



**2015 Singapore Motor Sports Association
Race Series**
SPORTING AND TECHNICAL
REGULATIONS (CARS)

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2015 Singapore Motor Sports Race Series

SPORTING REGULATIONS

Updated: 6th April 2015

I. SPORTING REGULATIONS

(The regulations are subject to change, which will be published via Additional Supplementary Regulations).

1. ORGANISER / PROMOTER

Singapore Motor Sports Association
Mailing Address: 20 Maxwell Road #05-15 Maxwell House Singapore 069113

2. TITLE OF EVENT

2015 Singapore Motor Sports Association Race Series

3. DATES

Round 1 – 31 May 2015
Round 2 – 23 August 2015*
Round 3 – 8 November*

*Tentative dates

4. STATUS

- 4.1. National
- 4.2. This competition is held under the International Sporting Code of the FIA incorporating National Competition Rules of the Singapore Motor Sports Association, and these Sporting Regulations and Supplementary Regulation issued from time to time.

5. ELIGIBILITY OF COMPETITORS

- 5.1. Each entry comprises 1 driver. The eligibilities are as follows: -
 - (a) Competitors in possession of a valid competition licence issued by the Singapore Motor Sports Association (SMSA) for Circuit Racing. (Minimum competition licence required: National Circuit "C")
- 5.2. All Classes are open to SMSA members. Class 1 is open to AAM members.
- 5.3. The organiser reserves the right to reject any entry in accordance with the National Competition Rules (NCR) of the SMSA. There will be no appeal against their decision.

6. CLASSIFICATION

Class 1	Cars up to 1600 cc
Class 2	Cars up to 2000 cc
Class 3	Open (all capacities)

*** Please Note: Cars with Forced Induction must multiply their engine capacity by a factor of 1.7, and Cars with Rotary Engines by a factor of 2.0**

- 6.1. All SMSA registered Off Road Vehicles will be required to present their vehicle's log book for inspection during scrutineering. Competitor will not be able to start race if failure to do so.

7. VENUE

Pasir Gudang Circuit – 3.862km clockwise. Pole position – right side of grid.

- 7.1. For Pit Booking arrangement, kindly contact:
Rossli or Linda at 07-2521313
- 7.2. For Customs arrangement for importation of Off Road Vehicles, kindly contact:
Linda at 07-2521313

8. TECHNICAL REGULATIONS
Refer to II. Technical Regulations

9. ENTRIES

- 9.1. Entries open 3 weeks before each round or upon posting of Regulations (whichever is the later), and close one week before each round. The Organiser reserve the right to reject entries without assigning any reason for such refusal.
- 9.2. Competitors are responsible for sending correct and complete entries with the correct entry fees prior to the entry closing dates.
- 9.3. Incorrect or incomplete entries that have paid the entry fees (including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Event receives the missing or corrected information.
- 9.4. It is a condition of entry that competitors have no right to any claims against SMSA, Organiser, Sponsors and any one carrying out their duties.
- 9.5. Please submit entries to:
Singapore Motor Sports Association
20 Maxwell Road
#05-15 Maxwell House
Singapore 069113
- 9.6. The Organiser must have received entries at the latest on the closing date of entries set. The Entry Fee per Driver for one round per weekend is SGD\$350. Late entries submitted after the closing date will be charge with an additional SGD\$100. The Organiser reserves the right to reject any late entries.
- 9.7. Maximum number of entries accepted will be at the sole discretion of the organisers..
- 9.8. Maximum number of starters is 38. If there are less than 4 starters per class, the race will be cancelled.
- 9.9. Payment must be made by cash, money order or banker's draft. Cheque may be accepted at the discretion of the organisers and made payable to **Singapore Motor Sports Association**.
The entry fee may be refunded under the following conditions: -

Reimbursement of the total entry fees paid.

- i. Refusal of entry
 - ii. Race cancellation or postponement by the Organizer/Promoter of more than 48 hours with no further claims against the Organiser for loss or expenses incurred.
- No refund
- i. Entry fee will not be refunded for participant who is disqualified from the race due to any type infringement.
 - ii. Withdrawal from race.

10. Race Schedule

- a) Registration / Documentation / Technical Control: Race Days
Scrutineering will commence at 0830hrs and complete by 0930hrs.
- b) Qualifying: Race Days
Conducted over a 10-lap race system.
Grid position for Qualifying will be using a ballot system.

c) Final Race: Race Days

Conducted over 8- to 10-laps (depending on the number of participants and class) race. Grid position for the Final Race will be the finishing order of the Qualifying.

The above is subjected to change and any changes will be informed via the publication of Additional Supplementary Regulations (ASRs)

11. RACING NUMBERS & NAME OF THE DRIVERS

- a) All competition numbers are to be prominently displayed at the left passenger and right driver side door of the car at all times.
- b) In case of a dispute concerning the legibility of numbers, the decision of the organizer will be final.
- c) Replacement numbers can be obtained from the Secretary of the Event's office during event time.

12. SPORTING CHECKS AND SCRUTINEERING

- a) All competitors can register and proceed to technical control for their cars at race paddocks from 0830hrs to 0930hrs. The organizer reserves the right to impose a penalty fine of SGD50 on late comers.
- b) During the initial Scrutineering and Sporting Checks, each competitor and each Entrant must have all required documents and information available.
- c) Unless a waiver is granted by the Stewards in particular circumstances, competitors and Entrants who do not keep to the time limits imposed will not be allowed to take part in the Event.
- d) An Entrant, a competitor or any other person concerned by a car may not be required to sign a discharge or any other document which has not previously been approved by the Organizers.
- e) The Race Director or the Medical Officer may ask a competitor to undergo a medical examination at any time during an Event.
- f) No car may participate in an Event unless the Scrutineers have checked it.
- g) At any time during an Event, the Scrutineers may:
 - i. check the eligibility of the car or of the competitor's equipment,
- h) Any car which, after being passed by the Scrutineers, is dismantled, modified or mended in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for Scrutineering approval.
- i) The Race Director may require that any car involved in an accident be stopped and checked.
- j) Checks and Scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organization of the Servicing Parks and/or the Parc Fermé, and who alone are authorized to give instructions to the Entrants.

- k) Submitting a car to Scrutineering shall be considered as an implicit statement of conformity.
- l) At the Sporting Checks, each competitor will receive a «Technical Passport». All details relating to the full equipment must be entered on this form before submission to Scrutineering. An incomplete «Technical Passport» will be rejected.
- m) Racing numbers and advertising signs shall be on the car when the equipment is submitted to Scrutineering. This will include stickers provided by the Organizer reflecting the names and/or logos of official sponsors of the Series.
- n) A competitor shall not be allowed to change his/her equipment after it has been identified at Scrutineering.
- o) At the Event, the event Organizer and the Stewards will control all licenses.

13. AWARDS

13.1. Trophies will also be awarded to the top 3 finishers.

13.2. Championship points will be awarded to each class according to the following:

Result	Points
1st	25
2nd	20
3rd	15
4th	10
5th	8
6th	6
7th	4
8th	3
9th	2
10th	1

The top 3 participants from all classes with the most points accumulated over the series will be awarded the trophies as Championship winner, first runner up and second runner up. In case of a tie, the participant with more entries in the series will be the winner, secondly the participant with the most number of highest score wins will be the winner.

14. SCRUTINEERING

14.1 All cars must comply with Section II – Technical Regulations.

15. DRIVERS' BRIEFING

15.1 Definition: The Entrants' and Drivers' Briefing is a meeting organised by the Race Director for all Entrants and Drivers entered in the Event.

15.2 Aim of the Briefing: to remind Entrants and Drivers of the specific points of the Sporting and Supplementary Regulations concerning the organisation of the Event; to remind them of the safety notions, either general, or specific to the circuit used; to use any clarification concerning the interpretation of the Regulations.

15.3 The time of the Briefing will be mentioned in the programme of the Event. The time is considered as that of the beginning of the Briefing and the entrance door and access to the Briefing will be closed. Extra meetings may be organized if deemed necessary.

15.4 The presence of all concerned Entrants and Drivers is mandatory throughout the Briefing under pain of a sanction or even of a possible exclusion from the Event. Attendance Sheets shall be signed.

15.5 Before they can be allowed to continue the meeting, a mandatory fine of **SGD300**, which must be paid to the ORGANIZER hosting the event, via the Stewards, will be inflicted on any Entrant and Rider who do not attend the Briefing

16. GENERAL SAFETY

- a) It is strictly forbidden for competitors to drive their cars in a direction opposite that of the race, unless this is strictly necessary to remove the car from a dangerous situation.
- b) During Qualifying Practice, and the race of the final phase, Competitors may use the track only and must at all times observe the dispositions of the Code relating to driving on circuits.
- c) During Qualifying Practice, and the race of the final phase, a car that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or be an impediment for other competitors. If the competitor is unable to remove the car from a dangerous position by riding it, it is the Marshals' duty to help him.
- d) Any repairs with tools are banned outside the Repairs Area. It is forbidden to take any tools and/or spare parts on board the motorcycle. The rider can receive help only in the Repairs Area determined by the Sporting Regulations or during the Briefing.
- e) Except in cases expressly provided for by the Regulations or by the Code, no one except the competitors and Marshals are authorized to touch a stopped car unless it is in the Repairs Area.
- f) When the track is closed by the Race Control during and after Practice and after the finish until all concerned cars, whether they are mobile or not, have arrived at the «Finish» Servicing Park or at the Parc Fermé, no one is allowed to accede to the track, with the exception of Marshals carrying out their duties.
- g) During Qualifying Practice, and the race(s) of the final phase, the car may be restarted only by the competitor himself, except if he restarts from the Repairs Area. The competitor may not receive any outside help on the track during the running of an Event, except in the Repairs Area, which he may reach only by his own means.
- h) A speed limit of 60kmh will be imposed in the pit lane. Any competitor breaking this speed limit will be imposed a penalty provided for in the Regulations or the Code.
- i) If a competitor is faced with mechanical problems during Qualifying Practice, or the Race of the final phase, he must evacuate the track as soon as possible for safety reasons.
- j) If a competitor is involved in a collision, he must not leave the circuit without the Stewards' agreement.
- k) Official instructions will be transmitted to the competitors by means of the signals provided for in the Code. Competitors must not use flags similar to these ones in any way whatsoever.

- l) Any competitor who intends to leave the track, to return to the Servicing Park or to stop in the Repairs Area shall demonstrate his intention in due time and shall ensure that he may do so safely.
- m) It is forbidden to circulate with non-competition cars, motorbikes, scooters or any other motorized devices in the Paddock, Pit Lane and Service Area.
- n) In the case of a «wet race», the choice of tires will be left to the appreciation of the competitors. Competitors will be provided 15 minutes for the change to the appropriate tires. The Race Director reserves the right to use the black flag if he deems that a competitor is posing a danger to other competitors.
- o) **When a competitor arrives at any place on the track where a waved Yellow flag is shown, he must reduce his speed and hold position. OVERTAKING IS STRICTLY FORBIDDEN until the incident is passed and next designated flag point waves a green flag to resume racing. A waved yellow flag means EXTREME CAUTION. It is the Stewards prerogative to impose any punitive measure on any rider that violates this provision**

17. FOOTWEAR

- 17.1. The wearing of OPEN FOOTWEAR BY ANY TEAM PERSONNEL IS NOT PERMITTED IN THE SERVICE PARKS & GRID AREAS AT ANYTIME. Footwear must be of the enclosed type, heel to toe.
- 17.2. Persons wearing inappropriate footwear in the Service Parks and Grid areas at anytime will be penalized. The Entrant/Competitor may be fined SGD100.

18. OFFICIALS

- a) The following Officials will be appointed by the SMSA for the Series. Names of these Officials will be published in Additional Supplementary Regulations:
 - 3 National Stewards
- b) The following Officials will be appointed by the SMSA Volunteers & Officials Commission for each Event and their names will be published in Additional Supplementary Regulations:
 - a Race Director
 - a Chief Scrutineer
 - a Secretary of the Event
- c) In addition, the following Officials will be appointed by Johor Circuit.
 - a Clerk of the Course
 - a Medical Officer
- d) The Race Director, the Chief Scrutineer and the Stewards must be present at the Event at least one hour before the closing of the Sporting Checks. The Race Director must stay at Race Control and be in contact with all Marshals' posts whenever cars are allowed to drive on the track. The Stewards, the Race Director and the Chief Scrutineer must be in permanent radio contact at all times in the circuit.

19. QUALIFYING PRACTICE

- 19.1 Drivers who have passed scrutineering will draw lots in the presence of at least one Steward. 5 laps per sessions are provided for excluding formation and cool down laps. During each session, Drivers will take the start in the grid format of the lot

drawn. The final classification of the Qualifying Practice will be drawn up in the order of the first driver who take the chequered flag at the end of the 5 lap. The Grid position of the Final phase will be that of the final classification of the Qualifying Practice.

20. ORGANISER'S RIGHTS

- 20.1 The organisers may at their discretion and with the consent of the Stewards of the Meeting, abandon, cancel or postpone the competition due to unforeseen circumstances.
- 20.2 To Amalgamate classes should the minimum of 4 entries are not achieved.
- 20.3 Distribute the awards based on intermediate results at their discretion if through bona fide unforeseen circumstances, the competition is stopped before its completion.
- 20.4 Exclude or not permit to start any vehicle whose appearance, condition or performance is not of a standard appropriate for the competition.
- 20.5 Exclude or not permit to start any competitor who is found to have misbehaved or have cheated.
- 20.6 Require the entrant to undertake any dismantling and to do this as and when directed, to make available any components or samples required and to bear any costs arising out of any eligibility checks.
- 20.7 The Race Director, in consultation with the Stewards of the Meeting, has the right to stop the race or any driver due to any unforeseen circumstances.

21. PROTESTS

- 21.1 The right to protest lies only with the Entrants. They must be presented in writing, in accordance with the stipulations of the FIA International Sporting Code. Under strict respect of the protest time of 30 minutes, all protest must be lodged in writing and handed to the Secretary of the Event or if not possible, to the Stewards of the Event, with an Protest Fee of SGD1000 (in cash) and SGD2000 (in cash) if stripping of engine is required.
- 21.2 Protests against decisions of the timekeepers, judges of fact as well as collective protest will not admitted.
- 21.3 The Protest Fee shall be refunded if the protest is upheld. In such case the costs of examination shall be borne by the competitor being protested against.
- 21.4 A protest will only be accepted if the outcome has material effect on the result of the appellant.

22. APPEAL

- 22.1 It will be possible to appeal against the decision of the stewards' judgement. Appeal against the decision of the stewards shall be submitted to the ASN in writing.
- 22.2 An Appeal Fee of SGD2000 is payable upon submission of the appeal.
- 22.3 An appellant must inform the stewards of the event in writing his intention to appeal within one hour of the publication of the stewards' decision. Failure to do this will result in the forfeiture of his right to appeal.
- 22.4 For National events, the National Court of Appeal shall be the final court of judgment for national license-holders of the ASN. For the purposes of this competition, 'territory' as defined under the first paragraph of Art 180 of the International Sporting Code shall be taken to cover J-Circuit.
- 22.5 The right to bring an appeal to the ASN expires two days after the date of the written notification to the stewards as stipulated in 26.3 above.
- 22.5 The ASN shall convene a National Court of Appeal within 30 days upon the receipt of the written notice subject to satisfactory compliance of Art 26.2, 26.3 and 26.4 above.
- 22.6 Any footage from non-official sources will not be allowed as evidence in the event of protest and/or appeals. Any competitor and/or team members found posting such

footage in a public domain and soliciting opinions and comments in a manner considered to be detrimental to the officials, organizer or ASN shall face disciplinary action. The Stewards may use any Video or Electronic systems to assist them in reaching a decision. In the event of a contradiction between respective FIA regulations and local event regulations, the local event regulations shall stand.

23. INTERPRETATION OF REGULATIONS

- 23.1 Only the Race Director can give binding information about the event, or in his absence, the Clerk of the Course.
- 23.2 In the case of any dispute, the interpretation of this Sporting & Technical regulation, the Additional Supplementary Regulations shall be at the discretion of the Stewards. The Organiser reserves the right to modify or supplement the present regulations if considered necessary for reasons of safety, force majeure or by order of the authorities or to cancel the event in case that extraordinary circumstance should arise, without any obligations for indemnification.

24. GENERAL CODE OF DRIVING CONDUCT

- 24.1 The race requires a fair conduct by everyone involved and in particular by the drivers during the practice sessions and during the race. Drivers of faster cars are asked to show consideration and fairness towards the slower cars and vice versa.
- 24.2 Any driver obstructing or endangering other participants during practice or race due to their driving style or apparently not being up to the requirements of the race may be refused the start or excluded from the race.
- 24.3 A driver who abandons a car must leave the gear in neutral or with the clutch disengaged and with the steering wheel in place.
- 24.4 Should a driver be obliged to stop his car on the circuit, the driver must try his best to remove his car from the track with the utmost caution as quickly as possible.
- 24.5 A speed limit of 60kmh will be imposed in the pit lane. Any drivers breaking this speed limit will be imposed a penalty provided for in the Regulation or the Code.

25. CREW CONDUCT

- 25.1 The onus of responsibilities for the conduct of the service crews will at all times be on the Entrant. **Any misbehavior on the part of any service crews will not be tolerated and the driver will be liable to exclusion from the event for any breach of these regulations or refusal to obey instructions from Officials of the Meeting.**
- 25.2 **No service crew is permitted on the circuit at any time without the express permission of the Race Director.** Once the warm-up lap has commenced, all service crew must return to the Pits or Paddock.
- 25.3 **Smoking in the Pit and Paddock is strictly forbidden.** Anyone caught smoking in the Pit and Paddock will be imposed with a SGD500 fine. The Organiser reserves the right to refuse entry for any member of a Pit Crew into the circuit, Pits and Paddock and all areas under its jurisdiction without assigning a reason. Failure to comply with such a request will render the driver liable to exclusion from the event.
- 25.4 **THE DRINKING OF ANY ALCOHOLIC BEVERAGES OR INTOXICATION BY ANY OTHER MEANS (e.g. NARCOTICS) IS ABSOLUTELY FORBIDDEN AND ANY DRIVER AND CREW FOUND GUILTY OF SUCH OFFENCE WILL BE IMMEDIATELY EXCLUDED FROM THE COMPETITION AND REMOVED FROM THE TRACK. THE ORGANISER RESERVES THE RIGHT TO CONDUCT DOPING TESTS AS PER FIA MEDICAL GUIDELINES.**

25.5 As a condition of participation in any SMSA events, Teams may be required to undergo doping control tests. Drivers participating in any championship should be aware that the use of certain drugs, medication, and method of treatment for an illness or injury may be banned in sport. To ensure that the drug, medication or methods of treatment are permitted in sport, please check with the Singapore Sports Council's Sports Medicine Division at Tel: 65005450 / 65005465 or visit www.antidoping.org.sg or www.wada-ama.org for more information.

26. PENALTIES

Without prejudice to the discretion of the Stewards and the ASN as set out in the International Sporting Code, the Stewards will consider, and if appropriate, apply the following penalties in relation to the breaches identified below:

Art. No.	Offence	Penalty
21.1	Failure to stop with grid box	Drive through
21.2	Stopping in wrong grid box	Drive through
21.3	Jump/ False start	Drive through
21.4	Excessive bumping	Drive through
21.5	Causing another car to retire	Exclusion from race
21.6	Failure to carry out drive through penalty within 3 laps	Exclusion from race
21.7	Ignoring black flag	Exclusion from race+SGD100 per lap
21.8	Provoking a fight	Exclusion from race+team ban from series+SGD3,000 fine
21.9	Retaliating in a fight	Exclusion from race+SGD1,500 fine
21.10	Other offences	At the Stewards' discretion

II. TECHNICAL REGULATIONS

(The regulations are subject to change, which will be published via Additional Supplementary Regulations – ASR)

1. GENERAL

Class 1	Cars up to 1600 cc
Class 2	Cars up to 2000 cc
Class 3	Open (all capacities)

*** Please Note: Cars with Forced Induction must multiply their engine capacity by a factor of 1.7, and Cars with Rotary Engines by a factor of 2.0**

2. SPECIFIC MODIFICATION

2.1. INTERIOR

- 2.1.1. There is no restriction on the type of steering wheel.
- 2.1.2. The front seat may be changed for a racing type in order to use 4-point seat belt, minimum. All other seats may be removed.
- 2.1.3. The air-conditioner and radio may be removed.
- 2.1.4. All carpets and sound proofing material and interior trim may be removed.
- 2.1.5. Radio equipment may be fitted.

2.2. MINIMUM WEIGHT

- 2.2.1. There is no minimum weight enforcement of race cars.
LOWER MODEL CARS MAY BE UPGRADED IN THEIR ENTIRETY AND CONFORM TO MODIFICATIONS BELOW

2.3. ENGINE

Engine as supplied in the respective model may be modified. Turbo/supercharged and rotary engines will be rated according to FIA coefficients.

2.3.1. Cylinder Head

- 2.3.1.1. May be ported and polished.
- 2.3.1.2. There is no restriction on camshaft, cam timing and valves.
- 2.3.1.3. There is no restriction on the type of cylinder head gasket.

2.3.2. Ignition

- 2.3.2.1. There is no restriction on the choice of spark plugs.
- 2.3.2.2. There is no restriction on high tension plug wires.
- 2.3.2.3. Electronic control units (ECU) if fitted, may be freely modified or changed.

2.3.3. Cooling System

- 2.3.3.1. There is no restriction on the thermostat and it may be removed. There is also no restriction on the control system at which the fan cuts in. All water bypass hoses on the engine block and cylinder head may be sealed off.
- 2.3.3.2. Larger radiator is permitted provided it fits in the original location without having to cut the bodywork.
- 2.3.3.3. Oil coolers may be fitted. Metal braided hoses must be used to avoid bursting in after market oil coolers.

2.3.4. Induction System

- 2.3.4.1. The original fuel injection system must be retained but may be modified. Original carburettors may be modified. Air filters may be removed.
- 2.3.4.2. There is no restriction on the inlet manifold.
- 2.3.4.3. There is no restriction on the Throttle body butterfly.

- 2.3.4.4. There is no restriction on the Injection nozzles.
- 2.3.4.5. There is no restriction on Fuel pressure regulators.
- 2.3.4.6. Additional fuel containers to avoid fuel starvation at turns are permitted.

2.3.5. Lubricants

- 2.3.5.1. There is no restriction on choice of lubricant.
- 2.3.5.2. Replacement oil filters of any brand is permitted.
- 2.3.5.3. The oil sump may be baffled.

2.3.6. Exhaust

- 2.3.6.1. There is no restriction on exhaust system, provided it does not protrude outside the perimeter of the car.

2.3.7. Tachometers

- 2.3.7.1. Tachometers may be fitted to cars that are not fitted with one as standard.

2.3.8. Turbochargers/Superchargers

- 2.3.8.1. Cars not originally fitted with either turbocharger and/or supercharger are ineligible.

2.3.9. Fuel

- 2.3.9.1. Nitrous oxide systems are not permitted.
- 2.3.9.2. Racing gasoline, gasoline, gasohol, diesel, ethanol, natural gas and propane permitted.
- 2.3.9.3. Nitro methane, methanol prohibited.
- 2.3.9.4. The competitor is responsible to make fuel available for his racing use. No provision will be made with the circuit management for the supply of fuel at the circuit.

2.4. SUSPENSION

- 2.4.1. The suspension may be modified provided that the system and mounting point locations are not changed.
- 2.4.2. No part of the car (with exception of tyres) must touch flat ground when the 2 tyres on the same side of the car are deflated.
- 2.4.3. MacPherson struts and shock absorbers may vary in size and brand.
- 2.4.4. Altering the front camber with adjustable top mounts is permitted even though this item is also part of the steering system. Camber and castor settings are free.
- 2.4.5. Adjustable spring cups are permitted.
- 2.4.6. Fitting of transversal strut to the top absorber mounting is permitted. This must not alter the mounting points.
- 2.4.7. Rose joints are permitted.

2.5. BRAKING SYSTEM

- 2.5.1. There is no restriction on the type of Braking system.
- 2.5.2. ABS may be disconnected or removed.
- 2.5.3. There are no restriction on Brake hoses and fluids, brake pads and shoes material.
- 2.5.4. Brake dust cover may be altered in shape or removed.
- 2.5.5. Cooling ducts, from the bumper only or beneath the floor for rear brakes leading to the brakes only is permitted.

2.6. GEAR BOX AND CLUTCH

- 2.6.1. Limited slip differentials are permitted.
- 2.6.2. There is no restriction on Clutch plate, pressure plate and flywheel.
- 2.6.3. There is no restriction on Gear ratios.
- 2.6.4. Straight cut gears are allowed.
- 2.6.5. Gearbox oil coolers allowed.
- 2.6.6. Sequential shift allowed.

2.7. WHEELS & TYRES

- 2.7.1. Slick tyres are allowed.
- 2.7.2. There is no restriction on Wheel size.
- 2.7.3. Wheel arches lip may be bent inwards to make room for larger tyres.
- 2.7.4. Hub caps on standard wheels must be removed.
- 2.7.5. Any mechanical or chemical modification or heat-treatment such as cutting, applying solvents or other products on either wet-weather or dry-weather tyres is strictly forbidden.

2.8. SAFETY EQUIPMENT/BODYWORK

- 2.8.1. Cars must be fitted with laminated windscreens. Perspex or lexan may be used for other glass areas. Securing rivets may be used. Air induction to the driver's window is permitted. All other breakable external surfaces e.g. lighting assemblies must be taped.
- 2.8.2. Cut-off switch is mandatory and must be able to operate from inside and outside, in front of the driver's side of the car must be fitted. The outside switch must be marked by a red spark in a white edged, blue triangle with a base of a least 12cm.
- 2.8.3. All cars must come equipped with a fire extinguisher, securely fastened and within easy reach of the driver. Permitted fire extinguishers and minimum quantity:

DCF (C F3 Br) 4.9 kgs; NAF 83 3.2 kgs; NAF P 3.2 kgs; AFF 2.4 kgs; Powder 2.0 kgs

- 2.8.4. The body may be painted in any colour scheme. Rear and side screens must be clear of any advertising or paint.
- 2.8.5. A roll cage in accordance with Appendix "J" of the FIA is mandatory.
- 2.8.6. Roll cage mounting points may be welded or bolted to the body.
- 2.8.7. They may be attached to the boot and rear wheel arches. Minimum number of points must be as per FIA drawings attached. No inferior quality tubing will be accepted.
- 2.8.8. The transversal cross bar fitted to the roll cage will not be treated as reinforcement to suspension mounting points.
- 2.8.9. All lights must be taped diagonally across with good quality clear cellophane tape at least 1 inch wide.
- 2.8.10. Safety fuel tanks are permitted.

2.9. HEAD AND NECK SUPPORT (HANS)

- 2.9.1. Head and Neck Supports (HANS) safety device is optional but strongly recommended.

2.10. COMPETITOR RESTRAINT SYSTEM

- 2.10.1. Three-inch (7.6 cm) competitor restraint system mandatory.

2.11. PROTECTIVE CLOTHING

- 2.11.1. FIA approved racing overalls.
- 2.11.2. FIA approved gloves to fully enclose the fingers and thumbs. No part of the arms, wrist or hands must be visible.
- 2.11.3. FIA approved driving boots to be worn. No part of the legs must be visible.
- 2.11.4. Helmets are mandatory. Meeting FIA 8860-2004 or SNELL SA2005, SA2000, or SFI 31.1A, 31.2A, (including all amendments) spec