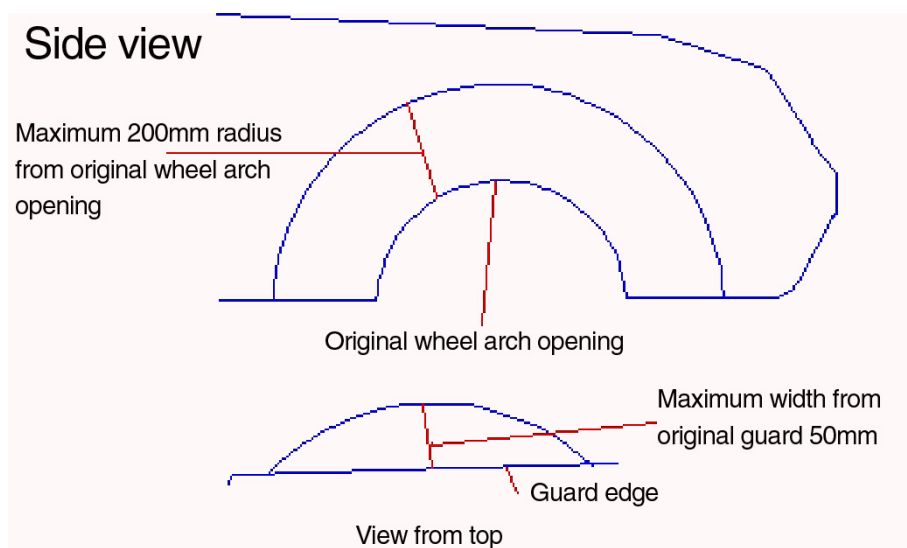


- (vi) Wheel arches: The edges of the wing panels may be folded back if they protrude inside the wheel housing. (Panels must not be reformed, nor may any changes of shape result). If wing panels are made of plastic, protrusions must be removed.

A car of a model manufactured more than 10 years prior to 1 January of the year of the competition being conducted may have wheel arch flares added by integrating the flare with the guard or bodywork or by bolt-on means, provided that the increase in the total width of the bodywork is less than 100mm and that the flare does not exceed the radius of the original wheel arch opening by more than 200mm (refer to diagram). For the purpose of wheel and tyre clearance, it is permitted to remove up to 75mm of original bodywork measured radially from the edge of the original wheel arch outwards. Any cavity exposed in a door or wheel arch through the removal of metal must be covered by the addition of a metal closing panel. Any body joint protrusions must be rendered safe. The operation of any door must not be affected.



- (vii) For a car manufactured prior to 1 January 1986, the guards/wings/bonnet/bumper bars and boot lid (all of which are held in place by bolts or screws only), may be made of fibreglass or aluminium in place of the original material. In the case of fibreglass, the minimum material thickness is 3mm and with aluminium the minimum material thickness is 1.25mm. The original method of attachment shall be retained, including hinges and catches where applicable.

(viii) Body Kit Components

- (a) It is permitted to replace the following original body kit components with a replica of the original:

- front 'lip' spoiler;
- bumper bar/air dam assembly (front and rear);
- side skirt;
- rear wing/spoiler.

The material from which the replacement body kit component is made is free.

- (b) Rear aerodynamic device: It is permitted to fit a rear aerodynamic device (eg. wing, spoiler).

The rear aerodynamic device shall be of single plane/single element design and shall not be adjustable from within the cockpit. Adjustments may be effected only with tools.

At its lateral extremities, the rear aerodynamic device must join the bodywork, and it must be entirely contained within the frontal projection of the car without its rear-view mirrors.

The material of construction for the rear aerodynamic device is free save that no carbon fibre, Kevlar or titanium may be used.

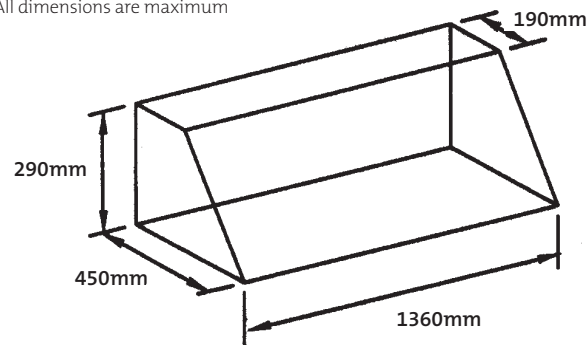
The rear aerodynamic device of vehicles which are of sedan type (ie, three volume) configuration shall comply with the dimensions outlined below. The rear aerodynamic device of vehicles which are of hatchback type (ie, two volume) configuration shall respect the same dimensions below, but at its topmost point shall be not more than 25mm above the roof.

The rear aerodynamic device shall fit within an imaginary box of the following dimensions:

Width	1360mm maximum, except where the boot lid or rear hatch is wider than 1360mm, in which case that shall be the maximum width
Height	290mm maximum
Horizontal length of side plate at top	190mm maximum
Horizontal length of side plate at base	450mm maximum

Rear Aerodynamic Device

All dimensions are maximum



A rear aerodynamic device added under this regulation shall not be eligible in any national division included in a FIA International Championship competition.

3.10 Cockpit:

- (i) Seats and their mountings are free, but seats must incorporate a head restraint.

The passenger's seat may be replaced as well as the rear seats (including their backrests).

(In Australia – replacement front seats must comply with the provisions of Article 8 of Schedule C - refer to "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport).

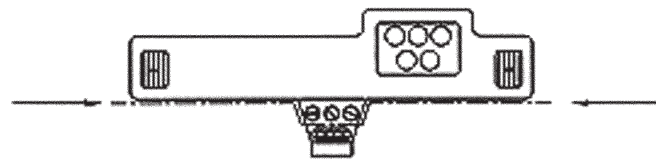
The front seats may be moved backwards, but not beyond the vertical plane defined by the front edge of the original rear seat. Should the fuel tank be installed in the boot and the rear seats be removed, a flame and liquid-proof bulk-head must separate the cockpit from the fuel tank.

In the case of two volume cars, a non-structural partition made from transparent, non-flammable material between the fuel tank and the driver's compartment is allowed.

- (ii) The trimmings below the dashboard, and which are not part of it, may be removed.

It is permitted to remove the centre console so long as it does not hold any heating controls or instruments (as shown in drawing 1).

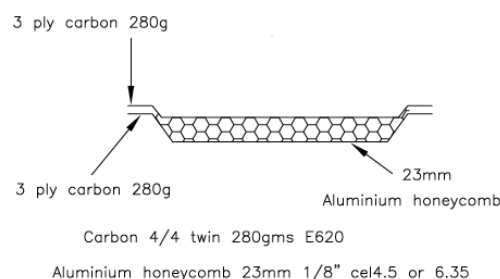
Drawing 1



- (iii) It is permitted to remove the soundproofing material from the doors, provided that this does not modify the shape of the doors. In the case of a two-door car, the trim situated beneath the rear side windows may also be removed but must be replaced with panels made from composite material, save for cases in which such trim is not required to be replaced.

- (a) It is permitted to remove the trim from the door together with the side protection bar in order to install a side protection panel which is made from composite materials. The minimum configuration of this panel must comply with that shown on drawing 2.

Drawing 2



- (b) If the side protection bars in the doors are not removed, the door panels may be made from metal sheeting at least 0.5mm thick, from carbon fibre at least 1mm thick or from another solid and non-combustible material at least 2mm thick. The minimum height of this panel must extend from the base of the door to the maximum height of the door strut. It is permitted to replace electric winders with manual ones.

- (iv) All padding and insulation material except for those mentioned in 3.10(ii) and 3.10(iii) may be removed, including headlining.

- (v) *Deleted 1993*
- (vi) The original heating system may be removed but an electric demist system or similar must be retained. Heated front windscreens are permitted provided that any heating elements do not impede vision in any manner.
- (vii) An air conditioning system may be added or removed but at all times demisting must be assured.
- (viii) The steering wheel is free. The steering wheel may be on either the right or the left provided that it is a question of simple inversion of the controls, as specified by the manufacturer, without any mechanical modification except those made necessary by the inversion.
- (ix) The rear removable window shelf in two volume cars may be removed, or held down by additional fasteners.
- (x) Air pipes may pass through the cockpit only if intended for the ventilation of the cockpit.
Liquid pipes may pass through the cockpit, but they may not have any connection in the cockpit, save for brake pipes. They must be properly protected.
It is permitted to locally modify interior trim for the fitment of a roll over bar.
- (xi) Only the following accessories are allowed to be installed in the cockpit: spare wheel/s, spare parts, safety equipment, communication equipment, ballast and windscreen washer water container.

3.11 Additional accessories:

- (i) All those which have no influence on the car's behaviour are allowed, eg, equipment which improves the aesthetics or comfort of the car interior (lighting, heating, radio etc). In no case can these accessories increase the engine power or influence the steering, transmission, brakes, or roadholding even in an indirect fashion. All controls must retain the role laid down for them by the manufacturer. They may be adapted to facilitate their use and accessibility, eg, a longer handbrake lever, an additional flange on the brake pedal etc.
- (ii) The following is allowed:
 - the original windscreen may be replaced by a laminated windscreen with defrosting equipment incorporated;
 - the rear window glass may be replaced with a rigid transparent material of adequate strength (eg, perspex) which must be of not less than 3mm thickness and which may be modified from the original shape only in so far as to enable the safe installation of the requisite roll over protection structure. This is permitted exclusively for utility vehicles and Toyota MR2 AW II;
 - instruments such as speedometers etc, may be added, or replaced, so long as fitment is safe. This also permits removal;
 - a speedometer must remain if the Supplementary Regulations for the event require this;
 - the horn may be changed or an additional one added, within reach of the passenger;
 - circuit breakers may be freely changed vis-a-vis their use, position, or number in the case of additional accessories;
 - a "fly-off" handbrake may be installed;
 - spare wheel/s is/are not compulsory. However, if there is/are any, it/they must be securely fixed, and not installed in the space reserved for the driver and front passenger. No exterior modification of the bodywork must result from its installation;
 - additional compartments may be added to the glove compartment and additional pockets in the doors provided they use the original panels. It is permitted to remove the glove box lid so as to fit navigation equipment;
 - insulating materials may be added to the existing bulkheads to protect the passengers from fire;
 - sunroofs, at the discretion of CAMS. Roof vents are permitted but they must be in the forward one-third of the roof, so that their open side faces forward, and their vertical opening is not greater than 10cm.
 - For supercharged vehicles equipped with an intercooler, a water tank may be fitted for the sole purpose of providing a system to spray water onto the outside of the intercooler. The maximum capacity of the tank is 20 litres, the design is otherwise free. The water tank must be securely mounted and must not impede the occupants' access, egress or operations within the vehicle. The pump, spray nozzles, fittings and actuation system required to enable the intercooler water spray system to operate, are free. The water tank may be used in conjunction with an original equipment or recognised intercooler water spray system providing the total combined capacity does not exceed 20 litres.

3.12 Electrical system:

- (i) The nominal tension of the electrical system including that of the supply circuit of the ignition must be retained.
- (ii) The addition of relays and fuses to the electrical circuit is allowed as is the lengthening or addition of electric cables.
- (iii) Electric cables and their sleeves are free.
- (iv) The make and capacity of the battery is free. Each battery must be securely fixed and covered to avoid any short circuiting or leaks. The location is free, but if mounted in the cockpit, it must be behind the front seats in a leakproof plastic box. The number of batteries specified by the manufacturer must be retained.
- (v) Generator and voltage regulator are free but neither the position nor the driving system of the generator may be modified. The position of the voltage regulator may be changed but it may not be placed in the cockpit unless it was placed there originally.
- (vi) All lighting and signalling devices must comply with the legal requirements of the country of the event or with the Convention on International Road Traffic. Taking this comment into account the location of the indicators and parking lamps may be modified but the original orifices must be sealed. The make of the lighting devices is free.

Lighting devices which are part of the standard equipment must be those foreseen by the manufacturer and must function as laid down by the manufacturer. The operating system of retractable headlights, as well as its energy source, may be modified.

Freedom is granted with regard to the frontal glass and the reflector and bulbs. The mounting of additional headlamps is authorised provided that a total of eight is not exceeded (parking and side lamps not included) and provided that the total is an even one. They may, if necessary, be fitted into the front part of the grille or bodywork, but such openings as needed in this case must be completely filled by the additional headlamps.

The replacement of a rectangular headlamp by a circular one/s or vice-versa fitted on a support corresponding to the dimensions of the aperture and sealing it completely is allowed. No change in shape of coachwork may result.

The fitting of a reverse lamp is authorised, if necessary by embedding it into the coachwork, but provided it will only switch on when the reverse gear is engaged and provided the relevant civil regulations are respected.

The Supplementary Regulations of an event may give waivers to the abovementioned prescriptions.

3.13 Fuel tanks:

- (i) The total capacity of the fuel tanks must not exceed the following limits:

Car's engine cylinder capacity:	Maximum fuel tank capacity
up to 700cc	60L
700cc to 1000cc	70L
1000cc to 1400cc	80L
1300cc to 1600cc	90L
1600cc to 2000cc	100L
2000cc to 2500cc	110L
cars over 2500cc	120L

- (ii) Additional or replacement fuel tanks of free but safe design may be fitted and must be vented to the outside of the vehicle.

If the design of the vehicle makes the fitment of the tank outside the cockpit impractical (eg, Mazda 323, Daihatsu Charade etc) it is permitted to fit the tank in that compartment provided:

- (a) the filling orifice and breather are outside that compartment, regardless of vehicle construction;
- (b) no part of the bodywork may be removed and/or altered to accommodate any petrol tank (save for the filling orifice which may be located in the window glass);
- (c) glass may not be replaced by any other material to fit any part of the fuel system;
- (d) in all cases the tank and lines are separated from the driver and co-driver by a flame-proof and liquid-proof bulkhead, which may be transparent.
- ~~(e) no part of the fuel system protrudes into any space normally occupied by any passengers in a standard vehicle.~~

- (iii) On vehicles on which the fuel tank is in the passenger compartment or the luggage compartment, the fuel filler must be fitted so that spilled fuel will drain away safely to the outside of the car. If fitted with a filler catch tray, its design must be to the satisfaction of the scrutineers for each event. See also 3.13(ii)(d).

(iv) Fuel lines may be replaced. If a fuel line is replaced, it shall comply with Article 13(ii) of Schedule R – “General Requirements for all Rally Cars”.

3.14 General:

- (i) All modifications are forbidden unless expressly authorised by these Regulations. In addition to the requirements herein, all cars are required to comply with the “General Requirements of Automobiles” as specified in Schedules A and R (refer “General Requirements for Cars and Drivers”).

1. PREAMBLE

These regulations have been drawn up by CAMS in consultation with the National Excel Series Committee. The regulations apply to each competition where Excel Rally Cars are eligible, including each state based Excel Rally Series. To be eligible for awards and points in an Excel Rally Series event, a vehicle is required to comply with these regulations.

Each car in the Excel Rally Cars class shall comply with PRC regulations except where a variation is explicitly authorised or required by these regulations and cars complying with these regulations shall be eligible in any competition for which the PRC group is also eligible.

These regulations foresee DOHC and SOHC cars competing directly against each other. No freedoms are provided with a view to achieving 'performance parity'.

2. ELIGIBILITY

Each Hyundai Excel X3 model manufactured by Hyundai Motor Company between 1 July 1994 and 31 June 2000 and sold in Australia is eligible. This includes all GX, GL and GLX, Sprint, 3-, 4- and 5-door models. Both the 1495cc double overhead camshaft (DOHC) 74kW and single overhead camshaft (SOHC) 66kW engines are eligible.

Each vehicle shall remain in standard specification as detailed in FIA Homologation paper number A5554 and N5554 or the Hyundai Factory Excel Workshop Manual/s, except where modification from standard specification is permitted by these regulations. If there is a discrepancy between the FIA Homologation paper and the Workshop Manual, the FIA homologation will be the definitive document.

3. GENERAL

Parts for any Australian specification Excel X3 model may be used on an Excel Rally Car as long as each part can be clearly identified as a standard Excel replacement part available from an Australian Hyundai dealer or is an aftermarket part that is identical in appearance and function to the standard part which it replaces.

4. ENGINE

- 4.1 Cylinder bore size may be increased over the standard dimension by a maximum +0.6mm. The standard bore size is 75.5mm.
- 4.2 A replacement piston shall be standard in material and in each functional dimension. No post-manufacture machining of the piston is permitted.
- 4.3 The only permitted modification to the standard cam shaft(s) or its drive system is the installation of offset bushes to the belt driven camshaft pulley/s or the fitment of a vernier camshaft pulley/s to allow adjustment of overall cam timing relative to the crankshaft. The camshaft profile (lobes and their position) must remain standard. The timing of camshafts relative to each other must remain standard.
- 4.4 Undersized crankshaft bearings may be used. Crankshaft stroke must remain standard (83.5mm).
- 4.5 The cylinder head mounting face may be machined. The valve seats are free. Other than these exceptions, no modifications, machining addition or removal of material from the cylinder head is permitted.
- 4.6 Only normal engine reconditioning procedures are permitted within the mechanical specifications and compliance with FIA Homologation paper number 5589 and the workshop manual. These specifications shall be deemed to include factory approved and recommended methods of assembly as well as specific component measurements and finish standard.
- 4.7 Engine mounting bushes are free, however the location and number of engine mounts is not.
- 4.8 **Lubrication System:** With the exception that an engine oil cooler may be installed, the engine lubrication system shall remain standard.
- 4.9 **Cooling System**
 - (a) The radiator and its method of fixing are free provided that the original radiator fittings on the car are utilised.
 - (b) The fitment of an additional electric fan is permitted. The operation of the fan may be by manual switch or thermostatic control.
 - (c) Each radiator hose is free.
 - (d) A screen may be fitted in front of the radiator.
- 4.10 **Flywheel and Clutch**
 - (a) The clutch assembly may be replaced by an alternative assembly of the standard type.
 - (b) The clutch and pressure plate assembly weights shall comply with the following:

Clutch Plate 1.06Kg Standard	0.901kg Minimum
Clutch Pressure Plate 3.70Kg Standard	3.145kg Minimum

- (c) The flywheel weight shall be not less than 6.3kg.

4.11 Induction

- (a) The air filter system is free upstream of the throttle body.
- (b) No modifications are permitted to the throttle body or inlet manifold.
- (c) Any type of forced induction is forbidden.

4.12 Exhaust

- (a) The exhaust is free after the exit from the exhaust manifold, subject to specific local requirements. It may not project in any way beyond the coachwork (in plan). The exhaust system must not be provisional. Exhaust gases may only exit from the end of the system which must be within 10cm of the perimeter of the car and aft of a vertical plane passing through the centre of the wheelbase. Parts of the chassis must not be used to evacuate exhaust gases. Adequate protection shall be provided to prevent heated exhaust pipes from causing burns.

5. FUEL SYSTEM AND FUEL

- 5.1 The fuel pressure regulator is free.
- 5.2 Each fuel injector, electronic control unit and ignition computer must be an original and unmodified Hyundai Excel part for a model sold in Australia.
- 5.3 The original fuel pump may be replaced by an external electric type.
- 5.4 The fuel lines, fuel pump wiring and relay system may be replaced or relocated.
- 5.5 An additional fuel pump and/or surge tank may be added.
- 5.6 Fuel shall be Commercial Pump Fuel as specified in Schedule G of the CAMS Manual of Motor Sport.
- 5.7 The fuel tank must be maintained in standard location. Protection for the fuel tank may be installed.

6. TRANSMISSION

- 6.1 The original gear selector mechanism may be modified to reduce free play. Any modification to the selector mechanism may not alter the pattern of gear selection.
- 6.2 A gearbox oil cooler may be installed.
- 6.3 Gearbox ratios shall remain standard.
- 6.4 Either a 3.842 or 3.656 final drive ratio is permitted
- 6.5 Limited slip or locked differentials are not permitted.

7. CHASSIS

- 7.1 Except as provided in Article 7.2, each part of the safety cage shall be constructed of mild steel in compliance with Schedule J.
- 7.2 A vehicle fitted with a safety cage manufactured from a material other than mild steel shall be eligible if the vehicle is subject of a valid logbook issued prior to 1 January 2007 and the safety cage meets the requirements of Schedule J in force at the time the log book was first issued.
- 7.3 Seam welding of the body shell is permitted. Strengthening of the shell may only be carried out in accordance with the PRC regulations.

8. WHEELS AND TYRES

- 8.1 The wheel diameter shall be 13". Wheels are otherwise free, provided that each complete wheel and tyre is housed within the original bodywork.
- 8.2 Subject to compliance with Schedules E and R, tyres are free.

9. STEERING

- 9.1 The steering mechanism shall use either
 - (a) a standard Hyundai Excel power steering rack; or
 - (b) a non-assisted steering Hyundai Excel rack.
- 9.2 Power steering may be added or removed.
- 9.3 The steering wheel is free save that it may not contain any wood.

10. BRAKES

- 10.1 Brake friction material is free.
- 10.2 The brake lines are free.
- 10.3 The rear drum brakes must be standard, except that the backing plate may be modified for the purpose of allowing access for adjustment without disassembly.
- 10.4 Brake lines may be rerouted and damage protection may be added.
- 10.5 A mechanical or hydraulic 'fly-off' hand brake may be fitted.
- 10.6 A functional parking brake mechanism shall be fitted.
- 10.7 The standard rear brake proportioning valve maybe removed or replaced.
- 10.8 An adjustable brake-proportioning valve may be used in the rear brake circuit/s.
- 10.9 The disc brake backing plate may be removed.
- 10.10 Each disc brake rotor shall be standard. Cross drilling and/or slotting is not permitted.
- 10.11 The installation of brake pad knock off springs is permitted.

II. SUSPENSION

- 11.1 Springs are free provided their type and location are unchanged. Where a “coil-over” design is fitted, it may be modified to enable the adjustment of ride height.
- 11.2 Dampers which are externally adjustable for bump and/or rebound may be fitted. External reservoir designs are not permitted. The number and location of dampers shall remain standard.
- 11.3 Each bump stop is free.
- 11.4 Each bush used at a suspension pivot point may be replaced by another. Spherical bearings are not permitted, except in the top strut mount.
- 11.5 The suspension may be modified so that camber and caster can be adjusted through the use of eccentric camber pins or washers and caster bush kits.
- 11.6 The use of replacement adjustable strut tops is permitted, providing that each utilise the standard body shell mounting points exclusively. The removal of metal from the suspension tower is forbidden, except that the hole in each rear strut tower may be enlarged to a maximum of 60mm diameter. This hole shall remain circular and concentric with the original opening.
- 11.7 Anti-roll bars may be removed or changed provided original sway bar mountings to the chassis are used exclusively. The anti-roll bar link/s is free.
- 11.8 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 either the safety cage or a strut brace.
- 11.9 Suspension components may be strengthened and/or modified in accordance compliance with CAMS PRC regulations.
- 11.10 The origin of each standard suspension part shall remain clearly identifiable.

12. ELECTRICAL EQUIPMENT

- 12.1 The spark plugs and high tension leads are free.
- 12.2 A standard Hyundai ECU, applicable to the engine fitted to the vehicle, from any eligible model Excel, shall be used.
- 12.2 No replacement or piggyback ECUs, ECU reprogramming or modifications to the ECU wiring harnesses or sensors is/are permitted.
- 12.3 The ECU OBD-II diagnostic port must remain fully serviceable so that ECU sensor readings and other information can be accessed electronically.
- 12.4 An event organiser may require each competitor to take part in a ballot for ECUs prior to an event. If any competitor requests a Ballot, it shall be conducted after the completion of scrutiny and prior to the Drivers Briefing. Where such a ballot takes place, it is a requirement that ECUs be exchanged in accordance with the results of the ballot.

13. BODY AND COACHWORK

- 13.1 All coachwork must comply with the workshop manual specifications except that interior items such as carpet, underfelt, hood lining, rear seat, radio, speakers, console and rear parcel shelf may be removed as outlined in accordance with the PRC Regulations.
- 13.2 Supplementary gauges may be fitted within the cabin.
- 13.3 Pedal settings may be modified for position. The original mounting fixture points to the body structure must not be changed.
- 13.4 An air vent/scoop may be fitted in the roof of the vehicle in accordance with the PRC regulations.
- 13.5 Any rubber bush may be changed for another bush made of an elastomeric material as long as the new bush has dimensions the same as the original.
- 13.6 A rear wing may be fitted that meets the following requirements:
 - * The wing shall be made of fibre glass.
 - * The wing aerofoil must be fixed and not be able to be adjusted with tools.
 - * The wing must be the standard Hyundai low wing, Hyundai Part# 87211-22200 or 87211-22500 or Talon High wing part #HYU25 or a wing identical to it. The intention is to limit the wing options such that all vehicles look similar.
 - * A rear wing made of glass-reinforced plastic may be fitted provided that the wing aerofoil is fixed in position and cannot be adjusted and that the wing is:
 - (a) the standard Hyundai ‘low wing’ part number 07211-22200;
 - (b) the standard Hyundai ‘low wing’ part number 07211-22500;
 - (c) the Talon ‘High Wing’ part number HYU25; or
 - (d) a part identical in design, material, construction and installation as any one of the above three acceptable parts.

14. WEIGHT

- 14.1 The minimum weight of the vehicle at any time during an event is 960kg. This weight is the real weight of the car, without driver and co-driver nor their equipment (which includes helmets). At no time during an event may a car weigh less than the minimum weight.

15. ENGINE SEALING

- 15.1 The competitor shall present his vehicle for scrutiny at each event with the engine sealed.

- 15.2 Where the engine has been measured and sealed in accordance with these regulations, the Vehicle Log Book shall necessarily have been endorsed "Engine Measured and Sealed on [date]" and signed by the authorised engine sealer.
- 15.3 Where the competitor has elected not to have his engine measured before being sealed, but has had the engine sealed engine in accordance with these regulations, the Vehicle Log Book shall necessarily have been endorsed "Engine sealed but not measured on [date]" and signed by the authorised engine sealer.
- 15.4 Where a competitor has elected to have his engine sealed but not measured, he shall necessarily sign an undertaking that, if the engine is subsequently measured and found not to comply with the regulations, he will automatically forfeit all competition results, including points and other awards, achieved since the date at which the engine was sealed.
- 15.5 Where a competitor has used an engine which is not sealed in accordance with these regulations he shall not be eligible for any results, including points and other awards, achieved in any event where an unsealed engine was used.
- 15.3 Procedure for engine sealing:
The vehicle and or engine is to be presented at a nominated examiner in a condition that will allow the bore and stroke of the engine to be measured. The cylinder head must be present to allow inspection of the combustion chamber, including valve size, inlet port and exhaust port size. The competitor must also be prepared to install the cylinder head and sump at this time so the engine seal can be installed.

Bore	75.5mm standard 76.1mm maximum
Stroke	83.5mm
Valve sizes	DOHC- inlet 28.21mm and exhaust 25.00mm SOHC- inlet 27.33mm and exhaust 32.00mm

- 15.4 The competitor will need to shall provide a hole of 5mm diameter between the flange of the cylinder block and the engine sump, located on the exhaust side of the engine between the oil filter and dipstick tube. He shall also provide a second 5mm hole, a second seal between the first bolt hole webbing in the plastic rocker cover adjacent to the timing belt cover on the exhaust side of the engine and the top bolt hole for the power steering pump. If power steering is fitted the hole should be drilled in the power steering pump bracket adjacent to the top bolt hole. Once the engine has been found to comply with these regulations a seal shall will be attached to the engine through each of the holes provided. The seal numbers, the date of sealing and the sealer's signature shall then be noted in the Vehicle Log Book.
- 15.5 Completed engine sealing form must be returned to the State Series Organising committee.
Further guidance regarding engine sealing, forms and location of the required holes is available on www.excelrally.com.au

16. MISCELLANEOUS

- 16.1 Air conditioning may be added or removed.