

Summary of changes to the 2024 Motorsport Australia Manual; Technical Appendix.

The following summary of regulation changes is for information only and has no regulatory effect, please refer to relevant Schedule.

Regulation	Regulation wording	Notes
Definitions - Technical		
Bodywork/Coachwork (c) (i)	A Production Car that has an original manufacturer fitted removable structure of ridged material that is fixed to the Automobile to make up the roof and/or pillars of the Automobile will determine that Automobile to have completely closed bodywork.	Modification of existing definition.
Open Automobile	An <i>Automobile</i> without a Pillar or any supporting structure between the tops of the windscreen pillars (A Pillar) and those of any other supporting Pillar or the rear window (if fitted).	Modification of existing definition.
Pillar	A structure that supports the roof of an Automobile, with the A-pillars being the structures that frame the windscreen, and each successive set of structures (moving toward the rear of the Automobile) being named after successive letters of the alphabet.	Added definition.
Registered For Road Use	An Automobile issued with registration which officially certifies that an Automobile can be driven on public roads and connects an Automobile to both a State and an owner. Registration may be in the form of a permit issued by a relevant State authority for a specific purpose with conditions applied.	Added definition.
Schedule A - Each Automobile (except a Superkart) must, of necessity, in any Competition:		
1.1 (p)	have any component, equipment or device installed within an Automobile be secured with sufficient fixings to remain restrained under a deceleration or acceleration of 25g.	Added regulation
1.1 (q)	have an Incident Data Recorder (IDR) fitted where specifically requested to do so by Motorsport Australia in which case the IDR and fitment must comply with the IDR policy.	Added regulation
1.2 (a)	Each Driver of an Automobile must, of necessity, in any Competition: comply with Motorsport Australia Self-Extraction requirements, in accordance with the Self-Extraction policy.	Added regulation
Schedule D - Apparel		
2.1 – Level B	Snell SA2010 and SAH2010 and either FIA 8858-2002 OR FIA 8858-2010 tether anchors (No. etched on the tether anchor)	Downgrade of helmet standard from level A to level B.
2.3 – Level B	FIA 1986 Standard overalls not permitted for use after 31/12/2024	Advance notification for removal of FIA 1986 standard.
3.6(b)	In a Circuit Race where a refuelling operation is permitted, each person must at least wear shoes and socks, long pants and a short sleeved shirt. Each person involved in a refuelling operation or who is working within one metre of the refuelling or venting point must be attired in the following: (i) One-piece flame-retardant overalls compliant with Level C of Table 2.3 of flame-resistant materials extending from neck to wrists to ankles. Where such overalls consist	Modification of existing regulation.

	<p>of a single layer of material, separate flame-retardant resistant underwear compliant with Level A of Table 2.4 extending from neck to wrists to ankles must also be worn.</p> <p>(ii) A flame-retardant resistant balaclava compliant with Level A of Table 2.5 which covers the entire head and neck save for one or two eye openings, unless a helmet providing a similar level of protection is worn.</p> <p>(iii) Goggles which cover all exposed areas of skin not covered by the balaclava, or a full-face helmet and visor.</p> <p>(iv) Shoes of leather or other flame-resistant materials which completely cover the feet and which fit closely around the ankle to minimise the ingress of spilt fuel. The soles must be resistant to fuel.</p> <p>(v) Those directly handling fuel shall require flame-retardant socks compliant with Level A of Table 2.7 and gloves compliant with Level A of Table 2.8. which comply with the requirements of the FIA 1986 or 8856-2000 or 8856-2018 standard.</p>	
Schedule G – Fuel		
5	A petrol, diesel or alcohol fuel produced exclusively from sustainable resources or chemical synthesis . Where such a fuel does not meet the requirements of Articles 2, 3 or 4 above, its use must be specifically authorised by the Fuels Regulation Committee. Motorsport Australia may permit synthetic fuel or synthetic fuel blended with other fuels, applicable to Articles 2,3 and 4 above, on application (via technical@motorsport.org.au).	Modification of existing regulation.
Schedule H – Fire Extinguishers		
1.2 (g)	Each plumbed-in fire extinguisher must be in an active, armed or ready to use state when the <i>Automobile</i> is in use. Each active, armed or ready to use state mechanism must be readily accessible and able to be visually identified by the Driver (i.e. the arming device for an electronic activation system must be visible to the Driver).	Additional regulation for all plumbed in fire extinguisher systems.
8	Each Automobile must be fitted with a fire extinguisher in a Circuit Race as follows:	Additional regulation for circuit race.
8.1	National Championship, Cup, Trophy, Challenge or Series: A plumbed-in fire extinguisher system in accordance with FIA Technical List No. 16 or FIA Technical List No. 52 and fitted in accordance with FIA Code Appendix J. Article 253.	Additional regulation for circuit race.
8.2	National, State and Club Competition: A hand-held extinguisher in accordance with Table H1; or A plumbed-in fire extinguisher system in accordance with FIA Technical List No. 16 or FIA Technical List No. 52 and fitted in accordance with FIA Code Appendix J. Article 253.	Additional regulation for circuit race.
Table H-1 – Circuit Race	AS1841.5 – ABE Powder or FIA Standard – 1 kg	Additional regulation for circuit race
Schedule I – Safety Harnesses and Window Nets		
2 (c) (iv) (A)	Where a reinforcement bar is installed in an Automobile, the reinforcement bar, together with its fixings must comply with the load testing requirements of the FIA Code Appendix J – Article 253 6.2 when installed in the Automobile.	Addition of an FIA load testing requirement to existing regulation.
5 (ii)	(i) Where an occupant is not using wrist/arm restraints a window net must be used to cover each opening forward to the centre line of the steering wheel , except for the front window opening, and be able to withstand a load of 500N applied at any point. The window net must be fixed to the Safety Cage Structure except for a Production Car, Ute or 4WD where it is permitted for the upper fixing to attach to the Bodyshell.	Modification of existing regulation previously detailed in Off Road General Requirements

5 (iv)	If wrist/arm restraints are used, they must be worn by each occupant at all times whilst the Automobile is moving in a Competition. A wrist restraint must be at least to the SFI 3.3 standard <u>and must be mounted on one end to the safety harness lap belt and the other end to each arm or wrist.</u>	Modification of existing regulation previously detailed in Off Road General Requirements.
Schedule J – Safety Cage Structures		
4.1 (d) 4.1 (d) (i) 4.1 (d) (ii)	<u>Only a safety cage manufactured from materials detailed in Articles 8.4 and 8.5 are permitted for;</u> <u>Each Automobile in a National level Race, Rally or Off Road Competition – Effective from 01/01/2025</u> <u>Each Automobile in a Race, Rally or Off Road Competition – Effective from 01/01/2026</u>	Notification of a phased introduction to only permit steel safety cage structures for Automobiles built to previous regulations across Race, Rally and Off Road. Note - 5th Category Historic log booked vehicles are exempt.
5 (a) (i)	<u>A safety cage registration will remain valid for a period of 2 years for the purpose of a log book application. A safety cage structure subject to a registration issued more than 2 years prior to submitting a log book application will require re-registration to comply with current regulations.</u>	Addition of a maximum 2-year time period between safety cage registration and logbook application.
5 (a) (ii)	<u>A safety cage registration is linked to a single Automobile identified by a chassis number or Vehicle Identification Number (VIN). Where a registered safety cage structure is transferred to a different Automobile, the safety cage structure must be re-registered and comply with current regulations</u>	Provide further clarification regarding the process for transferring a registered safety cage structure into a new vehicle.
16 (d)	The use of dismountable joints as per Drawings J-48 and J-49 must be subject of an application to Motorsport Australia to confirm the specific permitted use of such joints, and any conditions as required by Motorsport Australia	Removal of dismountable joints J-48 and J-49.
16 (e)	<u>The use of dismountable joints as per drawing J-47, J-50, J-53, J-56 and J-57 are not permitted for use after 31/12/2024.</u>	Notification of change to remove some currently permitted dismountable joints.