500CFM. DIESEL PUMPS AND INJECTORS TO BE OEM NO MODIFICATIONS
- 10.3.5** TRACTOR TYRES PERMITTED, NO BIGGER THAN 35 INCHES (OUTSIDE DIAMETER), NO RE-GROOVING OTHER THAN ORIGINAL GROOVE PATTERN.
- 10.3.6** NO CHAINS PERMITTED.
- 10.3.7** VEHICLE MUST HAVE WORKING WINDOWS ON DRIVER AND PASSENGER SIDES IN FRONT, IF NOT THEN ARM RESTRAINTS OR NETTING IS TO BE IN PLACE.
- 10.3.8** ROLL BAR MINIMUM 2 POINT WITH DIAGONAL BRACES 50mm OD TO BE INSTALLED IN ALL VEHICLES.
- 10.3.9** 4 POINT SAFETY HARNESS MUST BE INSTALLED IN ALL VEHICLES

10.4 VEHICLES IN CLASS FOUR

- 10.4.1** VEHICLES MUST HAVE BEEN REGISTERABLE FOR ROAD USE AT ONE TIME. THE MOTOR AND GEARBOX OEM AND ORIGINAL TYPE AND POSITION FOR THAT MODEL.
- 10.4.2** FUEL UP TO AV100 ALLOWED IF ONE A:80B:(E) FIRE EXTINGUISHER IS PROVIDED AT THE PIT CREW AREA
- 10.4.3** NO FORCED INJECTION UNLESS IT IS OEM FOR THE VEHICLE. (NO NITROUS OXIDE INJECTION) NO FORCED INDUCTION (BLOWERS /TURBO'S)
- 10.4.4** NO ENGINE SWAPS PERMITTED. ENGINE MUST BE OEM AND STANDARD CONFIGURATION. NO HEAD WORK OR STROKING. BORING ALLOWED TO 60TH CARBURETOR CHANGES ALLOWED TO A MAX OF 600CFM. DIESEL PUMPS AND INJECTORS TO BE OEM NO MODIFICATIONS
- 10.4.5** ENGINE SWAPS PERMITTED. ENGINE MUST BE OEM AND STANDARD CONFIGURATION TO A MAXIMUM OF FIRST GENERATION FORD 302cu in (4.9 L) Windsor. OR A GM **307 cu in (5.0 L)** produced from 1968 through 1973. NO HEAD WORK OR STROKING. BORING ALLOWED TO 60TH CARBURETOR CHANGES ALLOWED TO A MAX OF 600CFM. DIESEL PUMPS AND INJECTORS TO BE OEM NO MODIFICATIONS
- 10.4.6** TRACTOR TYRES PERMITTED, NO BIGGER THAN 35 INCHES (OUTSIDE DIAMETER), NO RE-GROOVING OTHER THAN ORIGINAL GROOVE PATTERN.
- 10.4.7** NO CHAINS PERMITTED.
- 10.4.8** VEHICLE MUST HAVE WORKING WINDOWS ON DRIVER AND PASSENGER SIDES IN FRONT, IF NOT THEN ARM RESTRAINTS OR NETTING IS TO BE IN PLACE.
- 10.4.9** ROLL BAR MINIMUM 4 POINT WITH DIAGONAL BRACES 50mm OD TO BE INSTALLED IN ALL VEHICLES.
- 10.4.10** 4 POINT SAFETY HARNESS MUST BE INSTALLED IN ALL VEHICLES

10.5 VEHICLES IN CLASS FIVE

- 10.5.1** TO BE A REGISTRABLE VEHICLE. (SEE NOTES)
- 10.5.2** VEHICLE MUST BE IN ORIGINAL CONFIGURATION.
- 10.5.3** FUEL UP TO AV100 ALLOWED IF ONE 8A:80B:(E) FIRE EXTINGUISHER IS PROVIDED AT THE PIT CREW AREA.
- 10.5.4** NO FORCED INJECTION UNLESS IT IS OEM FOR THE VEHICLE. (NO NITROUS OXIDE INJECTION) NO FORCED INDUCTION (BLOWERS /TURBOS) ANY INJECTION SYSTEM MUST BE OEM FOR THE ENGINE. NO AFTER MARKET INJECTION SYSTEMS, NO CHIPPING OR PUMP ALTERATIONS WILL BE ALLOWED. THE TYP MAX INJECTED ENGINE SIZE IS;

L30 KNOWN AS THE VORTEC 5000 ALSO KNOWN AS THE GEN 1. DISPLACEMENT IS 5,013CC. BORE IS 95 MM, STROKE IS 88.4 MM. THE COMPRESSION RATIO IS 9.1:1.[22] IT IS A BASED ON THE GENERATION I SMALL-BLOCK FROM CHEVROLET

E85 FORD - DUAL FUEL ENGINE, IT IS BASED ON A 5.0 L V8 ENGINE BLOCK, BUT IT USES E85 DIRECT INJECTION AND GASOLINE PORT INJECTION THE 5.0 L V8 SWITCHED OVER TO FUEL INJECTION FIRST AS AN OPTION IN 1985 AND THEN AS STANDARD IN 1986

- 10.5.5** NATURALLY ASPIRATED ENGINE SWAPS PERMITTED ENGINE MUST BE IN THE STANDARD POSITION IN THE VEHICLE. ENGINE SWAPS TO MAX 351 5.8Lt CAPACITY. BORING TO 60th OVER PERMITTED BUT NO FURTHER INCREASE IN STROKE ENGINE TO IDLE AT 15INCHES @ 1000RPM
- 10.5.6** FLYWHEEL SHATTER PLATES TO BE FITTED MIN 6mm ALOY OR 3mm STEEL TO THE SATISFACTION OF THE TECHNICAL OFFICER OR RACE COMMITTEE.
- 10.5.7** TRACTOR TYRES PERMITTED, NO BIGGER THAN 35 INCHES (OUTSIDE DIAMETER), NO RE-GROOVING OTHER THAN ORIGINAL GROOVE PATTERN.
- 10.5.8** NO CHAINS PERMITTED.
- 10.5.9** VEHICLE MUST HAVE WORKING WINDOWS ON DRIVER AND PASSENGER SIDES IN FRONT, IF NOT THEN ARM RESTRAINTS OR NETTING IS TO BE IN PLACE.
- 10.5.10** SOME PURPOSE BUILT BUDGET RACERS MAYBE PERMITTED TO RACE IN CLASS 5 IF THE RACE COMMITTEE DEEMS THE VEHICLE AS NOT BEING COMPETITIVE ENOUGH FOR CLASS 5. VEHICLES MUST COMPLY WITH CLASS 5 SAFETY RULES.
- 10.5.11** TAIL SHAFT HOOPS MUST BE INSTALLED ON REAR AND FRONT SHAFTS. HOOPS MUST BE SOLID NO CHAINS PERMITTED. HOOPS MUST BE CIRCULAR IN SHAPE AND COMPLETELY SURROUND THE TAIL SHAFT.

10.6 VEHICLES IN CLASS SIX

- 10.6.1** TO BE CONSTRUCTED IN A MANNER THAT THE RACE COMMITTEE DEEMS SAFE.
- 10.6.2** VEHICLES NORMALLY IN OTHER 4WD CLASSES CAN RUN IN THIS CLASS IF IN THE VIEW OF THE COMMITTEE, THE VEHICLE IS COMPETITIVE.
- 10.6.3** NO NITROUS OXIDE. SUPERCHARGING MUST COMPLY WITH ANDRA RULES.
- 10.6.4** METHANOL CAN BE USED. AN ADEQUATE FIRE EXTINGUISHER MUST BE PROVIDED AT EACH PIT AREA.
- 10.6.5** ANY PETROLEUM FUEL PERMITTED.
- 10.6.6** NO CHAINS PERMITTED.
- 10.6.7** ALL VEHICLES MUST HAVE SIX POINT ROLL CAGES.

- 10.6.8** FLYWHEEL SHATTER PLATES TO BE FITTED MIN 6mm ALOY OR 3mm STEEL TO THE SATISFACTION OF THE TECHNICAL OFFICER OR RACE COMMITTEE.
- 10.6.9** TAIL SHAFT HOOPS MUST BE INSTALLED ON REAR AND FRONT SHAFTS. HOOPS MUST BE SOLID NO CHAINS PERMITTED
- 10.6.10** VEHICLE MUST HAVE WORKING WINDOWS ON DRIVER AND PASSENGER SIDES IN FRONT, IF NOT THEN ARM RESTRAINTS OR NETTING IS TO BE IN PLACE.
- 10.6.11** ANY NON PURPOSE BUILT VEHICLE MAYBE PERMITTED TO RUN IN CLASS 6 IF THE VEHICLE COMPLIES WITH ALL OTHER CLASS 6 RULES AND IF THE VEHICLE IS DEEMED SAFE BY THE RACE COMMITTEE.
- 10.6.12** ALL VEHICLES WILL BE CLASSIFIED AT SCRUTINEERS DISCRETION.

NOTE: ALL DECISIONS TO CLASS A VEHICLE INTO A CLASS, IS AT THE DISCRETION OF THE RACING COMMITTEE AND SCRUTINEER.

11 TYRES

- 11.1** TYRES FOR ALL CLASSES TO BE OF SOUND CONDITION, NO BOLTS, NO CHAINS, NO BALD TYERS.
- 11.2** TYRES IN CLASS 3. AS PER CLASS 3 RULES.
- 11.3** TYRES IN CLASS 4. AS PER CLASS 4 RULES.
- 11.4** TYRES IN CLASS 5. AS PER CLASS 5 RULES.
- 11.5** TYRES IN CLASS 6. AS PER CLASS 6 RULES.

12 FUELS

- 12.1** ANY COMMERCIALY AVAILABLE PETROLEUM BASED FUEL IS PERMITTED. APPROPRIATE TO CLASS. DUE TO THE DECREASED OF AVAILABILITY OF HIGH OCTANE FUELS AV 100 MAY BE ALLOWED TO REPLACE RF100. ALL USERS MUST HAVE AVAILABLE 4A:40B;(E) FIRE EXTINGUISHER IS AVAILABLE AT THE PIT AREA WHERE TIMES OTHER THAN RACE TIMES
- 12.2** NITRO METHANE AND PROPYLENE OXIDE NOT PERMITTED.
- 12.3** NITROUS OXIDE NOT PERMITTED
- 12.4** METHANOL USERS TOP GUN ONLY MUST MAKE THE RACE DIRECTOR AND SCRUTINEER AWARE OF THE USE OF THE FUEL. ALL TEAMS INVOLVED WITH THE USE OF THIS FUEL MUST BE AWARE OF THE LOCATION OF APPROPRIATE FIRE EXTINGUISHERS (DRY CHEMICAL)

13 DISPUTES AND APPEALS

- 13.1 ANY DISPUTE THAT WILL AFFECT THE OUTCOME OF THE EVENT MUST BE LODGED WITH THE TRACK COMMITTEE WITHIN FIFTEEN MINUTES OF THE COMPETITION OF THE LAST RUN OF THE CLASS ACCOMPANIED WITH \$50.00.
- 13.2 THE TRACK COMMITTEE OF THE EVENT WILL NOMINATE A COMMITTEE OF THREE TO ADJUDICATE THE APPEAL.
- 13.3 IF THE APPEAL IS UPHELD THE FEE WILL BE REFUNDED IN FULL. IF DISMISSED THE ASSOCIATION WILL RETAIN THE FEE.
- 13.4 THE TEMRA COMMITTEE RETAINS THE RIGHT TO ALTER ANY RULES FOR THE ADVANCEMENT OF THE SPORT.

14 TO ACCUMULATE VEHICLE CHAMPIONSHIP POINTS

- 14.1 DRIVERS OF THE VEHICLE MUST BE MEMBERS OF TEMRA ASSOCIATION.
- 14.2 POINTS CAN ONLY BE ACCUMULATED IN ONE CLASS AND CANNOT BE TRANSFERRED TO OTHER CLASSES.
- 14.3 THE VEHICLE MUST COMPETE IN 60% OF THE SANCTIONED EVENTS TO BE ELIGIBLE FOR CHAMPIONSHIP TROPHIES.

15 POINTS ARE AWARDED AS FOLLOWS

- 15.1 THE FASTEST FIVE VEHICLES IN EACH CLASS ARE AWARDED POINTS AS FOLLOWS:
 - 15.2 1ST 10 POINTS.
 - 15.3 2ND 8 POINTS.
 - 15.4 3RD 6 POINTS.
 - 15.5 4TH 4 POINTS.
 - 15.6 5TH 2 POINTS.
 - 15.7 EG (1ST = 10 POINTS + 1 TO START = 11 POINTS)
 - 15.8 FIRST, SECOND, THIRD PLACES ARE DETERMINED FROM THE FINALS.
 - 15.9 THE VEHICLE AT THE END OF THE SEASON WITH THE MOST POINTS IN EACH CLASS BECOMES THE CLASS CHAMPION. AWARDS ARE ALSO GIVEN TO SECOND AND THIRD ONLY.
 - 15.10 THE VEHICLE WITH THE MOST OVERALL POINTS IS ELIGIBLE FOR THE AWARD OF THE "PRESIDENTS CUP". (**NOTE:** THIS CUP IS TO BE SPONSORED FOR A PERIOD OF NO LESS THAN 5 YRS BY THE CURRENT SPONSOR).

15.11 OTHER TROPHIES TO BE AWARDED WILL BE DECIDED AT THE DISCRETION OF THE COMMITTEE MEMBERS.

15.12 THE FIRST ROUND OF EACH SEASON WILL ATTRACT 10 BONUS POINTS FOR EACH VEHICLE IN ORDER TO ENCOURAGE EARLY PARTICIPATION

16 ADDITIONAL SAFETY RULES FOR ALL CLASSES

16.1 CHASSIS: - TO THE DISCRETION OF THE SCRUTINEER.

16.2 BRAKES: - MINIMUM OF TWO DISC BRAKES ON FRONT OR FOUR DRUM BRAKE. IT IS MANDATORY THAT VEHICLES IN CLASS 2 AND 6 HAVE ALL WHEEL BRAKING.

16.3 STEERING: - STEERING COMPONENTS MUST BE IN A SAFE SERVICEABLE CONDITION.

16.4 RESTRAINTS:- ALL VEHICLES IN CLASSES MUST HAVE MINIMUM 4 STRAP RACING HARNESS FITTED FOR BOTH DRIVER AND PASSENGER.

16.5 NETTING OR ARM RESTRAINTS:- IF THE VEHICLE IS NOT FITTED WITH WORKING DRIVER AND PASSENGER FRONT WINDOWS, NETTING OR ARM RESTRAINTS MUST BE IN PLACE.

16.6 DRIVER COMPARTMENT:- IF ALTERATIONS ARE MADE, MATERIAL MUST BE ADDED FOR STRENGTHENING PURPOSES.

16.7 BELL HOUSING:- FLYWHEEL SHATTER PLATES TO BE FITTED MIN 5mm ALOY OR **3mm** STEEL TO THE SATISFACTION OF THE TECHNICAL OFFICER OR RACE COMMITTEE. OR PURPOSE BUILT PLATES ARE ACCEPTABLE

NOTE: VEHICLES. CLASSES 2,4,5,6 MUST HAVE BELL HOUSING PROTECTION OF EITHER SHATTER BLANKET, BELL HOUSING SHIELD OR REINFORCED FLOOR AS ABOVE.

16.8 TAIL SHAFT HOOPS: - MUST BE INSTALLED ON REAR AND FRONT SHAFTS. HOOPS MUST BE SOLID NO CHAINS PERMITTED

16.9 BATTERIES:- BATTERIES AND BATTERY BOXES MUST BE SECURELY MOUNTED TO PREVENT SHORTING DUE TO DISPLACEMENT OF THE BATTERY, IN THE EVENT OF A ROLLOVER. VEHICLE WITH BATTERY MOUNTED IN DRIVER COMPARTMENT MUST BE MOUNTED IN A BATTERY BOX IN SUCH A WAY TO CONTAIN SPILT ACID.

16.10 THROTTLE TO IDLE SPRING:- ALL VEHICLES MUST HAVE TWO RETURN THROTTLE TO IDLE SPRINGS – NOT INCLUDING THE SPRING ON THE PEDDLE.

16.11 ROLL BARS:- ALL VEHICLES MUST HAVE A MINIMUM TWO POINT ROLL BAR OVER THE DRIVER AND PASSENGER. MAIN HOOP DIAMETER 48.3 mm NB 40 WALL THICKNESS 3.2mm BLACK MEDIUM. ALL NON ADR VEHICLES MUST BE FITTED WITH A MINIMUM OF A SIX POINT ROLL BAR. BRACED ON PRIMARY HOOP DIAGONALLY PREFERRED BUT CROSSWAY BEHIND SEATS OKAY, MAIN HOOP DIAMETER WILL BE NB 40. ANY DEVIATION FROM THIS MUST BE

CERTIFIED BY A CERTIFIED WELDER. A CERTIFICATE MUST BE PRESENTED TO THE TECHNICAL OFFICER AT SCRUTINEERING.

- 16.12** FIREWALL:- ALL VEHICLES MUST HAVE A FIREWALL MINIMUM 1.6MM STEEL OR 3MM ALUMINIUM BETWEEN THE ENGINE AND THE DRIVER COMPARTMENT.
- 16.13** RADIATOR:- IF RADIATOR OR RUBBER HOSES ARE IN A DRIVERS COMPARTMENT OF CABIN THEY MUST BE SHIELDED FROM THE DRIVER AND PASSENGER
- 16.14** FUEL TANK:- VENTING SHOULD TAKE INTO ACCOUNT A ROLL OVER SITUATION, SEALED FUEL CAP (NON VENTING). ALL FUEL LINES SHOULD BE PROTECTED ESPECIALLY IF WITHIN THE CAB OF ANY CLASS VEHICLES. PLASTIC FUEL FILTERS ARE NOT PERMITTED INSIDE ANY DRIVERS COMPARTMENT
- 16.15** KILL SWITCH:- SWITCH IS TO BE WITHIN REACH OF DRIVER OR PASSENGER WHILST IN HARNESS OR SEAT BELT RESTRAINTS AND MUST ISOLATE ENGINE AND ELECTRIC FUEL PUMP IF FITTED.

KILL SWITCH MUST CLEARLY BE MARKED AS "KILL SWITCH".

- 16.16** NEUTRAL SWITCH:- NEUTRAL SAFETY SWITCH OR SIMILAR IS MANDATORY FOR ALL VEHICLES WITH AUTOMATIC TRANSMISSION. **NOTE; CARS SHALL NOT START IN GEAR**
- 16.17** ALL VEHICLES MUST HAVE MANUFACTURED FORGED TOW HOOKS (NOT EYES) BOLTED WITH TWO HI-TENSILE BOLTS TO A STRUCTURAL PART OF THE VEHICLE FRONT AND REAR AND BE READILY AVAILABLE AND IDENTIFIABLE TO RACE OFFICIALS AND TOW VEHICLES .