

Summary of Rule Changes for 2010

This summary outlines the key changes between the STANDING COMPETITION RULES 2010 and those of 2009. It should not be used as a substitute for reading the new set of rules in detail and no responsibility will be accepted for any error or omission. It is each competitor's responsibility to read and understand the full set of rules.

The changes are a result of:

- The passage of time since the last complete review,
- Some issues raised in the compliance dynamometer program that was run during 2009, and
- A meeting of interested members on 11 November, convened by the Event Director.

Key Changes:

- General clean up of grammar and structure.
- Complete merger of Modern Class and Modified 1 Class into a single modified class "MM1", including all conformance measures and procedures. Previously, MM1 was a class that combined the standard class "Modern" and the modified class "M1" for competition purposes, with each class still having its own separate conformance rules even though they competed together. Competitors with vehicles that were previously in Modern, which was a *Standard* class, should carefully check the implications for their vehicles' conformance now that it is in a *Modified* class.
- Separate treatment of each class type (i.e. Standard, Modified and Open) for each eligibility criterion (e.g. power, weight, various modifications) to minimise any ambiguity. Power and weight measurement tolerances, and vehicle configurations at measurement, for Standard and Modified classes are different to each other and are spelled out.
- Clarification that all vehicles in other than Open Class are required to be capable of being road registered (as defined).
- Clarification that wheel diameter (in contrast to width) is unrestricted in all classes.
- Clarification of disputes and eligibility testing procedures, including the addition of a new Appendix 3 for Dyno testing.
- Clarification of treatment of competition points if a vehicles fails eligibility testing, for both the competing vehicle and others in that class.
- Inclusion of a "minor out of class" infringement category, which, if picked up at scrutiny, may simply result in a vehicle being moved classes for the day. See paragraph 9.2.
- Creation of an NCF (No Competition Form) Class that is a temporary, non-competition class created for the duration of each event. Its purpose is to hold competition vehicles that have entered for the day for which a vehicle Registration Form has not previously been submitted for that year. That is a common occurrence at Phillip Island for instance where Cup Cars often participate in the club event for practice purposes. Vehicles in that class

cannot accumulate any competition points from that event nor can any such vehicle be counted for vehicle numbers in any other class.

- Separation of rules for occasionally run events into a new Appendix 4.
- Vehicle Registration Form modified so that Open Class vehicles need not complete the last part of the vehicle details table.