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A capitalised and italicised word in this document is defined in the FIA International Sporting Code (Code), the National Competition Rules (NCR), including their Appendices or this document.

Schedule A

Each *Automobile* (except a Superkart) must, of necessity, in any *Competition*:

- (a) comply with the definition of an *Automobile*;
 - (b) be fitted with protection between engine and driver's compartment to prevent the passage of flame;
 - (c) be so constructed to minimise the entry of foreign matter into the driving compartment from the road or road wheels;
 - (d) have any propeller shaft and universal joints, if passing through the cockpit, fitted in a fixed casing;
 - (e) have any driving chain effectively guarded;
 - (f) have each fuel tank vented externally to the bodywork;
 - (g) if manufactured prior to 1 January 1978 (or otherwise not complying with ADR25A) and not registered for use on public roads, have any steering column locking device removed or disabled;
 - (h) be fitted with a safety cage as required by *Schedule J*;
 - (i) use only fuel compliant with *Schedule G*;
 - (j) have any window or windscreen fitted made from a material which is clear or, if tinted, compliant with AS 2080;
 - (k) have a safety harness as required by *Schedule I*;
 - (l) have any container within the cockpit which can hold more than 500mL of hot liquid (other than a series heater core) enclosed in a sealed compartment;
 - (m) where fitted with rigid brake pipes have such pipes made of steel ('Bundy' tubing or equivalent), unless it is an automobile of the 5th Category which is fitted with original components. The installation must be such to protect the pipes against vibration and damage;
 - (n) where fitted with ballast it must be:

fixed by a minimum of class 8.8 M8 bolts & lock nuts up to a single ballast weight of 18kg and a minimum of class 8.8 M10 bolts & lock nuts for a single ballast weight of 18kg to 65Kg. A reinforcing steel plate of at least 75mm x 50mm x 3mm under each bolt and nut must be present. When a single bolt is used, it must be centrally located in the ballast. Where the ballast top face surface area exceeds the surface area size of a reinforcement plate by 2 1/2 times, then a minimum of two bolts must be used and located evenly across the ballast;

or

for an *Automobile* of the 1st Category, be fixed by a ridged attachment direct to the chassis or monocoque that is capable of effectively securing the ballast.
- Specific Category Sporting and Technical Regulations may define alternate ballast fitting requirements; and
- (o) be, for an Electric Vehicle, compliant with the Electric Vehicle Appendix.