

Chassis: The OEM stock automobile frame (chassis rails) for body used must be retained, (and may not be removed/replaced/reconstructed) forward of the rearmost point of the front door. Chassis may be reconstructed rearward of the rearmost point of the front door.

A maximum of two front to rear frame strengthening members may be added to any Unibody constructed car and may be up to 50 mm (2 inches) x 75 mm (3 inches) material, running longitudinally between the OEM stock front frame (chassis rails) and rear sub frame (back half).

The fitment of any additional floor bars and/or floor reinforcement (including floor bracing rollcage components) forward of the rearmost point of the front door lower than sill height, are deemed to be floor/chassis strengthening members and will render the vehicle non-compliant for Modified Sedan.

Body: Must be an OEM production car body.

Modifications altering the contour of the body are not permitted.

Original grille must be retained, but may be covered from behind to prevent air from passing through.

Full stock headlights and tail lights must be retained, but need not be operative.

The replacement of panels with fibreglass, Aluminium or other materials is only permitted for 25 years or older vehicles and limited to bonnet and front guards, otherwise not permitted except as noted in these rules. Replacement bonnet can be lift off and bonnet hinges not required (for 25 years or older vehicles).

Floor may be reconstructed from rearward of the rear most point of the front door, in Steel of the same gauge as original.

Inner front wheel arch area may be clearanced to accommodate industry standard front tyres up to 26 inches (660 mm) in diameter.

Front transmission tunnel may be removable and reconstructed forward of the front universal joint. The new transmission tunnel should attempt to maintain appearance of original contour with allowance given for swapping between transmission types and makes. The maximum length of any reconstructed tunnel is 44 inches (1117 mm) from the rear of the engine block and any alterations to the existing tunnel is limited to the area within 44 inches (1117 mm) from the rear of the engine block.

Convertibles, Panel Vans, Utilities (Utes) and closed Sports Cars may compete in this class providing all requirements are met. All competitors utilising a Utility (Ute) type body configuration must ensure that the tailgate remains closed during competition.

Aftermarket panels must retain OEM appearance and OEM shape. Single or multi-piece front clips prohibited.

Bumpers: Stock front and rear bumpers with over-riders or exact replicas in fibreglass or composite material, with proper bracing are required.

Weight Removal: For vehicles younger than 25 years the removal of inner panels from bonnet, boot lid and other areas is strictly prohibited. Bonnet hinges may not be removed and may only be modified for clearance of ancillary components.

Ballast: Permitted.

Rear Axle: Any production automobile rear axle assembly permitted. Track may be narrowed. Spool may be fitted.

Wheelbase: Must meet manufacturer's specifications, and must not vary from left to right more than 25 mm (1 inch).

Steering: Properly fitted rack and pinion steering may replace other types. Left or right hand drive permitted.

Parachute: Required where Class Record exceeds 140 mph (225 km/h).

Self Starting: Required. Push starts not permitted. Refer Support Group, Self Starting.

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