



SAFETY & ELIGIBILITY REGULATIONS

Updated January 2011

VEHICLE ELIGIBILITY

General Requirements for Rally Cars

- All vehicles being entered for an AMSAG sanctioned or organised rally must comply with the General Requirements for Rally cars.
- All vehicles must be presented with a valid registration certificate which legally allows the vehicle to be driven on the roads in the state in which the event is being conducted for the duration of the event. The onus is upon the Entrant to demonstrate that the registration certificate arrangements for the entered vehicle do comply with this requirement. It is recommended that the Entrant undertakes to obtain engineering certification for any modifications as required by the authority providing the registration for the vehicle.
- The engine and chassis numbers must agree with that shown on the certificate of registration.
- All Vehicles must be presented in a neat and well finished standard.
- A flame and liquid proof bulkhead (which may be of transparent material) must be fitted to effectively separate the crew member's compartment (cockpit) from the fuel tank or cell, surge tank(s), the fuel filter(s) and fuel pump(s).
- If the fuel filler is internal to the body work it must be constructed with a suitable catch tray so that any fuel spilled must drain outside the vehicle.
- If a fuel tank vent is fitted it must be vented external to the body work.
- Fuel pipes may pass through the cockpit but they may not have any connections in the cockpit except for professionally made, commercially available bulkhead fittings which have been installed in accordance with the manufacturer's instructions.
- Additional fuel containers which are not part of the piped fuel system must not be carried at all during any competitive stage and if carried during a transport stage must not be carried in the passenger compartment and must be securely fastened in an upright position.
- Mud Flaps of stout material must be fitted behind the driving wheels and in the case of front wheel drive behind all four wheels.
- Rear hinged bonnets must be fitted with at least two (2) independent latching devices.

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All Vehicles must contain the following Safety Equipment:

Harnesses

- All vehicles to be fitted with a minimum 4 point harness complying with at least the requirements of AS 2596 / AS E 35 standard. It is recommended that 5 point 3 inch harnesses be used.
- Harnesses must be worn during all competitive stages.
- Harnesses must be securely mounted on at least 4 points. The shoulder straps mounted behind the driver must be above the line drawn downward from the shoulder at an angle of 25 degrees to the horizontal. The mounting of the points must be reinforced with a plate of at least 75mm x 50 mm x 3mm on the underside of the body. The corners of these plates shall have a minimum radius of 5mm and all edges adjacent to the sheet metal shall be chamfered (rounded). Rear mounting points must be to a substantial part of the body as reinforced appropriately, or to the roll cage. It is allowable to use original mounting points.

Roll Cages

- All vehicles must have installed a full roll cage being consistent with the standard of roll cages produced and installed commercially for motor sport at the time it was constructed.
- Cars being presented for their first log book must have a minimum of a steel 6 point roll cage. Constructed from CDS, CDW, 4130 Chrome Moly or T45 Reynolds tube with a minimum 44mm x 2.0mm for the main hoop and a minimum of 38mm x 2.0mm for all other bars and stand on 6 pads of 3mm thick steel plate of 120sqcm minimum area.
- Must have at least 2 rear braces for the main hoop.
- Must have at least 1 diagonal brace in the main hoop or rear legs.
- Must have side intrusion bars.
- Aluminum roll cages will not be acceptable from January 1, 2012.

Warning Triangles

- Two reflective or fluorescent triangles of sides at least 350mm in length

Portable Fire Extinguishers

- The selection & location of such extinguishes is to comply with the relevant provisions of Australian Standard (AS) 2444, with the maintenance of same to comply with the relevant provisions of AS 1851.
- The type of extinguisher is to be Dry Chemical Powder (DCP) with AB:E Classification & the minimum capacity of the extinguisher(s) will be 2kg, either by way of 2 x 1kg extinguishers or 1 x 2kg extinguisher.
- The extinguishers will be securely mounted, however readily accessible to both crew members.
- They must be fitted with a maintenance tag, (as per AS 1851), and have been visually inspected within a period of not longer than 6 months prior to the date of the upcoming event. Such maintenance inspection / testing must be carried out by a competent person in accordance with AS 1851. The maintenance tag will be stamped with a number - being 1, 2 or 4 - corresponding to the month and year the extinguisher was last inspected / tested.
- Due to the 'aggressive environment' (within a rally car), the extinguisher must be replaced (or pressure tested / inspected as per the 5 yearly period maintenance listed in AS 1851), 3 years after installment or 5 years after manufacture, (whichever period is the least amount of time).
- The 3 year period will commence from when the extinguisher is first installed within the vehicle, with that date (of installation) being recorded in the log book.
- An attached appendix lists relevant points / items which are to be included in the regular 6 monthly inspections / tests.
- In addition to ensuring that the fitted maintenance tag is currently stamped with a 1, 2 or 4 (no longer than 6 months prior to the event date), the scrutineer will inspect the extinguishers making sure that:
 - The discharge nozzle/hose is undamaged & not blocked.
 - The pressure gauge is undamaged, legible and registering within the operable range.
 - The anti-tamper seal is intact and able to be easily removed by hand.
 - The extinguishers are adequately secured (in a readily accessible position), at the same time being able to be easily removed from their brackets (by hand) when the need arises.

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First Aid Kit

To be installed in a visible and accessible position in the cockpit and containing the following:

- 2 x extra large universal accident dressings
- 2 x large open weave bandages
- 2 x medium open weave bandages
- 1 x pair dressing scissors
- 1 x roll adhesive tape
- 6 x safety pins
- 1 x large burn dressing with a non adhesive surface
- 1 x thermo accident blanket
- 1 x aluminium foil dressing
- 2 x medium combination pads
- 6 x adhesive plaster strips
- 1 x triangular bandage
- 2 x sterile eye pads
- 1 x first aid manual

UHF Radio

- The radio may be a hand held unit of 5 watts.

Towing Points

- Towing Points are to be fitted to vehicle at convenient locations front and rear.

Windscreen

- Fitment of a laminated front windscreen is compulsory.

Apparel

- All crews are required to wear apparel covering them from neck to ankle to wrist, including socks, shoes and shirt. It is recommended that crews not wear any apparel of flammable material i.e. nylon or similar synthetics during an event.

Helmets

- It is compulsory an all competitive stages for each crew member to wear helmets. Helmets must be in a good state of repair and meet at least one of the standards listed below:

AS 1698

Snell 1980, 1985, 1990

SIS 88.24.11 (2)

DS 2124.1

FS 3653

ONS/OMK

BSI BS 2495-1977

BS 6658-85 Type A

NF S 72 305

E 22

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CATEGORIES FOR RALLY VEHICLES for the Southern Cross Rally Series

Classic 2WD

- First Vehicle of model type must have been first manufactured prior to 31 December 1990 irrespective of the date of the actual vehicle being entered. For example, VN Commodores with plates dated 1988 to 1991 are eligible but a VP Commodore with a 1991 plate is not eligible. A 2wd vehicle that fails to meet this requirement must be entered in the Open Category.
- Engine configuration must remain original to Vehicle Model. i.e. A vehicle model that was manufactured with 4 cylinder engines in all variants of the model cannot be fitted with a 6 cylinder, rotary or V8 Engine. However, the engine configuration from one model variant may be utilized in another variant of that vehicle model.
- The engine block and cylinder head must have been produced as production engine components by the same manufacturer as the body shell. i.e. a Datsun 1600 must have a Datsun (Nissan) engine block and cylinder head.
- Forced Induction (Turbocharged or Supercharged) vehicles are not eligible for this Category – whether the forced induction system was originally fitted by the manufacturer, or added after the original manufacture of the vehicle. Vehicles with a forced induction system will be relegated to the Open category.
- The classes for AMSAG Classics Series are as follows:
 - Class A: 0 - 1500cc
 - Class B: 1501 - 1800cc
 - Class C: 1801 - 2200cc
 - Class D: 2201 - 3000cc
 - Class E: 3001cc and over
- Engine blocks may be overbored without restriction and the resultant capacity will determine the applicable engine capacity class. However, for blocks that are overbored up to a maximum of 1.0mm from the standard manufacturers bore specification for that engine block where the resultant engine capacity becomes higher than the class limit for the original capacity class, the vehicle will be considered as remaining in the original class.
- All other modifications to the vehicle are free subject to the respect of the Safety and General Requirements for AMSAG Rally Vehicles as contained within these regulations.

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Open 2WD

- Vehicles must be driven by 2 wheels only. The 2 wheels chosen for drive may not be consistent with the original configuration provided by the manufacturer. Therefore an All Wheel Drive vehicle may be converted to 2wd or a front wheel drive vehicle may be converted to RWD consistent with the required engineering inspections and certifications required by the authority providing the registration for the vehicle.
- All other modifications to the vehicle are free subject to the respect of the Safety and General Requirements for AMSAG Rally Vehicles as contained within these regulations.

4WD

- This category is for all vehicles with drive to all 4 wheels. A 2wd vehicle may be converted to a 4wd or an All Wheel Drive configuration consistent with the required engineering inspections and certifications required by the authority providing the registration for the vehicle.
- All other modifications to the vehicle are free subject to the respect of the Safety and General Requirements for AMSAG Rally Vehicles as contained within these regulations.

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