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Recognised Association: Circuit Excel Racing Association www.circuitexcelracing.com.au

1. PREAMBLE

These regulations apply to each Circuit Excel automobile when entered as a Circuit Excel in a competition.

MODIFICATIONS PERMITTED OR OBLIGATORY:

- (a) Unless authorised by these regulations, each automobile must remain unmodified, in compliance with these regulations and identical in every respect to the standard production model as supplied by the original automobile manufacturer.
- (b) Any modification or tuning practice not permitted by these regulations is forbidden. A worn or damaged component must be replaced only by a standard production component which is compliant with these regulations.
- (c) The use of carbon fibre or carbon/Kevlar® composite, ceramic material or titanium alloy, is not permitted unless such component/material was fitted/used as a standard part by the manufacturer, or unless permitted in these regulations. Replacement racing seats are excluded from this regulation.
- (d) Each reference to a Schedule within these regulations means a Schedule of the General Requirements for Cars and Drivers in the Motorsport Australia Manual of Motor Sport. Each automobile must comply with each relevant Schedule.
- (e) Unless specified otherwise in these regulations the tolerances for machining, finishing and weighing of engine components will be in accordance with Definitions – Technical, Measuring Tolerances of the General Requirements for Cars and Drivers in the Motorsport Australia Manual of Motor Sport.
- (f) These regulations should be read in conjunction with the 3E Circuit Excel Technical Guide which contains additional information and advice on measuring, checking, sealing and lists some of the eligible products that may comply with these regulations.

DEFINITIONS

Engine Bay

The engine bay of the automobile is defined as being the area in front of the firewall, behind the radiator support panel, above ~~the bottom of the cross member~~ the bottom of the radiator support panel, and below the closed bonnet.

Commercially available product

A commercially available product is one which is or was produced in commercial quantities and is sold new to be owned outright to any person without ongoing charges for its use (i.e. not rented or leased). The product must currently be available or have been available and in stock as this complete product at this price for a minimum of one year. The product must be or have been stocked by an Australian supplier and be able to be purchased outright by any person within Australia at the same commercial price.

Commercial price

The new commercial price of a product is the total price of a product in Australian Dollars, including the full cost of the product, any required taxes and any other charges to a purchaser in exchange for the complete working product. This price must include all possible options, and features, both hardware and software required or available for use in this system, whether in use or not. Any optional hardware that is physically separate from the base device is not included in the commercial price unless it is to be used. If the optional hardware it is to be used, then the total commercial price must also include the price of the optional device, wiring, sensors and all other parts of that option in the total commercial price. The price must be for the product when sold brand new.

Wet Cell Battery

An electrolyte filled wet cell lead Acid battery which can be either serviceable or maintenance free.

AGM Battery

A sealed lead acid battery manufactured using Absorbed Glass Matt construction.

GEL Battery

A sealed lead acid battery with suspended electrolyte and a silica additive.

Free

means that the original part, as well as its function(s), may be removed or replaced with a new part, on condition that the new part has no additional function relative to the original part.

2. ELIGIBILITY

- (a) Any Hyundai Excel X3 model manufactured by Hyundai Motor Company between 1 July 1994 and 31 June 2000 and sold in Australia is eligible.
- (b) Each engine and transmission shall be sealed
 - (i) prior to the commencement of any competition; and
 - (ii) ~~Each seal shall be affixed~~ be sealed only by a person as detailed in Appendix 5; and
 - (iii) Be sealed in accordance with the sealing requirements as described in the CERA Technical Guide.
- (c) This shall not prohibit the addition of a seal by an event official for judicial or scrutiny purposes. The presence of a seal will not protect the car from being subject to a protest, or from examination by scrutineers.
- (d) A scrutineer or an appointed Circuit Excel Technical Delegate may:
 - (i) Check the eligibility of an automobile or of a Competitor at any time during the Event.
 - (ii) Require an automobile to be dismantled by the Competitor to make sure that the conditions of eligibility or conformity are fully satisfied.

- (iii) Require a Competitor to supply them with such parts or samples as they may deem necessary.
 - (iv) Require a Competitor to replace a "controlled item" (for example an ECU, Damper etc) with one provided by an appointed Circuit Excel Technical Delegate, at any time during a race meeting.
 - (v) Require a Competitor to deliver an automobile or component to a specific location for compliance testing within a specified timeframe after an event.
- (e) A Circuit Excel automobile subject to a log book issued prior to 1 January 2015 shall not be deemed ineligible due to the presence of the following modifications:
- (i) Seam welded bodyshell; and/or
 - (ii) Relocated brake lines.

3. COMPONENTS

Any component of any Australian specification Excel X3 model may be used unless otherwise specified in these regulations. ~~either original Hyundai or aftermarket provided it performs the same function and is equivalent to the standard component which it replaces.~~

A list of replacement components, that may comply with these regulations, can be found in the 3E Circuit Excel Technical Guide.

3.1 REPLACEMENT OF COMPONENTS

Where these regulations permit the replacement of a component, that replacement component is free, unless the replacement component is otherwise restricted by these regulations.

~~“Free” means that the original part, as well as its function(s), may be removed or replaced with a new part, on condition that the new part has no additional function relative to the original part.~~

3.2 NON-GENUINE PARTS

There is no restriction on the use and source of supply for all fasteners, belts, gaskets, seals, flexible hoses, piston rings, liquid carrying pipes, mechanical cables, bearings, clamps, spark plugs and spark plug leads, filters, batteries and battery cables, globes and LEDs, fuses and electro mechanical relays and windscreen glass provided no modification is made to facilitate the fitment of the replacement part, and on condition that the new part has no additional function relative to the original part.

4. ENGINE

4.1 GENERAL

- (a) The engine must be the G4FK (DOHC) 74kw or G4EK (SOHC) 66kw.
- (b) With the exception of approved aftermarket components as shown in article 3 all engine components must be original Hyundai Excel X3 components.
- (c) Only the following engine reconditioning procedures are permitted within the limits of these regulations, mechanical specifications and compliant with FIA Homologation Forms A5554 and N5554.
 - (i) Cylinder Boring
 - (ii) Cylinder Honing
 - (iii) Decking and Facing
 - (iv) Line Boring
 - (v) Line Honing
 - (vi) Conrod Resizing
 - (vii) Thread Repair
 - (viii) Replacement of Welsh and Gallery plugs

- (ix) Cleaning, [other than any cleaning process that may remove or modify any original material](#).
 - (x) Bead blasting or similar process and angle machining are not permitted.
 - (xi) [Crankshaft journal grinding](#)
 - (xii) [Crankshaft journal finishing](#)
 - (xiii) [Valve seat machining](#)
- (d) The location and number of engine mounts must remain. The location, position and orientation of the engine and the attachment of the mount/s to the engine and body/crossmember must remain standard.
 - (e) Engine mounting bushes are free.
 - (f) The fitment of an engine crankcase breather discharging to atmosphere, compliant with schedule B is permitted.

4.2 CYLINDER BLOCK/ CRANK / RODS / PISTONS

- (a) The cylinder bore may be increased over the standard dimension by a maximum of 0.6mm.
- (b) Any replacement piston must be standard in material and in each functional dimension. Forged pistons are not permitted. Flat top Pistons are not permitted, either original or aftermarket. Machining of any pistons is not permitted, except for the purpose of balancing. Removal of material must only be from the underside of the piston, and a minimum of one piston must remain unmodified.
- (c)
- (d) Undersized crankshaft bearings may be used.
- (e) The crankshaft, pistons and conrods must remain standard except that:
 - (i) Localised spot machining of the outer (ie, larger) circumference of the counterweights, or the outer face of the inner (ie smaller) circumference of the big end surfaces may be undertaken only to achieve balance.
 - (ii) A minimum of one of the respective components or individual aspects of the component being balanced must remain standard and have no material removed.
 - (iii) Performance balancing procedures that involve lightening, smoothing, or polishing of original castings over more than small, localised areas is not permitted.
 - (iv) It is permitted to remove a maximum of 0.5mm of material from any crankshaft bearing journal.
 - (v) Other machining or finishing of the crankshaft is not permitted.
 - (vi) Crankshaft stroke must remain standard
- (f) It is permitted to replace each piston ring provided:
 - (i) the number of compression rings must be 1 per groove (total 2) and one oil ring assembly (3 piece oil ring)
 - (ii) the number of components per ring remains the same as the standard piston rings (i.e. a single piece compression ring may not be replaced by a two piece 'gapless' ring); and
 - (iii) the area of the piston ring which is in contact with the cylinder wall is not less than that of the standard ring.
- (g) [It is permitted to fit a strengthening plate as per Appendix 7 to the centre main bearing cap. The plate shall be manufactured from 20mm x 12mm gauge plate tool steel only and must be fitted with ARP P/No 663-1010 bolts. When fitting the manufactured strengthening plate, the main bearing cap must be machined flat to accommodate the plate.](#)

4.3 CYLINDER HEAD / CAMSHAFT / VALVES

- (a) The camshaft profile (lobes & their position) must remain standard. No machining of the camshaft is permitted.

- (b) The timing of camshafts in relation to each other and the crankshaft must remain in the resultant position from the unmodified factory camshaft wheel and sprockets installed in the standard position.
- (c) The gasket face of the cylinder head and of the block may be machined by parallel machining only, other than listed below. No modifications, machining, addition or removal of material from the cylinder head is permitted.
- (d) It is permitted to regrind the valve seats, including over cuts and undercuts, the purpose of which is to obtain the desired valve seat width. The top cut of the valve seat is limited to a maximum overall diameter of 29.0mm for exhaust and maximum overall diameter of 32.0mm for the inlet valve seats. Concurrently the maximum distance between the valve head to combustion chamber wall is 3.0mm. "The removal of any other casting material from the combustion chamber is NOT permitted
- (e) The cylinder head casting immediately under the valve seat may be machined to a maximum depth no further than the short-turn radius corner of the throat. But must not be greater than the maximum valve seat throat diameter (refer Appendix 1). Where the machined valve throat meets the cylinder head port a distinct edge is formed, which must not be modified either by hand or by compound throat machining.
- (f) Valve seat inserts may be replaced but must be no larger than the original OE inserts or their .012" and .024" oversize variants and must be fitted in the original locations.
- (g) Valve throat machining must be concentric to the original valve guide position and orientation. Valve guides must be original dimensions and position within the cylinder head.
- (h) Other than these exceptions, no modifications, machining, addition or removal of material from the cylinder head is permitted
- (i) Valve springs must be OEM or aftermarket equivalent in all dimensions and ratings. Springs must be parallel inside and out.
- (j) The replacement of components with componentry from other Hyundai models or with replacements machined from billet materials is not permitted.
- (k) K Line Valve Guide Inserts can be used to bring valve stems in cylinder heads back to within standard specifications
- (l) Valve heads must maintain original cast finish and be equivalent material and specification to OEM. Custom made valves are not permitted. Swirl polishing is not permitted. No cuts or dishes are permitted to be machined into the valves other than Valves may be back-cut to a minimum cut diameter of 22.0mm for inlet and 18.0mm for exhaust valves.

4.4 LUBRICATION SYSTEM:

- (a) An engine oil cooler is permitted.
- (b) Baffling of the sump is permitted provided that any baffle is completely enclosed within the removable portion of the engine sump.
- (c) The oil pickup may be modified

4.5 COOLING SYSTEM:

- (a) The radiator and its method of fixing are free provided that the original radiator vertical orientation and the original attachment points on the upper and lower radiator support panels are used. Any replacement radiator must be within the dimension limits listed in Appendix 1 whilst the thickness is free.
- (b) An additional electric fan is permitted.
- (c) The operation of the fan may be controlled by a manual switch or thermostatically.
- (d) Each cooling system hose is free.
- (e) A screen may be fitted in front of the radiator.

4.6 FLYWHEEL AND CLUTCH:

- (a) Machining of the flywheel is not permitted, save for the friction surface
- (b) The flywheel must adhere to the dimensions and weights listed in Appendix 1 at all times
- (c) Any component of the clutch assembly may be replaced provided it respects the original design, specifications and continuous friction material.

NOTE: A solid centre friction disc is not permitted.

4.7 INDUCTION:

- (a) The air filter system is free upstream of the throttle body.
- (b) The induction system must be supplied only with ambient air. Additional cooling of the intake air is not permitted.
- (c) The entire induction system must be fully contained within the engine bay.

4.8 EXHAUST:

The exhaust system is free downstream of the manifold and other than:

- (a) The exhaust must exit only from the rear of the automobile
- (b) The exhaust must follow the original route of the standard exhaust.
- (c) factory heat shielding to the fuel tank must be retained.

5. FUEL SYSTEM AND FUEL

- (a) Fuel must be Pump Fuel compliant with Schedule G of the Manual.
- (b) The fuel tank inspection cover may be replaced by a secure metal cover of free design.
- (c) The original fuel tank must be maintained in the original location but may be modified by the installation of safety foam. Protection for the fuel tank may be added only in the area of the tank.
- (d) The fuel pump may be replaced by an external electric type provided the pump and fuel lines are not located within the cockpit.
- (e) The fuel pressure regulator is free and an adjustable fuel pressure regulator may be used under the following conditions:
 - (i) The fuel pressure must not exceed 420kpa (60.9 psi) at any time.
 - (ii) The fuel pressure of a running engine may only vary directly in line with manifold pressure.
- (f) Each fuel injector must be an original and unmodified factory Hyundai Excel component for a model sold in Australia. It is permitted to recondition or replace with an approved reconditioned exchange unit as long as the original specifications (including flow rate) are retained.
- (g) The carbon canister may be retained in its entirety or removed. If it is removed, the fuel tank must be vented safely external to the cockpit and incorporate a vent system with a gravity activated roll-over valve.

6. TRANSMISSION

- (a) The original gear selector mechanism may be modified to reduce free travel in the mechanism. Any modification to the selector mechanism must not alter the pattern of gear selection.
- (b) The original gear lever must remain, but it is permitted to add or remove the minimum amount of material required to alter distance from the gear lever pivot to the cable attachment point for the purpose of altering the distance required to shift gears or the length of the lever.
- (c) The addition or modification of gear shift stops are permitted provided that they serve no other function.
- (d) The gear shift mechanism may be raised only by the addition of spacers.
- (e) Gearbox and final drive ratios shall be as detailed in Appendix 2. Final drive ratios apply to their respective engine design, ie cars fitted with twin cam engines must use the twin-cam final drive ratio. The method for testing of gearbox ratios, in the instance a gearbox is not dismantled, is detailed in the 3E Circuit Excel Technical Guide.
- (f) Limited slip or locked differentials are not permitted. It is not permitted to tighten differential centres by fitting thicker shims or multiple shims. The sun and planetary gears must rotate freely by hand. [If a vehicle is in neutral and has both front wheels raised off the ground, turning of one front wheel by](#)

hand must not cause the other front wheel to rotate in the same direction. The full method for testing the differential gear action, is detailed in the 3E Circuit Excel Technical Guide.

- (g) It is permitted to fit a drive shaft from an X2 Hyundai Excel provided no other modification is performed.

7. CHASSIS

- (a) Each automobile must be fitted with a safety cage compliant with Schedule J of the Manual.
- (b) It is permitted to locally strengthen individual front suspension control arm mounting points which must remain in the original location. These modifications are only permitted within the area, on each side of the vehicle, shown by the marked box in appendix 6.

8. WHEELS AND TYRES

- (a) Wheels are free, provided that each complete wheel and tyre is housed within the original bodywork. Each wheel must be of one-piece construction. The maximum wheel diameter and rim width must be 15" X 7". Each wheel on the automobile must be the same rim width, diameter and offset. ~~each axle.~~
- (b) The control tyre is the Federal RSR 195/50/15.
 - ~~(i) At the 2020 Bathurst 6 Hour Event, MRF tyres must be used by all competitors in the Hyundai Excel support race.~~
- (c) Tyre buffing / mechanical cleaning is only permitted outside of a race meeting.
- (d) Prior to practice or racing, each tyre must have a tread depth in excess of 1.5mm, ~~the wear indicator~~ save on the shoulder where localised wear may occur and up to one localised flat spot.
- (e) Regrooving or chemical treatment of a tyre is not permitted.
- (f) A wheel spacer of maximum thickness 10.0mm, fixed to the mating face of the wheel or hub and compliant with Schedule E of the Manual is permitted at each wheel.
 - (i) Extended wheel studs must be fitted if using wheel spacers, the maximum length must be 73 mm. The entire stud and wheel nut must not protrude past the outer face of the rim
 - (ii) Each wheel nut must be of a ferrous material and the outer end is not permitted to be enclosed.

9. STEERING

- (a) The steering rack must be either:
 - (i) a standard Hyundai Excel power steering rack; or
 - (ii) a standard Hyundai Excel non-assisted steering rack.
- (b) The original power steering may be added or removed.
- (c) The steering wheel and its method of attachment are free save that it must not contain any wood.
- (d) The power steering pump and accessories may be removed if not in use.

10. BRAKES

- (a) Brake friction material is free.
- (b) The brake lines are free but must be securely mounted.
- (c) It is permitted to fit a mechanical proportioning valve to a brake line provided such valve is not adjustable from within the cockpit.
- (d) The rear drum brake backing plate may be modified only by the removal of material to allow access for adjusting and for the purpose of cooling.
- (e) The parking brake mechanism must be operational.
- (f) Each front disc brake assembly must be either:
 - (i) standard Hyundai Excel brake rotor, caliper and hub axle combination; or
 - (ii) J2 Hyundai Lantra brake rotor, caliper and hub axle combination.

- (iii) XD Hyundai Elantra brake rotor, calliper and hub axle combination
- (g) Cross drilling and/or slotting of a brake rotor is not permitted.
- (h) The installation of brake pad knock off springs is permitted.
- (i) Brake Cooling
 - (i) It is permitted to remove a blanking plate or cover or a fog light assembly and associated hardware located in the lower section of the standard front bumper bar, for the sole purpose of providing additional cooling air to the front brakes.
 - (ii) It is permitted to fit a single duct to the braking system of each front wheel, solely to direct ambient air from the existing unmodified opening in the standard front bumper bar to each front brake rotor. Each brake duct must be wholly contained within the external shape of the standard bodywork and must not be visible when viewed from the front of the automobile (except through an opening in the front of the duct). The front disc brake backing plates may be modified for the purpose of an attachment of a brake duct or removed in their entirety
 - (iii) Each brake duct must not exceed 80mm inside diameter except for the brake duct fitting within 150mm of the external surface of the standard front bumper bar; and within 80mm of the brake rotor.

11. SUSPENSION

- (a) Original Hyundai or aftermarket McPherson Struts with non-adjustable spring platforms are permitted. The use of a “coil-over” design is also permitted.
 - (i) For OEM style McPherson Strut type suspensions with non-adjustable spring platforms, springs are free provided their type and location are unchanged.
 - (ii) Where an adjustable coil-over damper is used it must be selected from the control suspension list in Appendix 3. The suspension spring must form part of the selected control package and must be used as the manufacturer specified and as defined in Appendix 3, there is no legacy specification or freedoms for these packages regardless of the vehicle logbook date.
 - (iii) The coil-over packages defined in Appendix 4 ~~shall be deleted from use from 1/1/21 continue to remain eligible on a vehicle which is the subject of a log book prior to 1 January 2017. This suspension must have been noted in the vehicle log book, and must have been used in competition in the vehicle prior to this date. These suspension packages must remain unmodified from its original specification.~~
 - (iv) From 1/1/21 it is permitted to use the control Excel suspension package as supplied by Supashock Australia. This control Excel suspension package will be compulsory in competition from 1/1/22. The control suspension components must be used as supplied by the control supplier and must not be modified or added to in any way. The control suspension units are factory sealed and recorded, and the sealing mechanisms shall be protected from damage and tampering.

The number and location of dampers must remain as original. ~~Any damper which is externally adjustable for bump and/or rebound is permitted.~~ External reservoir designs are not permitted.
- (b) Bump stops ~~are free however if used~~ for suspensions from Appendix 3 must be as supplied by the relative suspension supplier, not interchangeable with other suspension brands, and fitted in the original location.
- (c) Each original bush used at a suspension pivot point may be replaced only by another of elastomeric material. (for a definition of Elastomer and Elastomeric Bushing see “Definitions – Technical” in the Motorsport Australia Manual.
- (d) A spherical bearing is permitted only in a suspension strut top mount.
- (e) The use of replacement adjustable strut tops is permitted, providing that each uses the standard body shell mounting points exclusively. The removal of metal from the suspension tower is not permitted, except that the hole in each rear strut tower may be enlarged to a maximum of 60mm diameter and provided it remains circular and concentric with the original opening.
- (f) Camber and caster may be adjusted through the use of eccentric camber plates, pins or washers, and/or by the use of a caster bush kit. Additional kits with the sole purpose and effect of limiting camber

are permitted if the specific kit is listed in the Circuit Excel Technical [Booklet, Guide](#) and is installed and used only as intended by the manufacturer.

- (g) An anti-roll bar is free with the following conditions.
 - (i) Any replacement must use only the original mounting points on both the chassis and control arm.
 - (ii) Maximum diameter of the anti-roll bar is defined in Appendix 1.
 - (iii) Anti-roll bars must be a one-piece design and follow the original shape and form.
 - (iv) Any Anti-roll bar adjustments must only be made via movement of the link to an alternative position on the bar itself.
 - (v) The anti-roll bar link/s is free but may not incorporate spherical bearings, rose joints, or spring elements. The original sway bar link bushing and other elastomeric bushings are permitted.
- (h) A strut brace may be fitted between the front suspension towers provided it only links the strut towers. The rear suspension towers may be braced by the safety cage and/or an additional strut brace.
- (i) Camber must not exceed 4.0 degrees negative.
- (j) The ride height of the automobile must not be less than 100mm excluding exhaust system with the driver in the automobile. When checking ride height, if any tyre pressure is less than 2.0bar, then it may be raised to 2.0 bar to check ride height.

12. ELECTRICAL EQUIPMENT

12.1 GENERAL

- (a) A standard Australian Delivered manual Hyundai ECU, applicable to the engine type (DOHC or SOHC) must be used. No modification or addition to the ECU is permitted. The ECU diagnostic port must remain fully serviceable so that ECU sensor readings and other information can be accessed. The ECU may be relocated provided no modification to the ECU harness is made. The ECU may be interchanged with another ECU of a competing automobile or sample ECU at any time during competition.
- (b) Ignition coils, igniters and triggers must be compliant with original equipment specifications.
- (c) Spark plugs and high tension leads are free.
- (d) A high level brake lamp must be fitted either as standard or, where a wing is fitted, incorporated within the wing.
 - (i) Each automobile must be fitted with a ~~rearward facing~~ rain light ~~fully compliant with Schedule C. The rain light must be~~ centrally mounted on the rear hatch/boot immediately above the rear registration/number plate recess.
- (e) The vehicle Battery may remain in the factory location or be relocated into the cockpit of the vehicle provided:
 - (i) The battery must be securely mounted to the floor of the vehicle in the vehicle cockpit, The mounting is subject to the approval of race scrutineer(s) or category Eligibility Officer(s)
 - (ii) The Battery type is either a Wet Cell, AGM or GEL Type battery
 - (iii) If mounted in the cockpit, only an AGM or GEL Type battery is permitted.
 - (iv) The positive terminal of the battery must be insulated to prevent short circuiting.
- (f) No modification to the engine wiring harness is permitted.
- (g) The Idle control valve may be fitted with a blanking plate with the sole purpose to block off the sensor to prevent over revving if the sensor fails. All other sensors must remain unmodified and remain in their original position and remain connected.
- (h) Front and rear indicators must remain in place and must be operative. Side guard indicators may be removed.

12.2 TELEMETRY/DATA LOGGING/CAMERAS

- (a) Data logging is only permitted as per below:

- (i) A standalone Lap Timer Unit that uses a trackside beacon.
 - (ii) A standalone GPS Lap Timer System.
 - (iii) A smartphone with a Lap Timer Application. The phone must be solidly mounted in a mount approved by the scrutineers of the meeting.
 - (iv) A data logger (or combined data logger and display) is permitted on the condition that it is a commercially available product and has a commercial price that does not exceed \$1000 and including all hardware, software, sensors and wiring. No data logger is permitted to connect to any original vehicle wiring, or original vehicle sensors other than the vehicle's battery power, ground or to read an RPM trigger.
- (b) The use of a single video camera / video recording system in an approved solid mount attached to vehicle Safety Cage Structure is permitted on the condition that it is a commercially available product and has a commercial price that does not exceed \$1000 and including all hardware, software and wiring. Only wires used to supply vehicle power to a camera system are permitted to be wired into a camera system.
 - (c) The use of a data logging system that interfaces with the vehicle ECU or connects to an OBD port is not permitted.
 - (d) It is not permitted to use of any form or type of real time telemetry or the transmission of any data other than a lap trigger signal to or from the vehicle.

13. BODY, COACHWORK AND COCKPIT

- (a) All coachwork must remain standard. A rear wing may be fitted provided it is:
 - (i) a standard Hyundai low wing, Hyundai part number 87211-22200 or 87211 22500; or
 - (ii) a standard Talon High wing part number HYU25; or
 - (iii) identical to either of the above; and
 - (iv) not adjustable.
- (b) It is permitted to reform the wheel arch by folding the lip against the inside of the wheel arch.
 - (i) The guard/panel must retain the original shape, profile and width. Flaring of the guard is not permitted.
 - (ii) It is permitted to remove the plastic inner guard liners.
- (c) It is permitted to remove any plastic shroud / undertray fitted under the body of the automobile that is licked by the airflow. No additional solid or flexible underbody panels or trays are to be fitted.
- (d) The front and rear bumper bar must remain unmodified save for the fitment of front and rear tow points.
 - (i) The metal reinforcements behind front and rear bumper covers must be retained.
 - (ii) Addition of solid or flexible elements below or behind the bumper covers is not permitted.
 - (iii) Lightweight stays to support lower corners of bumpers when plastic inner guards are removed are permitted.
 - (iv) An additional support, behind the headlight and or indicator, with its only function to retain the front indicator is permitted.
- (e) It is mandatory to remove the rear window wiper motor assembly. The resulting hole must be covered.
- (f) Soundproofing material and trim fitted to the underside of the bonnet and engine bay that is not visible from the outside may be removed.
- (g) Exterior side mouldings may be removed, and the resultant holes may be sealed with a suitable covering.

13.2 WINDOWS

- (a) The original glazing material of each window must be retained, unless otherwise permitted in these regulations.

- (b) On an automobile with 2 doors, it is permitted to fit an insert of clear polycarbonate material in part of the glazed area of the front doors. The polycarbonate material may incorporate a single ventilation duct. The original window glass must be retained and must secure the polycarbonate material insert.
- (c) On an automobile with four doors it is permitted to fit an insert of a clear polycarbonate material in part of the glazed area of each rear door. The polycarbonate material may incorporate a single ventilation duct. The original window glass must be retained and must secure the polycarbonate material insert.
- (d) It is permitted to replace the front windscreen with one that incorporates electrical demister elements.
- (e) Both windscreen wipers must be functional
- (f) Standard washer bottle and associated components may be removed from the vehicle.

13.3 INTERIOR

- (a) The following components may be removed from the cockpit:
 - (i) internal plastic trim and glove box;
 - (ii) roof padding and lining;
 - (iii) carpets and insulating material, including soundproofing material bonded to interior panels;
 - (iv) front passenger and rear seats;
 - (v) radio, speakers, console and associated wiring.
 - (vi) restraint systems and supplementary restraint systems; and
 - (vii) boot lining including linings and parcel shelf in the boot space of hatchback versions, spare wheel and wheel changing equipment.
- (b) It is permitted to remove or modify the components associated with the vehicle heating or air conditioning system. Either a windscreen internal effective demisting fan system or a heated screen system must be retained, whereby this system must be free.
- (c) Any void/s created by such removal of components must be closed in a professional manner using suitable panel/s.
- (d) Original door trim and Quarter panel trim may be replaced by substitute solid material.
- (e) A replacement dashboard of fibreglass reinforced plastic is permitted provided 90% of the silhouette of the standard dash remains (top, front and side). The panel where the original radio and climate control are situated may be removed below a horizontal plane defined by the upper edge of the glove box aperture
- (f) The only additional components which are permitted in the cockpit are:
 - (i) safety equipment and structures;
 - (ii) supplementary gauge / gauges that have no logging ability greater than one sample point are permitted on the condition that the product or products are commercially available products and have a combined commercial price that does not exceed \$1000 aud including all hardware, software, sensors and wiring. No display system is permitted to connect to any original vehicle wiring, or sensors other than the vehicles battery power, ground or to read an RPM trigger;
 - (iii) Electrical switches or dials;
 - (iv) driver cooling system;
 - (v) driver drink system;
 - (vi) ballast, if required, must be installed in the area originally used for the front passenger seat and be in compliance with the Motorsport Australia general requirements definition for Ballast and Ballast Retention.
 - (vii) Radio system for two –way communication between the driver and their team or receive only from Race control. No car-to-car communication is permitted; and
 - (viii) electrical equipment as defined in section 12;
- (g) None of the above items may be installed in a manner which will actually or potentially hinder the driver's vision, hinder the ability for the driver to extricate from the automobile or affect the engine power or

influence the steering, transmission, brakes, or roadholding of the automobile in a direct or indirect manner. Each of the items must be suitably secured.

- (h) Each control must retain its standard function although it is permitted to adapt each control to affect its use and accessibility.
- (i) Steering column switches must remain fitted and operative in their original location other than the ignition barrel which can be removed, and its switches relocated.
- (j) Pedal settings may be modified provided the original mounting points to the body remain unchanged.
- (k) To facilitate the installation of a replacement driver's seat, the original seat tracks and brackets may be reinforced and/or removed. Modification to the floor pan to facilitate fitment of lower seat mounts is permitted. NOTE: If any metal is removed, the modified section of the floor must be plated with similar material.

14. WEIGHT

The minimum racing weight is 1000kg.

15. MISCELLANEOUS

- (a) The reinforcement of jacking points is permitted only by the addition of metal plate/s and provided any reinforcement plate does not exceed 150 mm x 150 mm x 3 mm and follows the contours of the original structure.
- (b) A lap timing device (Dorian or similar) shall be positioned under the left front foot well (refer images)



Inside Left Foot-well



Left under Foot-well

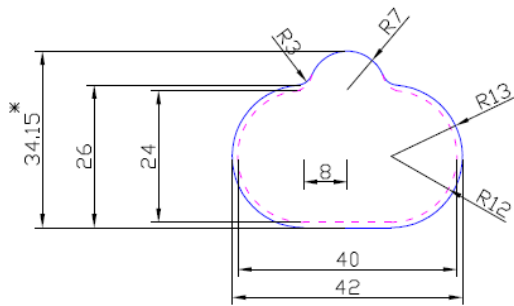
Appendix 1

Block prefix G4FK DOHCDDDim

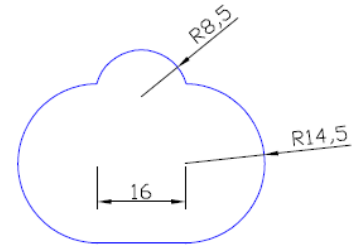
Cylinder bore	76.1mm maximum
Stroke	83.5mm maximum
Cylinder block height	257.7mm minimum
Block tolerance (Limit for correction of cylinder block upper face distortion)	0.25mm
Crankshaft weight (Single counterweight "Black-top" version) with tone wheel	11.2kg minimum
Crankshaft weight (Double counterweight "Silver-top" version) with tone wheel	12.0kg minimum
Piston protrusion	+0.05 (+/- 0.15mm)
Piston material	Aluminium alloy (Cast)
Piston height from gudgeon pin centre to piston crown	30.5mm (+/- 0.1mm)
Piston weight, with gudgeon pin, and rings	317.2g minimum
Piston rings – number (includes oil control ring/s)	3
Conrod weight – Combined weight of conrod, fasteners, w/o bearings, piston, pin and rings	792.2g minimum
Total combustion chamber volume	42.95cc minimum
Cylinder head combustion chamber volume	37.00cc minimum
Cylinder head	No angle milling permitted
Inlet valve seat insert – throat diameter	25.0mm maximum
Exhaust valve seat insert - throat diameter	22.5mm maximum
Inlet valve diameter	28.2mm maximum
Exhaust valve diameter	25.0mm maximum
Valve stem - diameter	6.0mm
Valve spring installed height	35.0mm
Inlet port (tolerance -2%, +4%)	Drawing 1
Inlet manifold (tolerance -2%, +4%)	Drawing 2
Inlet manifold throat	No match porting
Exhaust port (tolerance -2%, +4%)	Drawing 3
Exhaust manifold (tolerance -2%, +4%)	Drawing 4
Exhaust manifold Outlet (tolerance -2%, +4%)	2 x 34mm
Inlet Camshaft lobe dimension (Drawing 5)	(A) 36.00mm minimum (B) 43.2484mm maximum
Inlet Valve lift	7.20mm (+/- 0.2mm)
Exhaust Camshaft lobe dimension (Drawing 5)	(A) 36.00mm (B) 43.8489mm
Exhaust Valve lift	7.8mm (+/- 0.2mm)
Throttle body internal diameter	48.0mm (+/- 0.25mm)
Flywheel thickness	29.0mm minimum
Flywheel weight	6.2kg minimum
Gearbox and final drive ratios	Table 1
Effective/Outer track - measured at Racing Weight at the widest point of the outside of the tyres set at 2.0 +/-0.1bar	Front = 1720mm maximum Rear = 1710mm maximum
Wheelbase	2400mm (+/- 20mm)

Body width – Front	1611mm (+/- 15mm)
Body width – Rear	1620mm (+/- 15mm)
Anti-roll bar diameter - Front	22.0mm maximum
Anti-roll bar diameter - Rear	18.0mm maximum
Combined Flywheel and Clutch Assembly weight	9.8kg minimum
Radiator height excluding cap	453mm (+/- 15mm)
Radiator Width minimum	610mm
Radiator Width maximum	685mm

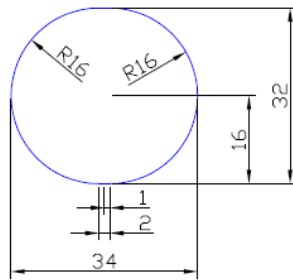
Appendix 2



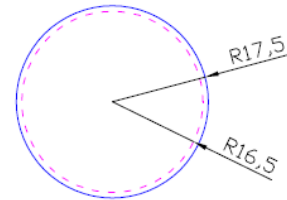
INLET PORT DIMENSIONS



INLET MANIFOLD DIMENSIONS



EXHAUST PORT DIMENSIONS

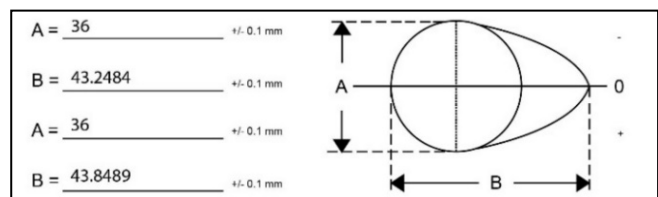


EXHAUST MANIFOLD DIMENSIONS

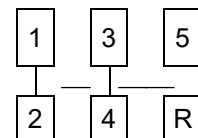
Table 1 Gearbox Ratios

	Number of teeth	Ratio	Synchro
1	<u>13/47</u>	<u>3.615</u>	<u>Yes</u>
2	<u>19/39</u>	<u>2.053</u>	<u>Yes</u>
3	<u>27/37</u>	<u>1.370</u>	<u>Yes</u>
4	<u>32/33</u>	<u>1.031</u>	<u>Yes</u>
5	<u>37/31</u>	<u>0.838</u>	<u>Yes</u>
R	<u>12/29/39</u>	<u>3.250</u>	—
F/Drive	—	<u>3.842</u>	<u>DOHC</u>
F/Drive	—	<u>3.656</u>	<u>SOHC</u>

Drawing 5 Camshaft Dimensions



Gear change pattern



Appendix 3

Control Suspension Supplier List

A Circuit Excel which is the subject of a log book issued after 31 December 2016 and fitted with coil-over suspension must use a complete coil-over suspension package from a supplier listed in Appendix 3.

Brand	Model	Part Number	RRP	Spring Identification	Supplier
XYZ	Super Sport Coil overs	HY01-RS	\$1,300	Front: 180x10.5 Rear: 180x9.5	Performance Suspension Racing, QLD
MCA	Blue	MCA-XLR-B	\$1,450	Front/Rear 20006	MCA, QLD
MCA	X-R Series	MCA-XLR-XR	\$2,050	Front/Rear 20006	MCA, QLD
Spax	Krypton Gas	RSX 926	\$1,650 (excluding tops)	Front: KING KPS027 Rear: KING KP303 + SPAX R0019	Suspension Concepts, NSW
SupaShock	Excel Pack	Front: SEP-016-01 Rear: SEP-016-02	\$1,999	Front: SEP-016-01-SF Rear: SEP-016-02-SR	SupaShock, SA

Appendix 4

Continuance of Eligibility

Yellow Speed	Dynamic Pro Sport	MX5 Mania, NSW
Yellow Speed	Premium Competition	MX5 Mania, NSW
KS Racing	K Sport	A&B Motorsports
Ceika	Type 1M	Ceika Performance

A Circuit Excel which is fitted with a coil-over suspension package listed in Appendix 4; which is the subject of a log book issued prior to 1 January 2017 in which the suspension package is recorded; and with the approval of the State association where the car is based, shall remain eligible so long as the coil-over suspension package is unchanged.

Appendix 5

Approved component sealers (to be approved by each Circuit Excel State Association)

Queensland	Shane Beikoff	0418 722 156	South Australia	Fred Severin	0418 850 826
New South Wales	Pat Rhodes	0428 631 950	South Australia	David Shaw	0409 887 733
Victoria	John Mahncke	0418 387 974	Western Australia	Tony Ierace	0418 917 710
Victoria	Laurie Griffin	0407 946 944	Western Australia	Rob Mitchell	0433 692 554
Tasmania	Lew Bush	0407 333 825			

Appendix 6

Chassis strengthening location.



Appendix 7

Centre main bearing cap strengthening plate

