

Dedicated Rally Car (DRC) Registration Scheme Guidelines

October 2024

Document title	Dedicated Rally Car (DRC) Registration Scheme Guidelines
Contact details	Senior Registration Officer
Approved by	Manager Vehicle Registration
Date approved	June 2020
Document review	Annually

Version	Date	Author	Changes made
1.0	July 2019	Senior Registration Officer	First Version
1.1	June 2020	Manager Vehicle Registration	Update governing body – any reference to CAMS amended to Motorsport Australia
1.2	October 2024	Manager Registration	Replace reference of Department of Infrastructure Planning and Logistics (DIPL) with MVR

Acronyms	Full form
NT	Northern Territory
MVR	Motor Vehicle Registry
Motorsport Australia	Confederation of Australian Motor Sport trading as Motorsport Australia
MSC	Motor Sport Club
MAC	Motor Accidents Compensation
TIO	Territory Insurance Office
NTG	Northern Territory Government
DRC	Dedicated Rally Car
NCP	National Competition Rules
AS/NZS	Australian Standards and New Zealand Standards
ADR	Australian Design Rules

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1. Introduction

This guideline is to be used to assist applicants intending to obtain and maintain registration of their Dedicated Rally Car (DRC) in the Northern Territory (NT), under the Dedicated Rally Car Registration Scheme.

To be eligible for registration under the DRC registration scheme, the owner must be a financial member of a motor sport club affiliated with Motorsport Australia, and hold a current Motorsport Australia competition licence for the entire time that the vehicle is registered.

This scheme is for dedicated rally vehicles only. To be eligible the vehicle must be Motorsport Australia log booked as a Rally Car and must show full compliance with Motorsport Australia technical and safety regulations.

Vehicles which are registered under this scheme must be inspected annually by an approved DRC Inspector to determine compliance.

The Applicant should be aware that Motorsport Australia has responsibilities to the Registrar of Motor Vehicles NT, as part of the DRC Registration Scheme. These responsibilities include maintaining a very accurate database of all participants, the approval and appointment of Approved DRC Inspectors, the thoroughness and detail of the inspection process, the endorsement of all applicants and renewal of the same. Where this manual refers to “an approved organisation” it should be understood that this includes Motorsport Australia. Motorsport Australia’s website is www.motorsport.org.au

2. Conditions of use of a DRC

A driver of a vehicle approved for registration under the DRC Registration Scheme must only drive the vehicle on a public road or in a public place under the following circumstances:

- to participate in a Motorsport Australia sanctioned rally event
- to participate in a Motorsport Australia sanctioned training session associated with a Motorsport Australia sanctioned rally event
- for publicity or display at the venue, or along the event route of a Motorsport Australia sanctioned rally event
- to travel to or from the Registered Owner’s address or accommodation or from the official start or finish location of a Motorsport Australia sanctioned rally event, for the purposes of participation in the event using the vehicle
- to travel from the registered owner’s address or accommodation to a location to have the vehicle serviced or repaired, or inspected for the purposes of registration under the DRC Registration Scheme, including return travel; or
- to road test the vehicle within a 50 kilometre radius of the Registered Owner’s address or accommodation, or from a location where the vehicle is currently being serviced or repaired.

Important Note

Motor Accident Compensation (MAC) Total exclusions: The driver or any passenger of a vehicle approved for registration under the DRC Registration Scheme **will not be covered by MAC** while driving or riding as a passenger in a vehicle for the purpose of participating in, or travelling to any motor sport event they are participating in. However, the MAC contribution will still be collected as part of the registration process providing coverage for spectators and other road users that may suffer injury.

The driver of a vehicle approved for registration under the DRC Registration Scheme is fully responsible for the circumstances under which the vehicle is driven, and must:

- not be a Learner driver; hold an appropriate driver's licence under the *Motor Vehicles Act 1949* or equivalent legislation of another jurisdiction;
- carry their current Motorsport Australia competition licence;
- carry their current and up to date Motorsport Australia log book; and
- not drive the vehicle outside the specifications of any tyre fitted which is not approved for normal road use or approve for use in accordance with section 8.7.3 wheels and tyres.

Failure to comply with any of these conditions will deem the vehicle unregistered, and may result in associated charges or infringements against the driver.

There are no exemptions provided under the DRC Registration Scheme from any Northern Territory law. All road rules, licensing requirements and offences as provided for in law continue to apply.

2.1. Mandatory minimum active competition participation

The purpose of the DRC scheme is to enable eligible vehicles to compete in Motorsport Australia sanctioned Rally Events as described in the Motorsport Australia Manual of Motor Sport.

For the purposes of the DRC scheme, **the following are not considered to be Rally Events:**

- Touring Road events;
- Touring Assemblies;
- Navigational events;
- Auto Tests;
- Off Road events; and
- Any other closed circuit based event.

Vehicles registered under the DRC Registration Scheme may not be driven on a public street or public place for the purposes of travelling to, or competing in any of the above events.

Upon application for renewal, Motorsport Australia will review the competition activity of the vehicle. If a vehicle is not actively competing in the applicable events, then Motorsport Australia may not endorse the application form.

After one 12 month registration period of not actively competing, the applicant may present a case to Motorsport Australia that they intend to compete in the following 12 month registration period, however endorsement is at Motorsport Australia's discretion.

Not actively competing for two consecutive 12 month registration periods is reasonable grounds for Motorsport Australia to assume that the DRC registration is not being used as intended, and will not endorse a DRC registration renewal.

In this context "actively competing" is competing in one or more Motorsport Australia sanctioned Multi-stage Rally events during the 12 month DRC registration.

2.2. Motor Accident Compensation – MAC

The *Motor Accidents (Compensation) ("MAC") Act 1979* establishes a compensation scheme in respect of people who are injured or killed in motor vehicle accidents in the Northern Territory. The MAC compensation scheme is administered by the Territory Insurance Office (TIO) on behalf of the Northern Territory Government (NTG).

The Motor Accidents Compensation scheme is funded by Territorian motorists through a portion of their vehicle registration charges. The scheme provides injured people with an entitlement to compensation for certain expenses they will incur as a result of a motor vehicle accident.

The driver or any passenger of a vehicle approved for registration under the DRC Registration Scheme will **not be covered** while driving or riding as a passenger in a vehicle for the purpose of participating in, or travelling to any motor sport event they are participating in. However, the MAC contribution will still be collected as part of the registration process providing coverage for spectators and other road users that may suffer injury.

It is the driver's/passenger's responsibility to ensure that they are covered by an independent personal and third party liability insurance policy while driving the vehicle under these circumstances.

3. How to apply

Eligible vehicles may only be registered in the name of a natural person who is a member of a recognised NT Motor Sport Club (MSC) affiliated with Motorsport Australia. For more information email affiliations@motorsport.org.au or visit <https://www.motorsport.org.au/clubs/affiliation>.

3.1. Step one

Ensure your driver's licence and Motorsport Australia competition licence is valid for no less than 12 months.

3.2. Step two

Complete the applicant details, vehicle details and declaration sections of the [R99 Application for dedicated rally car \(DRC\) registration](#) form.

3.3. Step three

Have the R99 form endorsed by an approved Motor Sports Club Office Bearer - valid for six (6) weeks.

3.4. Step four

Obtain a passed VS5 roadworthy inspection report (green slip) and endorsement of the R99 form by a DRC inspector.

To find an approved DRC inspector in the NT go to the Motorsport Australia website (<https://www.motorsport.org.au/regulations/logbooks>).

3.5. Step five

The applicant must apply to Motorsport Australia for and be issued with an authority to operate. The applicant must provide the following to Motorsport Australia:

- A completed R99 application form for endorsement
- A passed VS5 roadworthy inspection report
- Completed Motorsport Australia Log book application - required only for new applicants (go to the above Motorsport Australia website to obtain a Log book application form).

The above can be emailed to Motorsport Australia at: logbooks@motorsport.org.au

3.6. Step six

A compliance check is required for all vehicles which have not had NT registration. This can be undertaken at an MVR Inspection Facility or on-site visit via request.

For all first time DRC registration, the applicant is required to provide to MVR proof of ownership documentation along with:

- a completed [R11 Application to register a vehicle in the NT](#) form
- a completed [Application for exemption - stamp duty on a motor vehicle](#) form

3.7. Step seven

Once MVR is satisfied that all provisions (certifications/endorsements) are met and have received payment of the prescribed DRC registration fee for 12 months, then a set of DRC number plates, a NT DRC vehicle log book and registration certificate will be issued.

Note: By signing the R99 form the applicant declares that they have read, understood and agree to comply with the conditions set out in this guideline.

3.8. Application process



4. Renewal, transfer and cancellation

To renew registration under the DRC Registration Scheme, the application process in section 3.8 must be undertaken annually, including a vehicle inspection.

To cancel registration under the DRC Registration Scheme, a standard registration cancellation form must be submitted to Motorsport Australia, who will notify Motor Vehicle Registry.

DRC Registration is not transferrable. If the vehicle is sold, the original owner must cancel the registration, and the new owner must apply for a new registration.

5. DRC inspections

A DRC inspection may only be carried out by a DRC Inspector. A DRC Inspector is a person who has been appointed by Motor Vehicle Registry as a Northern Territory Authorised Inspector, and a Motorsport Australia appointed Scrutineer. Motorsport Australia is responsible for the assessment and approval of DRC Inspectors.

An applicant must make an appointment with a DRC Inspector who may charge a fee (unregulated) for the inspection.

An applicant must provide a DRC inspector with an application form which has the “Applicant” section completed, prior to the inspection. Once the vehicle has passed, the DRC Inspector will complete the relevant part of the form and return the form to the applicant, along with a passed VS5 Inspection Report for Authorised Inspector “green slip”.

The DRC Inspector will complete the inspection as per the Northern Territory Inspection Manual for Light Vehicles, the Vehicle Standards Requirements section of this guideline and the relevant CAMS scrutineering procedures.

An inspection carried out by an approved DRC inspector for reasons of event scrutineering may be utilised as the inspection for DRC registration renewal if carried out within 42 days of applying for the DRC registration renewal. Application form and Vehicle Inspection Record requirements remain.

Approved pre-log book inspectors are listed on the Motorsport Australia website (<https://www.motorsport.org.au/regulations/logbooks>) and in Schedule A.

5.1. Becoming an approved DRC inspector

To become an approved DRC Inspector, you must be a fit and proper person who has already satisfied the requirements of, and been appointed as a MVR authorised inspector, as well as a Motorsport Australia appointed scrutineer.

To enquire on how to become an MVR authorised inspector email mvr.authorisedinspectors@nt.gov.au

To enquire on how to become a Motorsport Australia scrutineer contact Motorsport Australia on **1300 883 959**.

6. Log books

6.1. Motorsport Australia log book

A log book records the description and specifications of a vehicle and is evidence a vehicle is registered with Motorsport Australia.

In accordance with Schedule L of the Motorsport Australia Manual of Motor Sport, a log book is required at all race meetings, state/territory level and higher speed events, rallies and off road events.

A vehicle must be inspected by an approved Motorsport Australia scrutineer before a log book can be issued.

Applications for a log book can be found on the Motorsport Australia website (<https://www.motorsport.org.au/regulations/logbooks>).

6.2. DRC vehicle log book – R100

An approved dedicated rally car vehicle log book is issued by MVR to all owners of a registered rally car under the DRC scheme. Registered owners are to record every non-competitive road journey undertaken in their rally vehicle, refer to section 2 Conditions of use of a DRC.

A log book will be issued upon first registration and remains valid until it is completed. A replacement log book will be issued when the old log book is completed (100 entries are recorded).

Log books are individually numbered and each page has a corresponding sequence number. Upon issue, the log books number is recorded against the vehicle registration in accordance with the records held by the Registrar of Motor Vehicles.

There are sections in the log booked which the driver must complete at the start of each journey and a section which is to be completed at the end of each journey. Entries are to be clearly legible and in pen only.

Fees for your log books may apply.

7. Vehicle requirements

For a vehicle to be eligible for the DRC registration scheme, it must be a vehicle that is a production vehicle which meets all the requirements for un-conditional registration, apart from the modification or fitment of additional components required to meet the Motorsport Australia definition and technical safety requirements of a Rally Car.

Where the vehicle does not meet a requirement under the NT Light Vehicle Inspection Manual, it must meet the requirements of the Technical Standards section of this guideline and the technical requirements for the appropriate Rally Car category covered under the Motorsport Australia Manual of Motor Sport. More information can be found on the Motorsport Australia website (<https://www.motorsport.org.au/regulations/manual/general-requirements>).

A vehicle will not be registered under the DRC Registration Scheme if it does not meet the relevant requirements.

7.1. Written-off vehicles

Any vehicle which has been recorded in any state or territory on the Written-off Vehicle database as a Statutory Write-off is not eligible for registration under the DRC Registration Scheme.

A vehicle recorded in any state or territory on the Written-off Vehicle database as a Repairable Write-off must first satisfy all the requirements for re-registration in the Northern Territory before being considered for registration under the DRC Registration Scheme. Applicant's must contact a Motor Vehicle Registry Transport Inspector to discuss their options before carrying out any repairs or modifications to vehicles in this category.

7.2. Imported vehicles

A vehicle imported under the Federal Department of Infrastructure, Transport, Cities and Regional Development import concessions as a Rally Vehicle or Personally Imported Vehicle may be registered under the DRC Registration Scheme.

Further information relating to the importation of rally cars is available via the link below: [Department of Infrastructure, Transport, Regional Development, Communications and the Arts](#)

8. Technical standards

8.1. Mirrors, Lighting, Reflectors

All internal and external rear vision mirrors, lights, and reflectors as required by the applicable Australian Design Rules and the *Motor Vehicle (Standards) Regulations 2003* must be present and operational.

8.2. Body, Chassis

8.2.1. General

Bodywork may be modified to accommodate alternative components.

Modifications must not result in a reduction in the vehicle's mechanical strength, affect the driver's vision of the road, or include protrusions or scoops (not technically essential to the vehicle) that present a risk to pedestrians and cyclists.

8.2.2. Strengthening, seam welding

Joints may be welded that were previously spot welded by the manufacturer.

All the suspended parts (parts carried by the suspension) may be strengthened provided the material used follows the original shape and is in contact with the original part.

Composite materials may be used as reinforcement.

Mounting points for ancillary equipment may be relocated or removed, e.g. spare wheel mounting bracket.

All additional equipment mounted in the passenger compartment e.g. spare tyre, fire extinguishers etc. must be secured to withstand a force of twenty times their mass in any direction.

The original holes in the bodywork may be closed by welding plates.

The edges of the mudguards or wing panels may be folded back if they protrude inside the wheel housing.

Jacking points may be strengthened, moved and increased in number.

Any additional air vent must not compromise structural integrity, driver vision of the road or occupant protection systems.

8.2.3. Insulation material and trim

Removal of trim must not increase the risk of injury to vehicle occupants.

Areas which have the potential to cause injury must be suitably padded and all sharp edges must be treated prior to fixing an impact absorbing material complying with the padding requirements of the [Motorsport Australia Manual](#).

8.2.4. Accessories

Vehicles may be fitted with an alternative steering wheel complying with the [Motorsport Australia Manual](#), and to the satisfaction of Motorsport Australia and its scrutineers.

Dash instruments i.e. speedometer, fuel gauges, etc may be added to or replaced, providing the additions or replacements do not become a hazard. The instruments do not require variable light intensity.

The original horn may be replaced but the replacement must be a mono-tone. A second device for operating the horn may be situated on the passenger's side of the vehicle.

8.2.5. Seats and seat anchorage points

Original seats may be replaced. Replacement seats must meet Motorsport Australia's requirements for seating and meet the mounting requirements of the [Motorsport Australia Manual](#) as a minimum.

If a seat must hinge or fold to permit access to or egress from another seat, the seat must be fitted with a self-locking device with the release control being readily accessible to both the occupant of that seat and the occupant of a seat immediately behind that seat.

8.2.6. Safety harnesses and their anchorage points

Standard seat belts may be replaced by safety harnesses that comply with the requirements of the [Motorsport Australia Manual](#).

8.2.7. Roll over protection, safety cage

The fitment of Roll over Protection is mandatory.

All safety cages must comply with the requirements of the [Motorsport Australia Manual](#).

Note: 'Safety cage' is also known as 'roll cage' and includes roll bars.

8.3. Fuel system and fuel tanks

8.3.1. General

Fuel system modifications must meet the requirements specified below and the requirements of the [Motorsport Australia Manual](#).

8.3.2. Location

The fuel system, or any part of it, must not form the widest part of the vehicle.

The fuel tank, or any part of it, must not be in front of the vertical transverse plane crossing through the centre line of the front wheels.

8.3.3. Design requirements

The design of the fuel system must not provide for gravity or self-sustaining feed to the carburettor or injector.

The filler pipe must be designed and protected in such a way that overflow from a filling operation would be prevented from spilling on any part of the exhaust or electrical system except a fuel level indicator assembly.

Each fuel tank must be designed so that when it has been filled there is provision for 5% expansion of the fuel without spillage.

At least one safety vent must be provided in that part of the fuel tank which is above the level of fuel when it has been filled.

Safety vent(s) must not discharge into an enclosed compartment.

Fuel lines may be re-routed through the cabin providing there is protection against impact damage. Joints may only be made at the front and rear bulkheads.

8.4. Electrical and lighting system requirements

Any additional lighting must be installed in a manner not likely to increase the injury to a pedestrian or other road user in the event of a crash.

Additional lights must be installed in a manner that ensures the geometric visibility requirements of the original lights and the number-plates are maintained.

All front-facing lights, except direction indicator lights, head lamps and driving lamps must only produce white or yellow light.

Forward facing headlamps and driving lamps must emit only white light.

All rear-facing lights, except reversing or direction indicator lights, must only produce red light.

Additional forward facing driving lights must only function when the vehicle's main (i.e. high) beam is illuminated.

Additional reversing lights must only function when reverse gear is engaged, and may be switchable so that they do not function on all occasions when reverse gear is engaged.

The battery must be appropriately secured.

Electrical wiring must be appropriately secured and protected from earthing/short circuiting, heat and other damage.

8.5. Supplemental restraint system

Supplemental restraint systems may be removed or disabled. Where this occurs, suitable notices, labels or stickers must be affixed to the dashboard and be visible to the driver and passengers, warning occupants that the specific supplemental restraint systems have been either removed or disabled.

Where an airbag has not been removed or disabled, nothing shall be mounted in the path of deployment of the airbag.

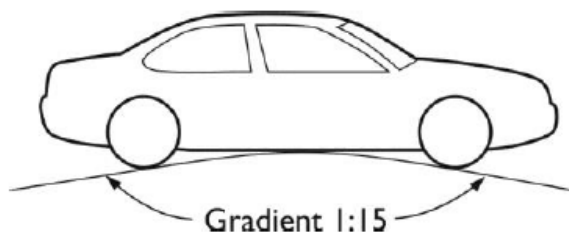
8.6. Running clearance

The running clearance of a Rally Vehicle must not be less than 100mm.

In addition, the ground clearance should be sufficient to allow the fully laden vehicle to negotiate common features, such as peaks and troughs in the road, drains, culverts and traffic calming devices without scraping parts of its under-body along the ground.

Note: A fully laden vehicle should be able to pass over a peak in the road with the gradient on either side of 1:15 if the wheels of one axle of the vehicle are on the slope on one side of the peak and the wheels of the next axle are on the slope of the other side, see below diagram.

FIGURE BI: GROUND CLEARANCE OVER PEAK IN ROAD



All modifications, including those to the suspension and exhaust systems, must ensure these requirements are maintained.

8.7. Steering, suspension, wheels and tyres

8.7.1. Steering

Vehicles imported as Rally Vehicles or Personally Imported vehicles under the Federal Department of Infrastructure and Regional Development and Cities import concessions may be left hand drive. Vehicles may be converted from left- to right-hand drive. Vehicles must not be converted from right- to left-hand drive.

Steering components may only be modified by cutting, heating or welding if an engineering certification report from an approved or recognised engineering signatory is provided. The report must confirm that the modified parts are at least as strong as the original, contain no latent defects, are fit for purpose, and that the modification has been carried out in accordance with any relevant standards and industry codes of practice.

If heating or welding has been done, the engineering report must include an applicable metallurgic report addressing as a minimum:

- Material specifications of the component to be modified.
- Specifications of any weld material and compatibility with the parent material.
- Description and/or diagrams of the preparation of the component.
- Details of preheating if required prior to modification.
- Details of heat treatment procedure after modifications.
- Hardness testing before and after modifications of the modified zone.
- Results of non-destructive testing.

Any welding must be conducted and certified in accordance with Australian Standard AS/NZS1554.1, Structural steel welding - Welding of steel structures.

The report must be presented to the Approved DRC Inspector at the time of inspection. The Approved DRC Inspector may contact the Northern Territory Motor Vehicle Registry Vehicle Standards and Engineering section on **(08) 8924 7214** for support and queries on the suitability of the certification.

Modifications to steering components must ensure the turning circle in either direction, as determined by reference to the extreme outer edge of the tyre track at ground level, does not exceed 25 metres in diameter.

8.7.2. Suspension components

Suspension components may be strengthened by welding additional metal providing the reinforcement follows the original contour of the part being modified.

Ball joints and bushings may be changed to spherical type bushings such as rose joints provided they are suitable for automotive use and appropriate for the steering loads likely to be applied.

Reinforcement bars may be fitted between the suspension mounting points.

8.7.3. Wheels and tyres

Rally vehicles may be fitted with tyres that are marked as 'motor sport only', or 'not for highway use'. Tyres that are not manufactured to a road use standard, or 'DOT' or 'E' marked, must be manufactured by a proprietary tyre manufacturer for their intended purpose.

Alternative wheels and tyres may be fitted provided the load and speed rating of the replacement wheels and tyres are suitable for the vehicle. The vehicle must not be driven outside the manufacturer's specifications.

8.8. Brakes

8.8.1. General

Modifications to braking systems, including the removal or disabling of the anti-lock braking system, may be carried out.

Modified braking systems must be of a dual circuit design.

If originally fitted to the production variant of the vehicle, a brake circuit failure warning light must remain operational on the vehicle.

Notwithstanding the removal or disabling of anti-lock braking systems, brake effectiveness and brake performance of the rally car must remain at least equal to that of the original vehicle's braking capability.

8.8.2. Replacement of hydraulic lines routing

Hydraulic lines may be replaced.

Hydraulic lines must be made of steel Bundy tube. Copper tubing must not be used.

All hydraulic lines should be double flared and use appropriate flare connections. Hydraulic lines must not be joined by brazing, silver soldering etc.

Hydraulic brake lines must be routed to protect them from damage and be adequately supported.

Hydraulic brake hoses must be manufactured and marked in accordance with ADR42 (a reference to ADR 42 is a reference to an ADR (as defined in Schedule 6 of the *Motor Vehicles (Standards) Regulations 2003*), as amended from time to time).

Hydraulic brake hoses must not be stretched or bent through too tight a radius over the full range of suspension and/or steering travel.

Brake hoses must not contact any tyre or wheel or any body, chassis, steering or suspension component over the full range of suspension and steering travel.

Brake lines and hoses must be sufficiently clear of and/or be shielded from hot exhaust components.

8.8.3. Hydraulic hand brakes

A hydraulic hand brake may be used provided a tandem master cylinder or split system is used, and it must be able to be activated while the driver is in the normal seating position.

A 'Fly off' hand brake lever may be installed, however it must incorporate a mechanism to lock it in the 'on' position. Note: An effective hand brake must be provided to facilitate safe parking under all circumstances.

The hand brake must apply equally and simultaneously to both wheels on at least one axle.

8.9. Engine

8.9.1. Engine modification

The engine installed in the vehicle must comply with the relevant section of the Motorsport Australia Manual of Motor Sport.

Rally cars are exempt from having to comply with exhaust emission ADRs however are subject to any in-service NT legislation standards relating to visible emissions.

Emission control devices may be removed.

Catalytic converters may be removed.

Engine crank-case system must be sealed and must not vent direct to atmosphere if the vehicle was manufactured after 1971.

8.9.2. Exhaust systems modifications

Exhaust systems may be modified, or different ones installed provided they satisfy the requirements below.

The exhaust outlet must extend at least 40mm beyond the furthest outboard or rearmost joint of the floor pan that is not continuously welded or permanently sealed in a manner that could permit direct access of exhaust gases to the passenger compartment.

If venting to the side of the vehicle, the exhaust outlet must discharge downwards at an angle to the horizontal of not less than 15 degrees not more than 45 degrees, and to the rear of any opening window or vent.

If venting to the rear of the vehicle, the exhaust outlet must discharge at not more than 10 degrees above or 45 degrees below the horizontal.

The exhaust outlet must not protrude beyond the perimeter of the vehicle when viewed in plan.

The exhaust system, or any of its parts, must not create a hazard from hot surfaces or projections with which persons outside the vehicle are likely to contact.

There must be no escape path for exhaust gases other than the exhaust outlet.

8.9.3. Vehicle noise

If vehicle exhaust systems are modified or replaced, the noise emitted from the engine exhaust must not exceed 96dB(A).

8.10. Number Plates

A specific set of number plates for Dedicated Rally Car registration will be issued to approved vehicles, with the format of the letters "DRC" followed by three numbers eg. "DRC123"



Dedicated Rally Car number plates cannot be personalised. Number plates remain the property of the Registrar of Motor Vehicles and must be surrendered to the Motor Vehicle Registry within 14 days from when the registration is cancelled, or notification from Motor vehicle Registry, or sale or disposal of the Dedicated Rally Car.

A number plate must be permanently affixed to the front and rear of the Dedicated Rally Car so that the number plate is:

- in an upright position that is substantially parallel to the vehicle's axles;
- not more than 1.3 metres above ground level;
- not obscured, defaced or otherwise not legible;
- the defining characters on the number plate are clearly visible from a distance of 20 metres at any point within an arc of 45 degrees from the surface of the number plate above or to either side of the vehicle; and
- any cover on the number plate is clear, clean, untinted and flat over its entire surface, and has no reflective or other characteristics that would prevent the successful operation of a device approved for use under a law relating to the detection of traffic offences.

9. Auditing

The Registrar of Motor Vehicles reserves the right to do all things reasonable to ensure that owners and vehicles registered under the DRC Registration Scheme comply with the conditions of use under the scheme.

Complaints to the Registrar of Motor Vehicles may be referred to Motorsport Australia for initial investigation and appropriate action in the first instance.

Failure to comply with the conditions of registration may result in the driver and/or registered owner being charged under the appropriate legislation. Individuals convicted of such offences may be deemed unregistered and not eligible for DRC registration in the future.

Schedule A

Dedicated Rally Car (DRC) approved Inspectors

A DRC Inspector is a person who has been appointed by the Motor Vehicle Registry as a Northern Territory Authorised Inspector, and a Motorsport Australia appointed Scrutineer. Motorsport Australia is responsible for the assessment and approval of DRC Inspectors.

A DRC Inspector may charge a fee (unregulated) for the inspection.

The DRC Inspector will complete the inspection as per the Northern Territory Inspection Manual for Light Vehicles, the Vehicle Standards Requirements section of the Dedicated Rally Car guideline and the relevant Motorsport Australia scrutineering procedures.

An inspection carried out by an approved DRC inspector for reasons of event scrutineering, may be utilised as the inspection for DRC registration renewal if carried out within 42 days of applying for the DRC registration renewal.

To find a DRC approved inspector, please visit the Motorsport Australia website:

<https://www.motorsport.org.au/regulations/logbooks>