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| Schedule A (n) | 01/01/2021 | 01/01/2021 |

# Schedule A

*Each Automobile (except a superkart) shall, 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; and

(n) where fitted with ballast ~~in compliance with the requirements detailed in Definitions Technical~~ 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 shall be present. When a single bolt is used, it shall 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 shall 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.

(o) be, for an Electric Vehicle, compliant with the Electric Vehicle Appendix.

# Schedule B

*Each Automobile (except a superkart) shall, of necessity, in any speed event or race:*

(a) be fitted with two separate fastening systems on any bonnet or other panel where the leading edge can be raised. The fastening systems shall meet the following requirements:

(i) to be deemed separate, a fastening system shall continue to function if the second system is removed in its entirety;

(ii) they shall be of adequate strength and limited elasticity and range of movement;

(iii) they shall simultaneously hold the bonnet or panel closed or as an alternative for speed events only, one fastening system shall hold the bonnet or panel closed and its release shall allow the bonnet or panel to be raised to provide access to a second separate fastening system fitted within the *Automobile*. The second fastening system shall prevent the bonnet or panel from being raised more than 150mm from the fully closed position;

A road registered series production *Automobile* fitted with an unmodified original equipment two stage fastening system shall be exempt from these requirements.

(b) be fitted with a fire extinguisher compliant with Schedule H;

(c) be fitted with a device or devices that shall protect any longitudinal propeller shaft from striking the ground in the event of a component failure;

(d) be fitted with wheels and tyres compliant with Schedule E;

(e) if fitted with any aerodynamic device, be compliant with Schedule F;

(f) if fitted with a scatter shield, be compliant with Schedule M;

(g) be fitted with a return mechanism which in the event of any throttle linkage or throttle system failure will close each throttle;

(h) be fitted with a dual circuit braking system save for an *Automobile* manufactured prior to 31 December 1973 or of the 5th Category;

(i) be fitted with an operable reverse gear controlled by the driver whilst seated in the driving position, save for an *Automobile* of the 5th Category and Formula Libre;

(j) be fitted with sideways or rearward-facing exhaust outlets. If rearwards, the outlet/s shall be between 100mm and 450mm above the ground and shall not protrude more than 150mm beyond the rearmost portion of the automobile. If directed sideways, the outlet/s must be located rearward of the midpoint of the wheelbase. In any case, they shall not project beyond the maximum width of coachwork or terminate more than 50mm within the plan view of the adjacent coachwork;

(k) save for an *Automobile* of the 1st Category, be fitted with a bulkhead constructed from a flame - and liquid-proof material. If the material is constructed from polycarbonate it shall be a minimum of 6mm thick. This bulkhead shall effectively seal the cockpit from the fuel tank and re-fueling system.

(l) be configured such that the sound emitted when measured 30m from the track edge does not exceed 95dB(A) unless event regulations set a lower limit;

(m) be fitted with a steering wheel not incorporating any wood, unless such is the original component of the *Automobile*;

(n) if fitted with any crankcase breather discharging to the atmosphere, each breather be vented into a catch tank of minimum capacity of two litres for engines up to 2000cc or three litres for over 2000cc. Regulations for competitions on unsealed surfaces may waive this requirement;

(o) if fitted with any engine radiator coolant vent discharging to the atmosphere, each coolant vent be vented to a catch tank of a minimum capacity of one litre. Regulations for competitions on unsealed surfaces may waive this requirement;

(p) if in a Multi-car event each forward facing lamp must not be red in colour, and each external forward-facing glass component, save for the windscreen, must have fitted an adhesive cover of a colour other than red to prevent the spillage of broken glass;

(q) display a blue triangle of sides 150mm indicating the location of the battery. A battery fitted in the cockpit shall have an additional blue triangle not less than 60mm sides fitted on the cover of the battery or immediately adjacent to the battery if uncovered;

(r) be fitted with a visible towing point (capable of accepting a 40mm OD cylindrical test object) fitted forward of the front axle and rearward of the rear axle and capable of towing the *Automobile* on a sealed surface with its wheels locked. Where a tow point is obscured, each tow point shall be marked with the word “TOW” of a contrasting colour marking the location of each tow point. A road registered series production *Automobile* fitted with any unmodified original equipment tow point shall be exempt from these requirements, save for the requirement to identify an obscured front and/or rear tow point; and

(s) for each external door handle that is not easily distinguishable or visible from the surrounding bodywork, there shall be fitted an arrow, a minimum of 50mm long, yellow or red in contrasting colour to the bodywork and the word ‘OPEN, LIFT, PUSH or PULL’, whichever is appropriate, marking the location and operation of each door handle. The arrow marking the location shall be clearly visible on approach by an event official.

Notwithstanding the above requirements each *Automobile* registered for road use shall not be required to comply with the provisions of sub-sections (c), (e), (f), (h), (k), (n) and (o) of Schedule B when competing in Single- and/or Multi-car Speed Events.