

Modified Article	Date of Application	Date of Publication

## 1. PREAMBLE

The purpose of Classic Off Road Regularity is to set consistent lap times at less than the full potential of the competitor and vehicle. It is not a race, it is a Regularity Trial. It provides an opportunity for competitors to compete in an off road style event with less vigour than regular off road racing. Classic Off Road Regularity showcases pre-1996 off road vehicles and is an important aspect of maintaining and demonstrating Australia's off road racing history.

## 2. THE SPIRIT OF THE REGULATIONS

- (a) The purpose of this category of off road is to emulate, as far as possible, the era of off road vehicles which were in series production before 1 January 1996. Any eligibility matter shall be interpreted and applied in accordance with the spirit of these regulations.

## 3. GENERAL

- (a) At all times the onus of proof of eligibility of the vehicle and its components shall rest with the competitor.
- (b) Vehicles shall be required to comply with "Off Road General Requirements" of the Motorsport Australia Manual unless specified otherwise in these regulations, in which case these regulations shall take precedence.

## 4. LICENCE REQUIREMENTS

- (a) For licence requirements for competitors, drivers, co-drivers and navigators refer to General Regulations in the Motorsport Australia Manual.
- (b) Each Driver shall hold a minimum of a Motorsport Australia Level 2 Speed Licence and membership of a Motorsport Australia affiliated vehicle club.
- (c) Where the driver of an automobile is less than 18 years old and does not hold a current civil driver's licence, they must be accompanied at all times while competing by a crew member, in the vehicle, who either holds a current civil driver's licence or is not less than 18 years old.

## 5. STATUS OF EVENTS

- (a) Classic Off Road Events will be run as closed to club events.
- (b) If the regularity component forms part of an event involving a series or a non-club only championship, the vehicles competing in the Classic Regularity event must be seeded separately from and following the vehicles in the series or non-club only championship; and
- (c) there must be at least a 10 minute interval between the time the last competition vehicle completes the final lap and the time the Classic Regularity vehicle commences. A target time scoring system may be requested by Motorsport Australia and or the course checker to ensure compliance with this requirement.

## 6. ASSEMBLY OF A FIELD

The Organiser shall assemble each field based on lap times, vehicle class or category. Consideration shall be given to avoiding widespread disparity in vehicle type, category, lap time, maximum speed, closing speed and competitor experience.

## 7. NOMINATION OF LAP TIME BY THE ORGANISER

The Organiser shall nominate a minimum lap time for each field taking into consideration factors used to assemble a field and an allowance for a driver to 'break' their nominated lap time without compromising the

safety of the trial.

The lap time must be set to ensure a maximum average speed of the course of no more than 90km/h.

## **8. SCORING**

Each lap for each vehicle shall be timed.

For each lap time which varies from the nominated lap time, a points penalty will apply.

- (a) The penalty for each lap time lower than the nominated time will be 5 points per whole second.
- (b) The penalty for each lap time higher than the nominated time will be 1 point per whole second.

The winner shall be the competitor who has completed the required number of laps and has accrued the fewest penalty points.

A competitor who records a lap time more than 30% lower than the nominated lap time will be shown the black flag and will not be permitted to take part in further competition for that event.

## **9. START PROCEDURE**

For each field, each vehicle shall be marshalled in order of competitor nominated lap times, with the vehicle with the fastest driver nominated lap time at the front.

Each vehicle will start single file with a gap between vehicles of at least 15 seconds. A longer gap between vehicles may be used if conditions demand a larger gap. Timing for each vehicle shall commence as it crosses the control timing line from a standing start and shall continue until the display of the chequered flag.

## **10. SAFETY EQUIPMENT – APPAREL**

Each competitor must wear apparel in compliance with Schedule D.

- (a) The helmet must comply with Schedule D, Level B.
- (b) Frontal Head Restraints are not mandatory however are highly recommended. Competitors should be reminded that to progress to full off road racing a FHR is mandatory at that level. The wearing of a full face helmet is mandatory for all occupants of the vehicle during competition.
- (c) Flame retardant overalls must be worn by all occupants during competition. The minimum standard is to Schedule D, Level C. Although the minimum standard is for a single layer suit, flame retardant underwear or a 2 layer suit is highly recommended. This higher standard is mandatory in full off road racing.
- (d) A flame retardant balaclava although not mandatory, is highly recommended.
- (e) Footwear to standard Schedule D, Level B.
- (f) Flame retardant socks although not mandatory are highly recommended.

## **11. VEHICLE ELIGIBILITY**

- (a) To be eligible to compete in Classic Off Road the vehicle must have been first log booked prior to 1<sup>st</sup> January 1996. If, through the course of time and various owners, the vehicle log book has been lost or destroyed, a submission to Motorsport Australia is required and approval is granted on a case by case basis.
- (b) Motorsport Australia can request the vehicle to be inspected by a qualified representative of the class and after taking in to account all information can approve the issuing of a Classic Off Road log book.
- (c) Each vehicle shall comply with Schedule A and B of the Motorsport Australia Manual.

## **12. VEHICLE LOG BOOKS**

Each vehicle must comply with the requirement of Schedule L – Vehicle Log Books. In addition:

- (a) Each Log Book must be endorsed for Classic Off Road and/or titled "Off Road Classic Vehicle Log Book".

### 13. VEHICLE TECHNICAL AND SPORTING REQUIREMENTS

- (a) Vehicles will be classified into two categories, Buggies and Tin Tops.
    - (i) Buggies will cover classes 1, 2, 3, 6 and 9.
    - (ii) Tin Tops will cover classes 4, 5, 6, 7 and 8.
- NOTE:** Refer Appendix 1 Class Definitions.
- (b) All vehicles, particularly those of a significant historical nature, are encouraged to be presented in the correct technical specification and livery from the time it was racing in the pre-1996 period.
  - (c) In all other respects all vehicles must comply with the technical specifications of the day it was last log booked.
  - (d) All vehicles will be subject to a Triennial Inspection. If the vehicle is already competing in regular off road races and is within its normal triennial inspection period that will be accepted. Off Road Triennial Vehicle Inspection procedure and form can be found here - <https://motorsport.org.au/regulations/manual/off-road>
  - (e) All vehicles competing in Open events shall have competition numbers allocated by Motorsport Australia. All vehicle numbers shall be in accordance with Off Road General Requirements Article 30.
  - (f) All vehicles must have current specification safety harnesses fitted in compliance with Motorsport Australia Manual General Requirements Schedule I.
  - (g) All buggies and Class 4 Bajas must be beam type front suspensions. No modern style A-arm front suspension is allowed. If a buggy was built during the classic period with an A-arm front suspension it must apply for dispensation to the Australian Off Road Commission (AORCom) via email [offroad@motorsport.org.au](mailto:offroad@motorsport.org.au) and will only be considered accepted if it is not an American derived suspension system as seen on a Jimco or Kuster etc.
  - (h) Buggies may only use VW derived gearboxes e.g. Type 1, 2 or 3 or Renault UN1 or Porsche 930 4 speed, Porsche G50 5 speed or Porsche 915.
  - (i) Bajas can only use VW derived transaxles.
  - (j) Correct period engines must be used in all classes.
  - (k) Shock absorbers are free save that bypass style shock absorbers are not allowed. Coil over shock absorbers are allowed as are remote canister shock absorbers.
  - (l) All buggies must have a removable floor bolt to tags off the base rails of the chassis/frame. There must be no holes in the chassis/frame. As these vehicles are getting old their structural integrity must be clearly visible during triennial inspection.
  - (m) In the Tin Top classes no modern aftermarket gearboxes are allowed. Any other types other than what was fitted originally to the vehicle will be considered on a case by case basis by AORCom via email submission at [offroad@motorsport.org.au](mailto:offroad@motorsport.org.au).
  - (n) Vehicles which comply with the age rule but have been updated to current technical specifications are permitted to race providing they comply with the suspension, engine and transmission rules for Classic Off Road.
  - (o) The maximum outside diameter for Buggy and Baja tyres is 31 inches.
  - (p) The maximum outside diameter for Tin Top tyres is 35 inches.

# Appendix 1

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## 1.1 Class Definitions

### Off Road Classes Pre-1996

- (a) Buggies
  - (i) Class 1 Buggies 1651cc – 6000cc
  - (ii) Class 2 Buggies 1201cc – 1650cc
  - (iii) Class 3 Buggies < 1200cc
  - (iv) Class 6 2WD Challenge
  - (v) Class 9 Single Seat Buggies
- (b) Tin Tops
  - (i) Class 4 Baja VW
  - (ii) Class 5 Touring Vehicle Stock
  - (iii) Class 6 Touring Vehicles Modified
  - (iv) Class 7 Four Wheel Drive Production
  - (v) Class 8 Four Wheel Drive Modified