

2018

REGULATIONS



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CARIBBEAN MOTOR RACING CHAMPIONSHIP 2018 SPORTING REGULATIONS

Appendix I – Sporting Regulations

2018 CMRA SPORTING REGULATIONS

The CMRA will organise the Championship which is the property of the CMRA **and comprises four categories of Champions, one for each driver group, one for riders, one for country /cars and one for country bikes.** It consists of the CMRC races which are included in the CMRA calendar and in respect of which the ASNs and organisers have signed organisation agreements with the CMRA. All the participating parties CMRA, ASNs, organisers, competitors and circuits) undertake to apply as well as observe the rules governing the Championship.

1) REGULATIONS

- **1.1** The final text of these Sporting Regulations shall be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.
- **1.2** These Sporting Regulations may only be changed after 1st January 2018 with the unanimous agreement of all ASN's with events on the 2018 Championship Calendar, save for changes made by the CMRA for safety reasons which may come into effect without notice or delay.

2) GENERAL UNDERTAKING

- **2.1** All drivers and competitors participating in the Championship undertake, on behalf of themselves, their employees, agents and suppliers, to observe all the provisions as supplemented or amended of the International Sporting Code (the Code), the CMRA Technical Regulations (the Technical Regulations) and the present Sporting Regulations together referred to as "the Regulations".
- **2.2** The Championship and each of its Events is governed by the CMRA in accordance with the Regulations. Event means any event entered into the CMRA Calendar for any year commencing at the scheduled time for scrutineering and sporting checks and including all practice and the race itself and ending at the later of the time for the lodging of a protest under the terms of the Code and the time when a technical or sporting certification has been carried out under the terms of the Code.
- **2.3** Any special national regulations must be submitted to the CMRA with the original application for inclusion of an Event on the CMRA calendar. Only with the approval of the CMRA can such special regulations come into force for an Event.

3) GENERAL CONDITIONS

- **3.1** It is the competitor's responsibility to ensure that all persons concerned by his entry observe all the requirements of the Regulations. If a competitor is unable to be present in person at the Event he must nominate his representative in writing. The person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
- **3.2** Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice and the race.
- **3.3** The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
- **3.4** All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pit lane, or track must wear an appropriate pass at all times.
- **3.5** No pass may be issued or used other than with the agreement of the CMRA. A pass may be used only by the person and for the purpose for which it was issued.

4) LICENCES

- **4.1** All competitors participating in the Championship must hold a license issued by their ASN.
- **4.2** In accordance with Articles 31. 5 and 38.3, (These articles are from the FIA ISC) the stewards may impose penalty points on a driver's License. If a driver accrues 12 penalty points his license will be suspended for the following Event, following which 12 points will be removed from the license. Penalty points will remain on a

driver's License for a period of 12 months after which they will be respectively removed on the 12 month anniversary of their imposition.

5) CHAMPIONSHIP EVENTS

5.1 Events are reserved for CMRA cars as defined in the Technical Regulations.

- . 5.2 Each Event will have the status of an international restricted competition.
- . 5.3 The minimum distance of all races, from the start signal referred to in Article 36.9 to the chequered flag, shall be equal to the least number of complete laps which exceed a distance of 16km. There will be three sets of group races at each CMRC Event.
- . 5.4 The maximum number of Events in the Championship is 4, the minimum is 2.
- . 5.5 The final list of Events is published by the CMRA before 1st February each year.
- . 5.6 An Event which is cancelled with less than three months' written notice to the CMRA will not be considered for inclusion in the following year's Championship unless the CMRA judges the cancellation to have been due to force majeure.
- . 5.7 An Event may be cancelled if fewer than 12 cars are available for it.

6) CMRA CHAMPIONSHIP

- . 6.1 The CMRA Championship driver's titles (one for each group) will be awarded to the driver who has scored the highest number of points, taking into consideration the best 9 race results obtained during the Events which have actually taken place.
- . 6.2 The title of CMRA Champion Country will be awarded to the Country which has scored the highest number of points. Results come from the top 4 cars from each country in each group Race (see Article 8.6) being taken into account.
- . ***Country points will be awarded in CMRC races only when a minimum of 2 countries have at least one competitor each in a race, group and class.***
- . 6.3 A Country is the country of the license holder's ASN.
- . 6.4 Points for both titles will be awarded at each Event according to the following scale :
 - 1st: 25 points
 - 2nd: 18 points
 - 3rd: 15 points
 - 4th: 12 points
 - 5th: 10 points
 - 6th: 8 points
 - 7th: 6 points
 - 8th: 4 points
 - 9th: 2 points
 - 10th: 1 point

6.5 *Each race, group/class must have a minimum of 4 starters to gain maximum points. In event of there being only 3 starters, the 1st place will gain 18 points instead of 25 and relatively for 2 starters, 1st place 15 points, 1st starter 12 points.*

- . 6.6 If a race is suspended under Article 41, and cannot be resumed, no points will be awarded if the leader has completed two laps or less, half points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance and full points will be awarded if the leader has completed 75% or more of the original race distance.
- . 6.7 The drivers finishing first, second and third in the Championship must be present at the annual CMRA Prize Giving ceremony.

7) DEAD HEAT

- . 7.1 If two or more countries or drivers finish the season with the same number of points, the higher place in the Championship (in either case) shall be awarded to :
 - . a) The holder of the greatest number of first places.
 - . b) If the number of first places is the same, the holder of the greatest number of second places.

- . c) If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.
- . d) If this procedure fails to produce a result, the CMRA will nominate the winner according to such criteria as it thinks fit.

8) COMPETITORS APPLICATIONS

- . **8.1** Applications to compete in the Championship may be submitted to the CMRA via the host ASN based on the ASR's for the Event. The CMRA shall set a fee for entry to the Championship.
- . **8.2** Applications shall include :
 - . a) Confirmation that the applicant has read and understood the Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them.
 - . b) The name of the driver.
 - . c) The make of the competing car.
 - . d) The make of the engine. .
 - . e) The competition number
 - . f) Group car to be entered in.

8.3 *Should competitors in the same or different countries have the same competition number, preference primarily will be given to the host country and then be given to the one who participated before the other at a CMRC event from 2014 onwards.*

9) CAR LIVERY

- . **9.1** Each car will carry the race number of its driver as published by the CMRA at the beginning of the season or the race number that has been allocated to his replacement under Article 26.1(b)(iii). This number must be clearly visible from the front and side of the car or bike and on the rider crash helmet or leathers. (SEE ASR's)

10) Lap records can only be set during a CMRC race on race day.

11) PROMOTER

11.1 An application to promote an Event must be made to the ASN of the country in which the Event is to take place. It must be accompanied by written evidence that the promoter has made arrangements to secure the participation of competitors, which arrangements are conditional only upon the CMRA entering the Event on the Championship calendar.

12) ORGANISATION OF EVENTS

12.1 An organiser is a body nominated by the ASN and appointed by the CMRA. Upon deciding to grant an application to hold an Event, the CMRA will invite the relevant ASN to organise it or to nominate an organiser. If the ASN is not in a position to do so, the CMRA may itself appoint an organiser. The organiser must be a club or body acceptable to the CMRA and must enter into an organisation agreement with the CMRA when it applies to organise the Event.

13) INSURANCE

- . **13.1** The promoter of an Event must procure that all competitors, their personnel and drivers are covered by third party insurance in accordance with the FIA requirements.
- . **13.2** Ninety days before the Event, the promoter must send the CMRA details of the risks covered by the insurance policy which must comply with the national laws in force as well as the CMRA requirements. Sight of the policy must be available to the competitors on demand.
- . **13.3** Third party insurance arranged by the promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the Event.
- . **13.4** Drivers taking part in the Event are not third parties with respect to one another.

14) CMRA DELEGATES

14.1 For each Event the CMRA will nominate the following delegates :

- . a) Steward delegate. (or if necessary from the host country)
- . b) Technical /Safety delegate.

The event organisers will be responsible for the Air fare and hotel accommodation of the Steward and Technical delegates to each venue.

- . **14.2** The role of the CMRA delegates is to help the officials of the Event in their duties, to see within their fields of competence that all the regulations governing the Championship are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the Event.
- . **14.3** The technical delegate nominated by the CMRA will be responsible for scrutineering and will have full authority over the national scrutineers.

15) OFFICIALS

- . **15.1** The following officials will be nominated by the host ASN :
 - . Three stewards one of whom will be appointed chairman.
 - The event organiser will provide:-
 - . a) Race director.
 - . b) Race starter,if needed.
 - . c) Clerk of the course.
 - . d) Chief medical officer.
 - . e) An Observer
 - . f) Media representative
- . **15.2** The clerk of the course shall work in permanent consultation with the race director. The race director shall have overriding authority in the following matters and the clerk of the course may give orders in respect of them only with his express agreement :
 - . a) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the stewards to modify the timetable in accordance with the Code or Sporting Regulations.
 - . b) The stopping of any car in accordance with the Code or Sporting Regulations.
 - . c) The stopping of practice or suspension of the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
 - . d) The starting procedure.
 - . e) The use of the safety car.
- . **15.3** The race director, the clerk of the course and the technical delegate must be present at the Event no less than 1 hour before initial scrutineering and the stewards one hour before Qualifying on the same day.
- . **This will be controlled by Schedule at each event/Country**
- . **15.4** The race director must be in radio contact with the clerk of the course and the chairman of the stewards at all times when cars are permitted to run on the track. Additionally, the clerk of the course must be in race control and in radio contact with all marshal's posts during these times.
- . **15.5** The stewards may use any video or electronic means to assist them in reaching a decision. The stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to the starting procedure may result in the exclusion of the car and driver concerned from the Event.

16) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- . **16.1** The stewards or race director may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all competitors who must acknowledge receipt.
- . **16.2** All classifications and results of practice and the race, as well as all decisions issued by the officials, will be published via the CMRA document and messaging system.
- . **16.3** Any decision or communication concerning a particular competitor should be given to him within **fifteen** minutes of such decision, and written receipt must be acknowledged.

17) PROTESTS AND APPEALS

- . **17.1** Protests shall be made in accordance with the **International Sport Code (FIA)** and accompanied by a fee of US\$100.
- . **17.2** Appeals may not be made against decision concerning the following :
 - . a) Penalties imposed under Articles 38.3a), b), c), d), e) or f), including those imposed during the last three laps or after the end of a race.
 - . b) Any drop of grid positions imposed under Article 23.
 - . c) Any penalty imposed under Article 31.5.
 - . d) Any decision taken by the stewards in relation to Article 35.1.
 - . e) Any penalty imposed under Articles 36.4 or 42.3.

18) SANCTIONS

- **18.1** The stewards may inflict the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalties available to them under the Code.
- **18.2** Any driver who receives three reprimands in the same Championship season will, upon the imposition of the third, be given a ten grid place penalty at that Event. If the third reprimand is imposed following an Incident during a race the ten grid place penalty will be applied at the driver's next Event. The ten grid place penalty will only be imposed if at least two of the reprimands were imposed for a driving infringement.

19. Meetings.

19.1 Meetings, chaired by the race director, will take place as per the ASR's of the event, or on the day before first practice as per event schedule. The first must be attended by all team managers and or competitors and the second by all competitors.

Should the race director consider another meeting necessary it will take place three hours before the race. Competitors will be informed no later than three hours after the end of the qualifying practice session. All drivers and team managers must attend.

20) GENERAL CAR AND PERSONNEL REQUIREMENTS

- **20.1** During the entire Event, no screen, cover or other obstruction which in any way obscures any part of a car will be allowed at any time in the paddock, garages, pit lane or grid, unless it is clear any such covers are needed solely for mechanical reasons, which could, for example, include protecting against fire. In addition to the above the following are specifically not permitted :
 - a) Engine, gearbox or radiator covers whilst engines are being changed or moved around the garage.
- The following are permitted :
 - b) Covers which are placed over damaged cars or components.
 - c) Warming or heat retaining covers for the engine and gearbox on the grid.
 - d) A cover over the car in the parcfermé overnight.
 - e) A cover over the car in the pit lane or grid if it is raining.

21) GENERAL SAFETY

- **21.1** Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags or lights similar to these.
- **21.2** Save where these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the race.
- **21.3** Other than by driving on the track, Competitors are not permitted to attempt to alter the grip of any part of the track surface.
- **21.4** If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors. Under no circumstances may a driver stop his car on the track without justifiable reason. If any mechanical assistance received during the race results in the car re-joining the stewards may exclude him from the race (other than under Article 22.7(d)).
- **21.5** A driver who abandons a car must leave it in neutral or with the clutch disengaged, and with the steering wheel in place.
- **21.6** Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the team's designated garage area, the pit lane or on the starting grid.
- **21.7** During the period commencing fifteen minutes prior to and ending five minutes after every practice session and the period between the commencement of the formation lap which immediately precedes the race and the time when the last car enters the parcfermé, no one is allowed on the track, the pit entry or the pit exit with the exception of :
 - a) Marshals or other authorised personnel in the execution of their duty.
 - b) Drivers when driving or on foot, having first received permission to do so from a marshal.
 - c) Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
 - d) Team personnel when assisting marshals to remove a car from the grid after the start of the race.
- **21.8** During a race, the engine may only be started with the starter except in the pit lane or the team's designated garage area where the use of an external starting device is allowed.

- . **21.9** Drivers taking part in practice and the race must always wear the clothes, helmets and head and neck supports specified in the Code.
- . **21.10** A speed limit of 40km/h will be imposed in the pit lane during the whole Event. However, this limit may be amended by the stewards following a recommendation from the ASN safety delegate. Any team whose driver exceeds the limit during any practice session will be fined US\$100 for each km/h above the limit, up to a maximum of US\$1000. However, in accordance with Article 18.1 the stewards may inflict an additional penalty if they suspect a driver was speeding in order to gain any sort of advantage. During the race the stewards may impose either of the penalties under Article 38.3a), b), c) or d) on any driver who exceeds the limit.
- . **21.11** If a driver has serious mechanical difficulties he must leave the track as soon as it is safe to do so.
- .
- . **21.12** The race director, the clerk of the course or the Organisers medical delegate can require a driver to have a medical examination at any time during an Event.
- . **22.13** The organiser must make fire extinguishers of 5kg capacity available in the Pit areas and ensure that they work properly.
- . **21.14** Animals, except those which may have been expressly authorised by the CMRA or ASN or Organiser for use by security services, are forbidden on the track, in the pit lane, in the paddock or in any spectator area.

22) SCRUTINEERING

- . **22.1** Specific to event ASR's
- . **22.2** Unless a waiver is granted by the stewards, competitors who do not keep to these time limits will not be allowed to take part in the Event.
- . **22.3** No car may take part in the Event until it has been passed by the scrutineers.
- . **22.4** The scrutineers may :
 - . a) Check the eligibility of a car or of a competitor at any time during an Event.
 - . b) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
 - . c) Require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail.
 - . d) Require a competitor to supply them with such parts or samples as they may deem necessary.
- . **22.5** The race director or the clerk of the course may require that any car involved in an accident be stopped and checked.
- . **22.6** Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the parc fermé and who alone are authorised to give instructions to the competitors.
- . **22.7** The stewards will publish the findings of the scrutineers each time cars are checked during the Event. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.

23) DRIVING

- . **23.1** The driver must drive the car alone and unaided.
- . **23.2** Drivers must observe the provisions of the Code relating to driving behavior on circuits at all times.
- . **23.3** Drivers must make every reasonable effort to use the track at all times and may not deliberately leave the track without a justifiable reason. Drivers will be judged to have left the track if no part of the car remains in contact with it and, for the avoidance of doubt, any white lines defining the track edges are considered to be part of the track but the kerbs are not. Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any lasting advantage. At the absolute discretion of the race director a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track.
- . **23.4** At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person.

24) PIT ENTRY, PIT LANE AND PIT EXIT

- . **24.1** The section of track between the track and the beginning of the pit lane will be designated the "pit entry".
- . **24.2** The section of track between the end of the pit lane and the track will be designated the "pit exit".
- . **24.3** The pit lane will be divided into two lanes, the lane closest to the pit wall will be designated the "fast lane" and may be no more than 3.5 meters wide, the lane closest to the garages will be designated the "inner lane". Other than when cars are at the end of the pit lane under Articles 36.2 and 41, the inner lane is the only area

where any work can be carried out on a car. However, no work may be carried out in the fast lane if it is likely to hinder other cars attempting to leave the pit lane.

- . **24.4** The Organiser will allocate garages and an area in the pit lane on a strictly equal basis where each team may work.
- . **24.5** Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the team's designated garage area to the end of the pit lane. Any car(s) driven to the end of the pit lane prior to the start or re-start of a practice session must form up in a line in the fast lane and leave in the order they got there unless another car is unduly delayed.
- . **24.6** When cars are permitted to leave the pit lane they must do so in the order that was established under Article 36.2 unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.
- . **24.7** Other than drying, sweeping or any tyre rubber left when cars leave their pit stop position, competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed to by the CMRA safety delegate.
- . **24.8** Competitors must not paint lines on any part of the pit lane.
- . **24.9** Other than under 28.8 above no equipment may be left in the fast lane.
- . **24.10** Under exceptional circumstances the race director may ask for the pit entry to be closed during the race for safety reasons. At such times drivers may only enter the pit lane in order for essential and entirely evident repairs to be carried out to the car. A penalty under Article 38.3(d) will be imposed on any driver who, in the opinion of the stewards, entered the pit lane for any other reason whilst it was closed.

25) WEIGHING

25.1 a) After any free practice session or during the qualifying practice session cars will be weighed as follows :

- . i) When signaled to do so the driver will proceed directly to the designated scrutineers area and stop his engine. A reprimand will be imposed on any driver who fails to stop when signaled to do so, provided the car is then brought back to the scrutineering area without delay and that the CMRA technical delegate is satisfied the car has been brought back in exactly the same condition it was in when it was driven into the pits. Any driver who fails to stop when asked to do so, and then fails to bring the car back to the scrutineering area, or if work is carried out on the car before it is returned to the scrutineering area, will be required to start the race from the back of the grid.
- . ii) At the end of the qualifying session all cars will be weighed. If a driver wishes to leave his car before it is weighed he must ask the technical delegate to weigh him in order that this weight may be added to that of the car.
- . iii) If a car stops on the circuit during the qualifying session and the driver leaves the car, he must go to the scrutineers garage immediately on his return to the pit lane in order for his weight to be established.
- . b) After the race any classified car may be weighed. If a driver wishes to leave his car before it is weighed he must ask the technical delegate to weigh him in order that this weight may be added to that of the car.
- . c) The relevant car may be excluded should its weight be less than that specified in Article 4.1 of the Technical Regulations when weighed under a) or b) above, save where the deficiency in weight results from the accidental loss of a component of the car.
- . d) No substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing procedure. (Except by a scrutineer when acting in his official capacity).

25.2 In the event of any breach of these provisions for the weighing of cars the stewards may drop the driver such number of grid positions as they consider appropriate or exclude him from the race.

26) REFUELLING

26.1 a) Refueling is only permitted in the team's designated garages.

b) Fuel may not be added to nor removed from a car after it has left the pit lane to start the first reconnaissance lap permitted under Article 36.1.

c) Fuel may not be added to nor removed from a car during a race.

- . **26.2** The driver may not remain in his car throughout refueling and the engine must be stopped.
- . **26.3** During all refueling a second person must be on stand by with a fire extinguisher.

27) PRACTICE SESSIONS

- . **27.1** A competitor may start in the race without taking part in at least one practice session.
- . **27.2** During all practices there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag and/or a flashing blue light will be shown in the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.
- . **27.3** Any driver taking part in any practice session who, in the opinion of the stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in Article 31.5.
- . **27.4** Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line. When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to the pit lane, and all cars abandoned on the track will be removed to a safe place. At the end of each practice session no driver may cross the Line more than once.
- . **27.5** The clerk of the course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. However, only during qualifying practice will the session be extended as a result.
- . Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

28) FREE PRACTICE

28.1 Free practice sessions will take place according to the event schedule

29) QUALIFYING PRACTICE

- . **29.1** There will only be one session of Qualifying for each group.
- . **29.2** Any driver whose car stops on the circuit during the qualifying session will not be permitted to take any further part in the session. Any car which stops on the circuit during the qualifying session, and which is returned to the pits before the end of the session, will be held in parc fermé until the end of the session.
- . **29.3** At the end of qualifying practice the times achieved by each driver will be officially published.

30) The Grid

30.1 Any driver whose best qualifying lap exceeds 107% of the fastest time set during that session, or who fails to set a time, will only be allowed to take part in the race under exceptional circumstances however, which may include setting a suitable lap time in a free practice session. The stewards have the final decision to permit a car to start the race.

Any driver accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied.

Should there be more than one driver accepted in this manner they will be arranged on the grid in the order specified by the stewards.

30.2 a) The grid will be drawn up as follows:

- . i) The positions will be occupied by the cars which took part in qualifying, the fastest from the position on the grid which was the pole position in the previous year or, on a new circuit, has been designated as such by the CMRA safety delegate.
- . b) If two or more drivers set identical times during qualifying priority will be given to the one who set it first.

If more than one driver fails to set a time during qualifying they will be arranged in the following order:

- . i) Any driver who attempted to set a qualifying time by starting a flying lap.
- . ii) Any driver who failed to start a flying lap.
- . iii) Any driver who failed to leave the pits during the period.
- . c) Once the grid has been established in accordance with a) and b) above, grid position penalties will be applied to the drivers in question in the order the offences were committed. If, following qualifying, more than one driver incurs a penalty under Article 23.3(f) or Article 23.5(a) *of the ISC*
- . d) Any driver who incurs a penalty under Article 23.3(f) or Article 23.5(a) *of the ISC* will take precedence over any driver whose qualifying times have been deleted for any reason.
- . e) If more than one driver falls into a single category in b) or d) above they will be arranged on the grid in the order they entered the event.

30.3 The starting grid for the first race will be published no less than one hour before the start of the grid formation. Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the stewards accordingly at the earliest opportunity and, in any event, no later than 3/4 hour before the start of the grid formation. If one or more cars are withdrawn the grid will be closed up accordingly. The final starting grid will be as cars arrive at the dummy grid before the start of the grid formation.

Subsequent races will be gridded according to the finish results of the previous races.

30.4 The grid will be in a staggered 1 x 1 formation and the rows on the grid will be separated by no less than 16 ft. minimum.

31 RACE PROCEDURES

31.1 Starting Procedure – The methods of Starting will be standing starts for all groups.

31.2 Start Signal – The race may be started either with the National Flag of the host country or by the use of Start Lights. The type of Start Signal being used will be as directed by the ASR's of the Organisers hosting the event.

31.3 Grid Formation will be followed by display of a green flag. The cars leave the grid on the warm up lap/s **at the pole car's regulated pace without a pace car.** On, completion of the warm up lap/s the cars will return to the Grid Formation Area and reassemble in the predetermined order on the grid. The number of warm up laps will be as directed by the ASR's of the Organisers hosting the event.

31.4 Stopping Of Races – The following procedure will apply to circuit races that have been stopped prior to their completion by the use of the red flag:

- i. All vehicles shall proceed slowly to the start area with no passing being permitted.
- ii. If a race is to be restarted, normal start procedure will apply from this point.
- i. As soon as conditions permit thereafter, the starting procedure will recommence

31.5 Restarting a Race Stopped Prematurely

- i. If less than two laps of the race have been completed by the leader, the original start shall be deemed null and void and the race shall be restarted and all starters in the original start may compete again. In addition, any driver who had not taken up his/her position on the Grid at the time of the original Grid Formation will be allowed to start from the back of the Grid. The race will be considered a new race and the full distance will be covered.
- ii. If 75% of the scheduled distance has been completed, the event will be concluded and there will be no restart. Classification and Championship Scoring will be as if the race had been completed in its entirety.
- iii. If it is impossible, in the opinion of the Stewards of the Meeting, to restart a race stopped prematurely, it shall be deemed completed. Championship Scoring shall be determined according to the following:
 - No points will be awarded if the leader has completed less than two laps.
 - Half points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance.
 - Full points will be awarded if the leader has completed more than 75% of the original race distance.
 - Points will be allocated in the order the competitors crossed the Finish Line on the lap preceding the one in which the race was stopped.

31.6 Wet Weather Start - If more than 50% of the vehicles start a race on wet weather tyres, or if the Clerk of the Course so decrees, it will be declared a wet weather race.

- i. A wet weather race will not be stopped even if it fails to rain or the track dries out following rain.
- ii. If it suddenly starts to rain while the vehicles are on the warm-up lap or standing on the starting grid, the Clerk of the Course, at his sole discretion, may display a "Start Delayed" sign. The starting procedure will begin again after 15 minutes, enabling vehicles to be fitted with wet weather tyres if the drivers so wish.
- iii. Should the volume of water on the track be such that it cannot be negotiated safely even on wet weather tyres the Clerk of the Course may delay the start until such time as the conditions improve.

31.7 The Finish - The finishing signal shall be the checkered flag.

a) If, during a race, the checkered flag is inadvertently displayed before the leading car completes the scheduled number of laps, the race will nevertheless be deemed to have ended when the leading car last crossed the Line before the signal was given, providing that 75% of the race distance was complete.

b) If, during a race, the checkered flag is inadvertently displayed after the race is scheduled to end, the race will nevertheless be deemed to have ended when it was due to end.

c) After receiving the end-of-race signal ***the first 5 cars*** must proceed on the circuit directly to the designated post-race weighing area without any unnecessary delay, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary). ***The winning car will proceed on a Lap of Honor before proceeding to the Weight Station.***

31.8 Any classified car which cannot reach the post-race weighing area under its own power will be placed under the exclusive control of the marshals who will take the car to the post-race weighing area.

31.9 To be classified as a finisher, a vehicle must have completed not less than 75% of the distance of the race (rounded down to the nearest whole number of laps) under its own power.

31.10 The race ends when the leading car crosses the Start/Finish Line.

32 Group 4, Procedure for Equivalency in performance.

To create fair competition in this group, data loggers will be fitted to forced induction engines. At the end of each race the boost levels will be down loaded and reviewed. The boost level of these cars may then have to be lowered to reduce power output at the next round of the championship. A weight (amount to be agreed) penalty may be applied to the leading cars as a first step to reduce performance. Any car not having a data logger will not be included in the results.

33 Penalties.

33.1 *Unless it is clear to the stewards that a driver was wholly or predominantly to blame for an Incident no penalty will be imposed.*

33.2 *If an Incident is under investigation by the stewards a message informing all teams which driver or drivers are involved will be sent via the official messaging system.*

Provided that such a message is displayed no later than 60 minutes after the race has finished the driver or drivers concerned may not leave the circuit without the consent of the stewards.

33.3 *The stewards may impose any one of the penalties below on any driver involved in an Incident:*

- . a) A five second time penalty will be added to the elapsed race time of the driver concerned.*
- . b) A ten second time penalty will be added to the elapsed race time of the driver concerned.*

If any of the two penalties above are imposed upon a driver, and that driver is unable to serve the penalty due to retirement from the race, the stewards may impose a grid place penalty on the driver at his next race.

If any of the two penalties above are imposed after the end of a race, Article 32.4 below will not apply and five seconds will be added to the elapsed race time of the driver concerned in the case of (a) above, 10 seconds in the case of (b), 20 seconds.

c) An additional time penalty.

d) A reprimand.

e) A drop of any number of grid positions at the driver's next Event.

If any of the five penalties above are imposed they shall not be subject to appeal.

f) Exclusion from the results.

g) Suspension from the driver's next Event.

33.4 *Should the stewards decide to impose either of the penalties under Article 32.3(a), (b). The stewards will give written notification of the penalty which has been imposed to the competitor concerned and will inform all teams via the official messaging system.*

34) General Safety

12

- 34.1** Official instructions will be given to drivers by means of the Flag *or light* Signals described at the Drivers Briefing Meeting. Competitors must not use flags similar to these.
- 34.2** Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position.
- 34.3** During practice and the race, drivers may use only the track and must at all times observe the conduct relating to driving behavior on circuits?
- 34.4** If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors.
- 34.5** A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 34.6** It is strictly forbidden for a competitor to affect any 'on track' repairs to his race car during the running of a race. Repairs are only permitted in the competitor's designated Pit Area.
- 34.7** Refueling is only permitted in the competitor's designated Pit Area.
- 34.8** If a race is suspended for any reason refueling is forbidden unless the car is returned to its designated Pit Area.

INFORMATION REQUIRED BY THE CMRA 30 DAYS BEFORE AN EVENT

PART A.

1. NAME AND ADDRESS OF THE NATIONAL SPORTING AUTHORITY (ASN).
2. NAME AND ADDRESS OF THE ORGANISER.
3. DATE AND PLACE OF THE EVENT.
4. START TIME OF THE RACE (AS AGREED WITH THE CMRA).
5. ADDRESS AND TELEPHONE NUMBERS AND EMAIL ADDRESSES TO WHICH ENQUIRIES CAN BE ADDRESSED.
6. DETAILS OF THE CIRCUIT, WHICH MUST INCLUDE :
 - LENGTH OF ONE LAP.
 - NUMBER OF LAPS FOR RACES.
 - DIRECTION (CLOCKWISE OR ANTI-CLOCKWISE).
7. PRECISE LOCATION AT THE CIRCUIT OF :
 - STEWARDS' OFFICE.
 - RACE DIRECTOR'S OFFICE.
 - CMRA OFFICE.
 - PARC FERMÉ.
 - DRIVERS' AND COMPETITORS' BRIEFING.
 - WINNER'S PRESS CONFERENCE.
8. LIST OF ANY TROPHIES AND SPECIAL AWARDS.
9. THE NAMES OF THE FOLLOWING OFFICIALS OF THE EVENT APPOINTED BY THE ASN :
 - STEWARDS OF THE MEETING.

The names of the following officials appointed by the organiser/promoter.

 - CLERK OF THE COURSE.
 - SECRETARY OF THE MEETING.
 - CHIEF NATIONAL SCRUTINEER.
 - CHIEF NATIONAL MEDICAL OFFICER.

PART B.

ENTRY FORM FOR THE CMRA CHAMPIONSHIP to be completed by all entrants.

PART C

ENTRY FEES FOR THE 2018 CMRA CHAMPIONSHIP

- . i) Every local competitor will be required to pay his local entry fee.
- . CMRA entry fees will be US \$100.00 per competitor per event.

In light of suggestions made before the event in Guyana about the prizes for the Overall CMRA champions it may be necessary for each country to put money towards these prizes and not expect Guyana to foot the bill for this every year
This situation needs further discussion and Further discussion on year end presentation.

Appendix II – Safety Regulations

1. General

- a. A car, the construction of which is deemed to be dangerous, may be excluded by the Clerk of the Course or Stewards of the meeting.
- b. A Vehicle can only compete in a **CMRA** sanctioned event if it has been scrutineered by a CMRA official or the chief Scrutineer of the organizing club. Any major damage to the vehicle or fundamental change in the specification as governed by these Safety Regulations would require re-scrutineering and the Clerk of the Course advised.
- c. It must be emphasized that these are minimum requirements only. The onus is on the competitor to ensure that their vehicle is adequately prepared for its intended use.
- d. The steering locking mechanism must be removed from column.

2. Lines and Pumps

Fuel, oil and brake lines must be protected externally against any risk of damage (stones, corrosion, mechanical breakages, etc.) and internally against all risks of fire.

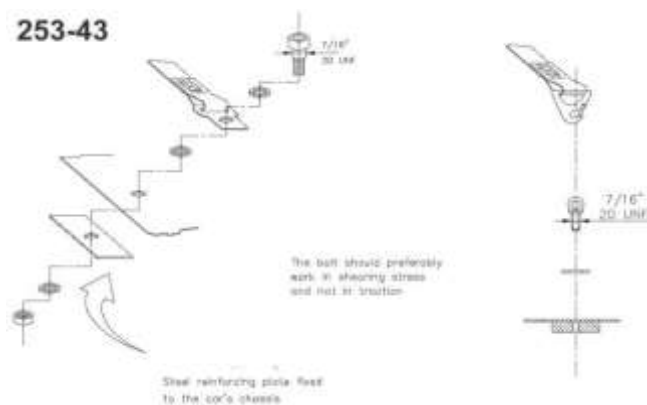
3. Braking system

A double circuit operated by the same pedal and controlling all wheels is required. In case of a leakage at any point of the brake system or of any kind of failure in the brake transmission system, the pedal must still control at least two wheels.

4. Safety Belts

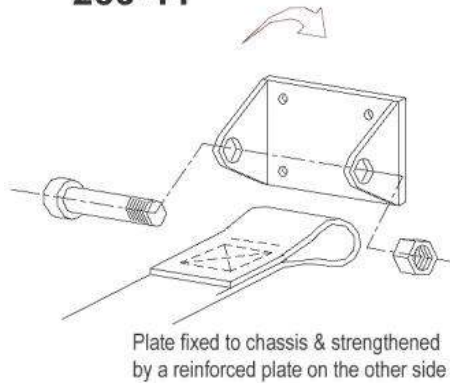
- a. Wearing of two shoulder straps and one lap strap is mandatory. They must be attached to anchorage points on the body shell: two for the lap strap, two or possibly one symmetrical about the seat for the shoulder straps.
- b. Belts must be equipped with turn buckle, over-centre or push button release and be manufactured by a recognized seatbelt manufacturer.
- c. Belts must have a minimum of 3" shoulder straps unless they are labeled to be used with a HANS Device and are being worn in conjunction with said device.
- d. If installation on the series anchorage points is impossible, new anchorage points must be installed on the body shell or the chassis. The shoulder straps may also be fixed to the safety roll cage or to a reinforcement bar by means of a loop. For each new anchorage point created, a steel reinforcement plate with a surface area of at least 40 cm² and a thickness of at least 3 mm must be used.
- e. Principles of mounting to the chassis/monocoque :

General mounting system: see drawing 253-43.

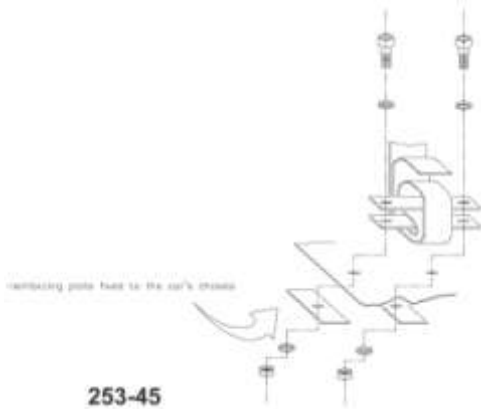


Shoulder strap mounting: see drawing 253-44.

253-44



Crotch strap mounting: see drawing 253-45.



- f. Use - A safety harness must be used in its entirety without any modifications or removal of parts, and in conformity with the manufacturer's instructions. The effectiveness and longevity of safety belts are directly related to the manner in which they are installed, used and maintained. The belts must be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight. They must also be replaced if metal parts or buckles are bent, deformed or rusted. Any harness which does not function perfectly must be replaced.

5. Extinguishers

- a. The use of the following products is prohibited: BCF, NAF.
- b. All cars must carry at least one hand held extinguisher.
- c. Permitted extinguishants: AFFF, FX G-TEC Zero 360, Viro3, powder and any other FIA approved extinguishants.
- d. Minimum quantity of extinguishant: AFFF: 2.4 litres; FX G-TEC: 2.0 kg; Viro3 : 2.0 kg; Zero 360 2,0 kg; Powder: 2.0 kg;
- e. Pressure: AFFF - 12bar, Powder - 8-13.5bar. Extinguishers must be equipped with a means of checking the pressure of the contents.
- f. The following information must be visible on each extinguisher: capacity, type of extinguishant, weight or volume of the extinguishant.
- g. Extinguishers must be adequately protected. Their mountings must be able to withstand a severe deceleration. Only quick-release metal fastenings with metal straps will be accepted on hand-held extinguishers.
- h. Extinguishers or their actuating devices must be easily accessible for the driver.

6 Rollover Structures

- a. Club scrutineers may accept competition car roll cages if:
 The roll cage specifications are as listed in this section and the installation and welding is of satisfactory quality. Roll cage designs must be authorized by the club Scrutineer in writing before fitting, or,
 The roll cage is installed in an FIA homologated car, is in its original specification and the vehicle homologation papers are presented to the Scrutineer for confirmation, or,
 The roll cage has been homologated by a National Governing Body (ASN) in accordance with FIA regulations regarding same and the homologation form for the roll cage is presented to the Scrutineer.
- b. Definitions:
- Safety cage:** A structural framework designed to prevent serious body shell deformation in the case of a collision or roll.
- Roll bar:** Structural frame or hoop and mounting points
- Roll cage:** Structural framework made up of a main roll bar, front roll bar (or of two lateral roll bars), their connecting members, one diagonal member, backstays and mounting points. (Drawings 253-3 and 253-4).
- Main roll bar:** Near-vertical frame or hoop located across the vehicle just behind the front seats. Front roll bar: Similar to main roll bar but its shape follows the windscreen pillars and top screen edge.
- Lateral roll bar:** Near-vertical frame or hoop located along the right or left side of the vehicle. The rear legs of a lateral roll bar must be just behind the front seats. The front leg must be against the screen pillar and the door pillar such that it does not unduly impede the entry or exit of driver and co-driver.
- Door Bar:** Bar or bars welded or bolted horizontally between the front and main roll bars. If bolted, bolts must not be in shear.
- Longitudinal member:** Longitudinal tube which is not a part of the main, front or lateral roll bar and linking them with the backstays.
- Diagonal member:** Transverse tube between a top corner of the main roll bar or upper end of a backstay and a lower mounting point on the other side of the roll bar or backstay.
- Framework reinforcement:** Reinforcing member fixed to the roll cage to improve its structural efficiency.
- Reinforcement plate:** Metal plate fixed to the body shell or chassis structure under a roll bar mounting foot to spread load into the vehicle structure.
- Mounting foot:** Plate welded to a roll bar tube to permit its bolting or welding to the body shell or chassis structure, usually onto a reinforcement plate.
- Removable members:** Structural members of a safety cage which must be able to be removed.
- c. Specifications: A Safety Cage must be designed and made so that, when correctly installed, it substantially reduces body shell deformation and the risk of injury to occupants. The essential features of safety cages are sound construction designed to suit the particular vehicle, adequate mountings and a close fit to the body shell. Tubes must not carry fluids. The safety cage must not unduly impede the entry or exit of the driver and co-driver. Members may pass through the dashboard and front trim, as well as through the rear trim and rear seats.
- d. Diagonal Members: at least one diagonal member must be fitted as per drawings 253-3 to 253-5. The combination of several members is permitted according to drawings 253-3 and 253-5. The fitting of a second diagonal member, according to drawing 253-4, is recommended and they must be straight, not curved. The attachment points of the diagonal members must be so located that they cannot cause injuries. They may be removable. The lower end of the diagonal must join the main rollbar or backstay not further than 100 mm from the mounting foot. The upper end must join the main rollbar not further than 100 mm from the junction of the backstay joint, or the backstay not more than 100 mm from its junction with the main rollbar.
- e. Mounting of rollcages to the bodyshell (minimum):
- 1 for each leg of the main or lateral rollbar;
 - 1 for each of the front rollbar;
 - 1 for each backstay.
- Each mounting foot of the front, main and lateral rollbars must include a reinforcement plate at least 3mm thick. Each mounting foot must be attached by at least three bolts on a steel reinforcement plate at least 3 mm

thick and of at least 120 cm² area which is welded to the bodyshell. Bolts must be of at least M8 size of ISO standard 8.8 or better. Fasteners must be self-J

locking or fitted with lock washers. In addition to these minimum requirements, more fasteners may be used, the rollbar legs may be welded to reinforcement plates or the rollcage may be welded to the bodyshell. Rollbar mounting feet must not be welded directly to the bodyshell without a reinforcement plate.

- f. Backstays are compulsory and must be attached near the roof line and near the top outer bends of the main rollbar on both sides of the car. They must make an angle of at least 30° with the vertical, must run rearwards and be straight and as close as possible to the interior side panels of the bodyshell. Their mountings must be reinforced by plates.
- g. Reinforcement of bends and junctions: It is permitted to reinforce the junction of the main rollbar or the front rollbar with the longitudinal struts (drawings 253-10 and 253-16), as well as the top rear bends of the lateral rollbars and the junction between the main rollbar and the backstays.
- h. Except for circuit and drag racing, longitudinal extensions from the main rollcage to suspension mounts are allowed but must not extend beyond the front and rear axle centre-lines.
- i. All welding should be of the highest possible quality with full penetration and preferably using a gas shielded arc. Although good external appearance of a weld does not necessarily guarantee its quality, poor looking welds are never a sign of good workmanship.

j. Material specifications:

Seamless mild steel tubing with specifications of 38 mm by 2.5 mm or 40 mm by 2.0 mm with a minimum yield strength of 350 N/mm²

The tubing must be bent by a cold working process and the centerline bend radius must be at least 3 times the tube diameter. If the tubing is ovalised during bending, the ratio of minor to major diameter must be 0.9 or greater. If this ratio is exceeded the bends may be plated or gusseted.

For locally built cages made of T45 minimum dimensions are Main Hoop - 41.3 x 1.6mm

Lateral Hoop, Door Bars - 38 x 1.6 mm

Header Rail, Dash Bar, Rear Stay Diagonal - 38 x 1.0 mm

Additionally, the cage design must be as per drawing number BMF 01. For locally built cages made of 4130 minimum dimensions are

Main Hoop - 41.3 x 1.6mm

Lateral Hoop, Door Bars - 38 x 1.4 mm

Header Rail, Dash Bar, Rear Stay Diagonal - 38 x 1.0mm

Additionally, the cage design must be as per drawing number BMF 01.

NOTE. Competitors are advised to check the regulations of the club in which they intend to compete as these minimum regulations may be exceeded.

The welding process must be MIG or TIG only.

- k. Technical specifications of main, front and lateral rollbars: These frames or hoops must be made in one piece without joints. Their construction must be smooth and even, without ripples or cracks. All joints must be profiled. The vertical part of the main rollbar must be as straight as possible and as close as possible to the interior contour of the body shell. The front leg of a front rollbar or of a lateral rollbar must be straight, or if it is not possible, must follow the windscreen pillars and have only one bend with its lower vertical part. Where a main rollbar forms the rear legs of a lateral rollbar (drawing 253-4), the connection to the lateral rollbar must be at roof level.
- l. For vehicles not fitted with steel doors a double door bar installation is required (diagonal or parallel bars). To achieve an efficient mounting to the bodyshell, the original interior trim may be modified around the safety cages and their mountings by cutting it away or by distorting it.
- m. **Exceptions:** Autocross, dexterity tests, off-road trials and drag races (cars slower than 11.49sec ¼-mile or 7.35sec ⅛-mile) do not require roll-over structures unless they have no roof, in which case the rollcage specification would be as per drawing 253-3/4. Drag racers faster than 11.49sec ¼-mile or 7.35sec ⅛-mile but slower than 11sec ¼-mile or 7.00sec ⅛-mile only require a main roll bar with single diagonal member and backstays.

6. Rear View

Minimum of a single inside mirror or two wing mirrors.

7. Towing Eye

All cars will be equipped with rear and front towing-eyes. Towing-eyes will only be used by organisers if the car can roll freely. It must be clearly visible and painted or marked in yellow, red or orange.

8. Electrical

- a. Vehicles must have a general circuit breaker which must cut all electrical circuits, battery, Fuel pumps, alternator or dynamo, lights, ignition, electrical controls, etc. and must also stop the engine. It must be a spark-proof model, and be accessible from inside and outside the car. The external triggering system of the circuit breaker must be situated at the lower part of the windscreen. It must be marked by a red spark in a white-edged blue triangle with a base of at least 12 cm. The internal triggering system must be accessible to the driver while seated and strapped in.
- b. Batteries, if located in the cockpit, must be secured in a sealed box that is vented to the exterior of the car unless it is a sealed battery. In either case it must be firmly secured, located behind the front seats and the terminals must be shielded with non-conducting material.

9. Protection Against Fire

- a. The occupants' compartment must be completely sealed in a fire-proof manner from the engine compartment and the luggage compartment (if it contains an original fuel tank that does not meet the requirement laid out in section 15).
- b. Fuel pumps, filters or lines located in the luggage or passenger compartment must be protected against damage from loose objects.

10. Seats, Attachments and Supports

- a. Seats must be either original, modified only through the addition of accessories with a registered trade mark, or manufactured by an approved manufacturer and not modified. In all these cases, a headrest must be present for each occupant.
- b. If the original seat or attachments or supports are changed, the new parts must either be approved for that application by the scrutineer or must comply with the following specifications (see drawing 253-52):
Supports must be attached to the shell/chassis via at least 4 mounting points per seat using bolts with a minimum diameter of 8 mm and counterplates, according to the drawing.
The minimum area of contact between support, shell/chassis and counterplate is 40 cm² for each mounting point.
If rails for adjusting the seat are used, they must be those originally supplied with the car or with the seat.
The minimum thickness of the supports and counterplates is 3 mm for steel and 5 mm for light alloy materials.
The minimum longitudinal dimension of each support is 6 cm.

11. Clothing

- a. Driving suits (cars) - occupants must wear one or two piece suits of single layer (minimum) Nomex. Shoes must be worn at all times by all occupants and must be laced and closed. Proban or other chemically treated cotton suits are forbidden. All under-clothing must be cotton or Nomex.
- b. Helmets -Drivers must wear helmets that meet SNELL 2005 or BS6658-85A/FR minimum standards and manufactured from 2005 onwards. Helmets that are damaged or show signs of repairs and/or repainting may be rejected by the scrutineer.
Names, allergies and blood groups must be clearly marked on helmets.
- c. Racing suits (bikes) -riders must wear riding leathers designed for bike racing that are suitably padded.
- d. Helmets- Riders must wear helmets that meet SNELL 2005 or other international Motorcycle rating, helmets showing signs of damage maybe rejected by the scrutineers.

13. Fasteners/locks

- a. At least two external manual fasteners must be fitted to the bonnet and boot lid/hatch. The original locking mechanism must be rendered inoperative or completely removed.
- b. The original locking mechanism on the driver and passenger doors must be rendered inoperative, either permanently or temporarily.
- c. Steering column locks must be disabled.
- d. All articles or equipment which, if left loose, could present a hazard to occupants shall be properly secured or

removed from the vehicle prior to competition.

- e. Exceptions: Autocross, dexterity tests, off-road trials and drag races (cars slower than 11.49sec ¼-mile or 7.35sec ⅛-mile).

14 Windows and nets

- a. Where specific regulations allow the replacement of glass with polycarbonate or nets, the replacement polycarbonate windows must have a 'W' test hole drilled in a convenient location.
- b. Window nets must be attached to either the original door/window frame or, in the case of a composite door, must be secured to the rollcage.
- c. If side windows are tinted there must be a clear area of at least 700cm squared positioned in such a way that the occupants can be seen from outside the vehicle.

15 Fuel Tanks

- a. Original fuel tanks may be replaced by fuel tanks manufactured by a recognized manufacturer, either in the original location of the tank or in the luggage compartment.
- b. The position and the dimension of the filler hole as well as that of the cap may be changed as long as the new installation does not protrude beyond the bodywork and guarantees that no fuel shall leak into the interior compartments of the car. If the filler hole is situated inside the car, it must be separated from the cockpit by a liquid-tight protection.
- c. Vent hoses must have check valves or be plumbed such that fuel cannot escape if the car is inverted.

16 Exhausts & Sound Control

- a. Maximum sound levels for vehicles competing in CMRA circuit racing events in certain countries, **will** have to meet local noise level.
- b. Sound testing will be carried out before a vehicle is allowed to take part in any competition.
- c. **Measurements of exhaust noise will be made at 0.5m from the end of the exhaust pipe with the a db meter at an angle of 45° with the exhaust outlet and at a height of 0.5m to 1.0m above the ground with the engine running at 5,000 RPM and not exceed 120dbs. The testing location will be selected to ensure there are no reflective objects such as walls, buildings, etc. within a 20m radius. Where more than one exhaust outlet is fitted, the test will be repeated for each exhaust and the highest reading will be used.**
- d. All participants in motor sport (competitors, officials, marshals, etc.) should be aware of and protect themselves from the harmful effects of excessive noise.
- e. **Exhausts; 1) Exhaust systems must be isolated from the driver/passenger compartment. (e.g. be beneath the floor or secured in a casing of solid material.
2) No part of the exhaust system can protrude to the rear more than 10cm from the bodywork.
3) Exhaust outlet must terminate behind the midpoint of the wheel base of the vehicle and outside the bodywork periphery in plan view. Side exhausts must not protrude more than 10cm. they must be no closer than 10cm to the ground or touch the ground if both tyres on that side are flat and no higher than 45 cm.**

Appendix III

GENERAL REGULATIONS

- **No regulation hereafter shall supersede these General Regulations except where specifically stated.**
COMPETITORS ARE ADVISED THAT THE EVENT ORGANISER RESERVES THE RIGHT TO CHECK SPECIFICATIONS OF ANY VEHICLE WITHOUT THE VEHICLE BEING OFFICIALLY PROTESTED.

1. **PRODUCTION** – the word production will be taken to mean any car or part thereof listed in the Glass's Guide (UK), Japanese Motor Vehicles Guide (Japan), Used Car Buyers' Guide (US: Kelley Blue book or N.A.D.A. yellow book) or any other source for used car sales that the organizers deem fit including internet sources.
2. **Eligibility:** Unless otherwise stipulated, the following information needs to be available to the organisers in such form as to convince them of its authenticity, or will be obtained from other technical sources as determined by the organisers, before any vehicle can be eligible for competition: Original Manufacturers' brochure, owners' manual and/or FIA Homologation papers, listing in Buyers' Guide. All material that is used to confirm the specification of a vehicle must be presented on demand.
3. Diesel engine types are not allowed.
4. 0.25% variance in total declared engine CC's will be allowed either due to measurements/maintenance purposes.
5. All modifications are forbidden unless expressly stated in the regulations specific to the group in which the car is entered, by the general regulations or "Safety Equipment".
6. It is the duty of each competitor to satisfy the Scrutineers and the Stewards of the Meeting that his vehicle complies with these regulations in their entirety at all times during the event.
7. Minimum weight is the real weight of the car as it competes. Cars will be weighed with driver onboard and a 'driver factor' of **180 lbs** must be added to all minimum weight calculations. A scale error of 0.25% is allowed. It is permitted to complete the weight of the car by one or several ballasts provided that they are strong and unitary blocks, fixed by means of bolts, nuts and washers with the possibility to fix seals, placed on the floor of the cockpit, and visible to the scrutineers.
8. Suspension parts or wheels made partially or entirely from composite materials are prohibited.
9. The Original Manufacturer Equipment (OME) air bags may be removed. If not removed, they must be deactivated.
10. Approved fuel tanks manufactured by a recognized manufacturer, baffled or foam filled, are strongly recommended for all internally mounted tanks. There must be an orifice to evacuate any fuel which may have spread into the tank compartment. The position and the dimension of the filler hole as well as that of the cap may be changed as long as the new installation does not protrude beyond the bodywork and guarantees that no fuel shall leak into one of the interior compartments of the car. If the filler hole is situated inside the car, it must be separated from the cockpit by a liquid-tight protection. Tanks may be ventilated through the car roof.
11. ***FUEL– Pump Fuel and other racing fuels available for all competitors to buy in the countries where the CMRA is hosting an event. Methanol is not allowed as a primary source of fuel.***
12. **BRAKES:** - Carbon brake discs are forbidden; brake lines, pipes and fittings may be replaced.
13. Only electronic management of engines is allowed, no electronic controls of differentials, suspension, transmission etc.
14. The wheel arch when viewed from above must cover the ***wheel***.
15. Throughout the car, any nut, bolt, screw, pipe or hose may be replaced and have any kind of locking device (washer, lock nut, etc.).
16. Interior insulation, lining, padding and interior trim may be removed. External decorative strips may be removed. Any parts following external contour of the bodywork and less than 25 mm thick will be considered as decorative strips. Hubcaps must be removed. The inner door and side panels may be replaced.
17. Jacking points may be strengthened, moved, and increased in number.

18. Laminated front windshields are mandatory. Additional safety fastenings for the windscreen and the side windows may be fitted provided they have no aerodynamic effect.
19. Windows may be replaced with polycarbonate or window nets. Window winders may be removed
20. Strengthening of suspension parts is allowed.
21. Inversion of the driving side is possible if the original car and the modified car are mechanically equivalent and the parts used are available from the manufacturer for the model in question.
22. All wiring may be replaced; switches, fuses and relays are unrestricted. Battery location is unrestricted. If mounted in the cockpit, the battery must be securely mounted in a battery box or clamped and must be firmly bolted to the chassis, away from fuel tanks and lines. Battery lug connections must be in good condition and insulated to prevent short circuits.
23. Roof vents and any other mechanisms for increasing cockpit airflow are unrestricted.
24. A functional starter must be fitted and be operable by the driver when seated.
25. Cars must be fitted with a gearbox including a reverse gear and be able to be operated by the driver when he/she is normally seated.
26. All the controls i.e. Brake pedals, can be replaced by aftermarket products, their location must be in the same general location. Original items can be modified to make them more accessible or more easily usable; for example, the addition of an extension to the handbrake lever, or an additional flange to the brake pedal, etc.
27. Fuel lines: If original fuel lines are changed, they must be of a braided type, using compression fittings.
28. Fluid reservoirs are unrestricted as long as they are secured and sealed.
29. Composite body panels: will be allowed as a replacement for metal bonnet, front fenders, doors, rear wheel arches, trunk lid and tail gate, provided that the minimum weight restriction is respected at all times.
However cars cannot be lightened below the minimum weight and then have ballast put back to make up the weight.
30. The replacement composite bonnet, doors, trunk lid and tail gate must match the original metal panels exactly otherwise the Scrutineers may reject them at their sole discretion. The shape of the wheel arch/fenders are free but must cover the wheel as per item 14.
31. In the case where it is not possible to wind up or have permanently fixed in place the driver's door glass, a net of proper quality must be securely affixed in the space normally allocated to the glass. The net must be attached to either the original door/window frame or, in the case of a composite door, must be secured to the roll cage.
32. **APPEARANCE & LIVERY:**
 - a. Cars shall be neat and clean. Cars which are dirty either externally or in the engine and passenger compartments, or that show bodywork damage, or that are partially or totally in primer, or that do not bear the prescribed identification marks may not be approved for competition.
 - b. All cars must display the **surname** of the driver on both rear side windows of the competition car at all times. Upper case letters (100mm high) are to be used for the first letter of the surname, all other letters in lower case, **surname only**. The lettering in pre-spaced vinyl without background must be in White only. No other colours will be allowed. The driver's surname is to be placed in the top half of each rear side window.
 - c. All cars shall carry three competition/sponsor number panels (see **Fig. 1**). Two panels measuring 18" X 18" shall be placed on both front doors of the vehicle. They must be placed as high up and as far forward as possible on the doors and should fixation require cutting of the panel to accommodate vehicle shut lines, it must be achieved without defacing the competition number or any Championship sponsor's logo.
 - d. Competition numbers must be placed on the panels and be at least 8" tall with a 1" stroke. All numbers shall have a sharply contrasting background and the distance between two numbers shall be at least as wide as the stroke of the numbers.
 - e. A smaller version, not necessarily including the Sponsors Logo, shall be placed on the front left hand corner of the roof at 45 degrees to the front windscreen readable when standing on the left side facing towards the rear of the car.
 - f. Competition/sponsor number panels may be fixed to the car using tape so they can be removed when driving on public roads, but they must remain neatly on the car for the entire day of racing. **No** car will be allowed to take part in the competition without displaying the competition numbers in the correctly prescribed manner. The Stewards will disqualify the driver of any car not having the Championship sponsor's logo in place on their car.
 - g. All Championship Sponsor logos must be on the car at all times in the prescribed manner and highly visible.

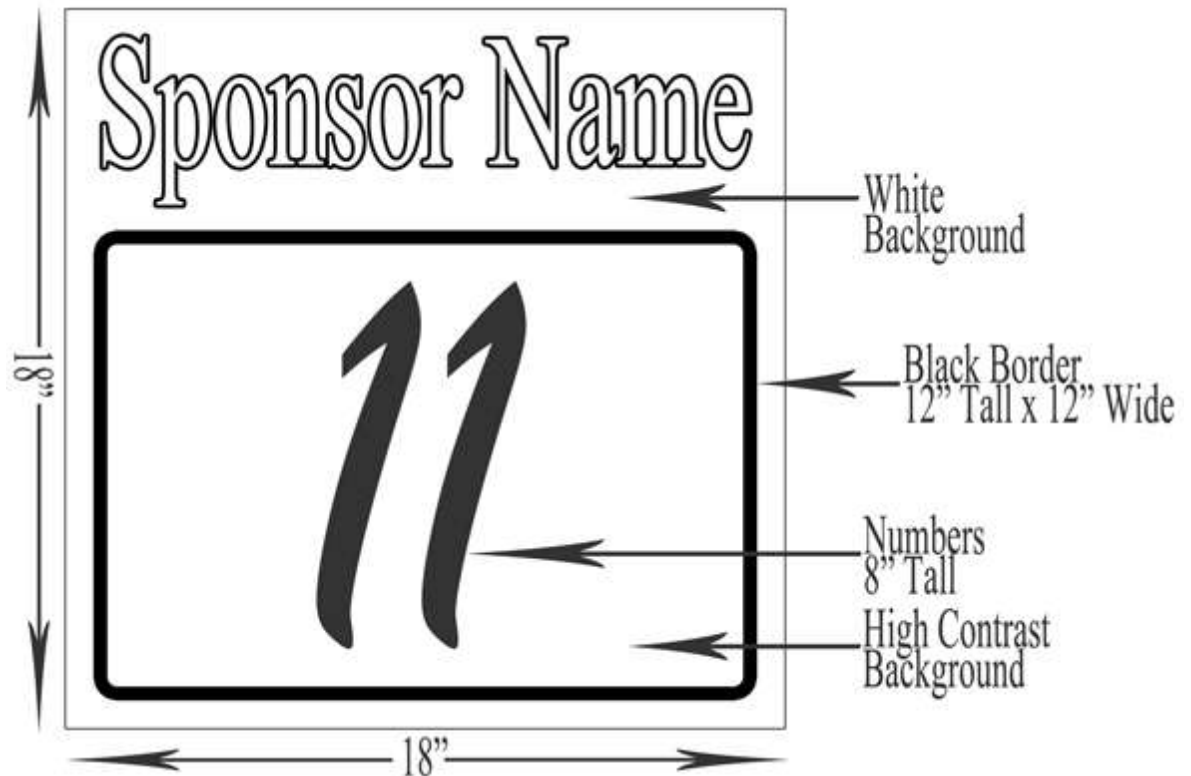


Fig. 1

i. No car will be allowed to compete unless it passes all Scrutineering Checks.

33. Hierarchy of Regulations: The hierarchy of regulations is as follows:

- a) CMRA's Technical & Championship Regulations and Safety Regulations
- b) Additional Supplementary Regulations of each event.
- c) Instructions from Officials and Marshals.

34. Tyres; Groups 1, 2, and 3 can only use 6 tyres from qualifying and in their 3 group races.

35. Caveat. If any of the new rules implemented in these new regulations prove to be either very adventitious or too restrictive, the committee reserves the right to review them after each round of the 2018 championship.

TECHNICAL REGULATIONS.

Group 1 for BMW Cup cars. This section of rules are subject to agreement with FOM.

1.1 CHASSIS:

No bodyshell modification or stiffening is permitted except the fitting of the rollcage and front & rear strut braces. The rear strut brace may incorporate a differential casing support which may be welded in place.

Only commercially-available bolt-in rollcages allowed. They must be fitted in accordance with FIA Safety Regulations regarding floor plates and must not be modified in any way. Spot-welding of the rollcage feet to the bodyshell is permitted.

Seam-welding or the addition of spot welds to the bodyshell is prohibited.

Towing eyes must be fitted front & rear and must have a minimum internal diameter of 60mm; (the towing eye may be of either a suitable rigid or flexible material bolted to the chassis).

1.2 BODYWORK:

Modifications Permitted:

1. General: Mandatory fitment of laminated windscreen. All other windows may be replaced with Polycarbonate.

2. Interior:

- a. Two front seats must be replaced with FIA homologated competition seats. Expiry dates will not be enforced but seats must be in excellent condition.
- b. All rear seats, floor coverings, roof lining, sound deadening materials, radio/stereo units, speakers and associated wiring may be removed.
- c. Redundant interior metal bracketry such as rear seat mountings may be removed as long as such removal does not weaken the structural integrity of any panel.
- d. Spare wheel, jack and any tools, if carried in the car, must be firmly secured.
- e. Additional instruments are permitted, but the original dash binnacle and instrument cluster must be retained and fitted in their original positions.
- f. The main body of the standard dashboard must be retained and securely fitted in its original position. Localised trimming is permitted to allow roll cage fitment and the addition of aftermarket switchgear or pull cables. The removal of the glove box, lid and hinges is permitted.
- g. Steering wheel may be changed (compulsory if an air bag is fitted as original equipment).
- h. If the car has the optional steel sunroof, it must be permanently fixed closed.
- i. It is permitted to remove air-conditioning and the original heater matrix.
- j. An interior rear view mirror must be fitted.
- k. Original interior door panels may be replaced with strong sheeting, executed to a high standard with no sharp edges and with smooth surface.

3. Exterior:

- a. Door mirrors must be fitted on both sides of the vehicle and may be any production or pattern BMW part; the choice of mirror within them is free.
- b. The original windscreen wiper arms/blades must remain and be fully functioning. The rear motor and all wiring may be removed from tailgate. Front windscreen washer systems must be fully operational.
- c. The standard bonnet locking mechanism must be disabled; only bonnet pins may be used.
- d. Standard door bars may be removed and localized trimming of the inner door skins, tailgate and bonnet for lightening purposes is permitted as long as it is not visible.
- e. Removal of impact absorbing materials from the internals of front and rear bumpers is permitted.
- f. Under car weather shields, wheel liners or any other OEM fitted under-car shielding may be removed.

4. Silhouette:

- a. All cars must retain the original E36 BMW Compact profile.
- b. The only permitted front bumper is the E36, M-Sport or M3 version, of either standard BMW part or pattern part. It is permitted to fit the BMW E36 EVO front lip of either standard BMW part or pattern part (see BimmaCup Championship Technical File).
- c. The only permitted rear boot spoiler is the M-Tec (P/n 51712490022 or P/n 51712490023) spoiler or pattern part (see Championship Technical File) or the BimmaCup spoiler available from the series organiser.

- d. The front and rear bumpers must not be aesthetically modified in any way, and must appear as standard (other than for localised trimming to allow fitment of towing straps).
 - e. Any standard BMW E36 rear bumper is permitted. If the BMW E36 M- Sport rear bumper is used it must be fitted with the diffuser insert (See Championship Technical File).
5. Ground Clearance: It is permitted to adjust the ride height but under no circumstances must any part of the car be able to touch the ground with two tyres on one side deflated.

1.3 ENGINE:

1. The only permitted engine is the BMW M44B19 16v.
 - a. Bore: 85mm (nominal). Standard bore size only.
 - b. Stroke: 83.5mm (nominal).
 - c. It is permitted to skim the cylinder head face. The minimum overall cylinder head height shall be 139mm.
 - d. It is permitted to skim the cylinder block deck. OEM or pattern pistons must not protrude above the cylinder block deck in excess of .254mm.
 - e. Machining of pistons is not permitted.
 - f. Camshafts must be genuine OEM parts. Camshaft dimensions, profiles and timing must remain as standard BMW E36 318ti Compact M44B19.
 - g. A BMW M40 single mass flywheel (Part No. 11 22 1739 315) or a Valeo "solid flywheel" (part number 835017), or an AUTOMAC or MS Motorsport flywheel may be used.
 - h. All competing vehicles must be fitted with an unmodified OEM exhaust manifold.
 - i. All engines must have at least: two bolts/nuts for the rocker cover, two bolts for the sump, two bolts for the timing cover and two bottom bell housing bolts, cross-drilled with a hole of minimum 1/16th" diameter to accept scrutineer's locking wire.
2. Engine Mounts:
 - a. Position and mounting method must be standard but the engine mounts may be replaced.
3. Oil/Water cooling:
 - a. Water and oil radiators may be standard, pattern or aluminum replacement parts. OEM or aftermarket electric fans are permitted.
4. Induction Systems:
 - a. The fitment and positioning of the throttle body and mass air flow sensor must be as OEM.
 - b. The air ducting between the throttle body and the mass air flow sensor must remain as OEM or pattern part.
 - c. The air ducting between the mass air flow sensor and the air filter is unrestricted.
 - d. The crankcase breather may vent directly to a catch tank and any holes in the air filter housing associated with the breather system may be blanked.
 - e. The air box may be replaced with aftermarket filter.
 - f. The air filter may be fitted with one hose (100mm max dia.) for the purpose of cold air pickup from the front bodywork.
 - g. No other modifications in the induction system are permitted.
5. Exhaust systems:
 - a. Exhaust systems must exit at the rear of the vehicle.
 - b. The exhaust system including silencer is free.
6. Ignition systems:
 - a. The only ECU permitted is the Standard item or the Championship item modified by Enda Ward at EndTuning and available from Martin Stockdale at MS Motorsport. No alternative or additional ECU is permitted.
 - b. Plug leads and spark plugs are free.
7. Fuel delivery systems:
 - a. It is permitted to replace the fuel pipes, hoses and filter.
 - b. Dual fuel pumps may be fitted for redundancy but must be original BMW standard or pattern items only. They must be wired to operate separately (on-off-on three-position switch).
 - c. The pressure regulator must be standard and unmodified. Fuel Pressure testing may be carried out at any time to ensure that the fuel rail pressure does not exceed 3 bar.

1.4 SUSPENSION:

1. Modifications Permitted:

- a. Standard, GAZ or AVO BimmaCup coilover strut and damper kits allowed.
- b. Spring rates are free
- c. Anti roll bars must be standard BMW E36 items of the following diameter: Standard Front 25mm and Rear 14mm or Sport Front 26mm and Rear 16mm or Optional Sport Front 26mm and Rear 14mm or any combination thereof.
- d. Adjustable front top mounts are permitted.
- e. Suspension bushes are free but must be of a rubber or nylon construction, no rose joints are allowed other than on strut and damper top mounts.
- f. Eccentric bushes are permitted on front suspension. It is prohibited to alter the front camber by the modification or machining of any part.
- g. Rear trailing arms may be strengthened by the addition of material.
- h. Eccentric bushes are permitted on the rear suspension as are welded camber/castor adjustment plates.
- i. Front wishbones may be replaced with E30 units.

1.5 TRANSMISSIONS:

1. The standard gearbox must be retained. The only permitted gear ratios are: 1st: 4.23, 2nd: 2.52, 3rd: 1.66, 4th: 1.22, 5th: 1.00.
2. Clutches must be standard or single plate after-market units.
3. Aftermarket "quick shift" manual gear change mechanism is permitted.
4. 188mm 3rd members (differentials) may be fitted with LSD units. Final drive ratio must be OEM 3.9:1.
5. Standard driveshafts and propshaft must be retained.

1.6 ELECTRICS

1. Exterior lighting must be as per standard fitment and location. Aftermarket GRP non-functioning headlamps are permitted for circuit events.
2. A single rear brake light must be mounted at the top edge of the rear window and must be at least 100mm in area.
3. Battery size and location is unrestricted.
4. An electric starter motor must be fitted.

1.7 BRAKES

1. Brake pads are free
2. Modification or removal of brake back plates is permitted
3. Replacement of brake pipes and hoses is allowed
4. Anti- lock braking system may be disabled or removed.
5. Brake discs must be standard or standard pattern. Front discs must be of a maximum diameter of 286mm. Rear discs must be of a maximum diameter of 272mm. Discs may be cross-drilled and/or grooved.
6. Standard E36 318 Ti M44 Compact front and rear brake calipers must be used.
7. A hydraulic handbrake may be added
8. A brake proportioning valve may be fitted on the rear brake circuit.

1.8 WHEELS / STEERING

1. It is permitted to use any BMW E36, E46 or Z3 steering rack. Modification of the replacement rack is prohibited other than lock-stops. Power assistance may be disabled.
2. Steering lock must be rendered inoperative
3. Wheel size must be 15" x 7J" with minimum ET of 15mm.
4. Wheel spacers are not permitted.

1.9 TYRES

1. The series tyres will be the MAXIS MA-Z1 205/50/15 for RallyCross and RallySprint, MAXXIS RC1 205/50/15 for Bushy Park circuit races and closed-road events and Hankook VICTRA R19 for gravel events as supplied by Quality Tyre.
2. After the first six tyres of either type are purchased each year, Quality Tyre will provide one free tyre for every event entered in that year.

3. It is prohibited to buff, cut or mechanically modify tyres in any manner. The original tread pattern must remain visible at all times, and with a minimum tread depth of 1.5mm. The use of tyre heating/heat retention devices, chemical tyre treatments and compounds is strictly prohibited.

2.0 VEHICLE WEIGHT: Minimum 1150 kgs including driver in race condition at any time during the competition.

2.1 FUEL

Only pump fuel, available for general sale from service stations, is allowed.

2.2 NUMBERS & CHAMPIONSHIP DECALS,

Championship Sponsor's decals must be fitted as specified below:

1. (BimmaCup) and or Seaboard windshield sunguard must be fitted.

2. MAXXIS stickers must be fitted over each wheelarch or on the sills next to the wheel arches.

3. Championship Numbers as allocated by the series organiser: For top-centre of rear window and leading edge of each rear quarter-window: 200mm high x 100mm wide, coloured Day-Glo yellow. For top corner of the passenger side of the windshield: 100mm high x 50mm wide coloured Day-Glo yellow.

4. Driver's surname must be displayed in white lettering 150mm high on each rear quarter-window.

Group 1 For other makes of car eligible for this group the following applies

1. Weight for engines 1601-2000cc.	2 valve /cyl.	4 valve / cyl.
	1852 lbs	2116 lbs

Minimum Weight	1698 lbs	1852 lbs
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Below max class cc limit subtract 6.61lbs/10cc4.16 NUMBERS &

No Four Wheel Drive, Diesel or turbocharged versions allowed.

6.36 Engine:

a) 0-1600cc. Maximum four valves per cylinder engines allowed can be modified, but must retain standard valve sizes and crankshaft without modification. E.g. GA16, 4AFE, 4AGE, etc.

b) 0-1600cc. Four & more valve per cylinder. Variable valve timing, cam timing singular or combo engines allowed. NO MODIFICATIONS TO INTERNALS OF ENGINE. E.g. Nissan VVL, Toyota 4AGE 20 valves, Honda B16 V-TEC, etc.

c) 1601-2000cc. 8 valves. Modifications free Internals but must use STANDARD Crankshaft without modification.

d) 1601-2000cc. Maximum 4 valve per cylinder. Sport engines, engine swaps or modifications are not allowed. Should a competitor wish to use a Standard Production car with this cc engine combination, they must consult the Technical Committee in writing giving all particulars of the vehicle & engine unit at least 3 months prior to its intended use. E.g. 2016 - BMW 318Ti Compact cars will be allowed in this class.

e) Engine swaps are permitted provided that the cylinder block belongs, and is identifiable as belonging to a series production model of car from the same manufacturer of which 2500 units have been made in any one-production year. Engine swaps must be homologous, i.e. retain the same number of cylinders and configuration e.g. in line 4 cylinder.

f) Should a competitor wish to use a questionable engine type, they must consult the Race Committee in writing giving all particulars of the unit at least 2 months prior to its intended use.

6.37 Intake/Induction:

a) Carburettor Engine: Maximum of one Throttle Butterfly Valve per cylinder not exceeding not exceeding **36mm for 4 valve, 38mm for 2 valves** in diameter for venturi/choke.

b) **Fuel Injection:** OEM Style Plenum must be maintained. Stock throttle body must be maintained Engine Management free. Air cleaners are allowed. Ducting of air to the air cleaner or carburettor is not permitted.

6.38 Weight Restriction: See weight spec under Group and class.

6.39 Water Pumps: Electrical water pumps are not allowed.

6.40 Ignition System: Free unless otherwise stated.

6.41 Gearboxes: Restricted to H pattern synchromesh boxes only. Must have functional reverse gear.

a) 4 & 5 speed Internals free

b) 6 speed boxes allowed providing they came as standard equipment on the type of car being used. Internals must remain standard.

c) Sequential or electronic gear change boxes are not allowed.

d) **OEM** Flywheels can be modified, single plate clutch assembly free.

6.42 Differential: Limited slip differentials may be installed. Final drive ratios are free.

6.43 Exhaust System: Free unless otherwise stipulated.

6.44 Brakes: Braking System unrestricted except for the basic layout, which must be similar to the original and fit without alteration to the body shell other than panel beating to provide clearance. All 4 wheels must be braked on a dual circuit.

The

Handbrake must lock at least two wheels. Air-cooling pipes and hoses may be added as long as holes made to accommodate

them serve no other function.

6.45 Suspension: Unrestricted except for the basic layout, which must be similar to the original and fit without alteration to the

body shell other than panel beating to provide clearance. No remote reservoir shock absorbers allowed.

a) Extra control arms can be added (compression/tension struts, radius arms etc.).

b) Shock absorber turrets may be fabricated to allow the mounting of the suspension. The new turret must be of the same

height as the original turret +/- 20mm and the maximum diameter at the top is 170 mm.

c) Reinforcement bars may be fitted from the suspension mounting points to the body shell, roll cage or chassis.

d) Strengthening of the mounting points and of the running gear, by addition of material, is allowed.

6.46 Steering/Control:

a) Power steering may be added or removed. Electronic control of the power steering system is allowed.

b) Steering boxes may be replaced with steering racks and vice versa.

6.47 Bodywork/Chassis:

a) Composite materials allowed for fender flares and air scoops.

b) Widening of the wings/bumpers - Increase of width of maximum 140 mm in total is allowed. This increase may be obtained by means of an extension or a new part.

c) No aerodynamic devices allowed unless factory fitted.

d) Grille-covered opening in the engine bonnet (including the radiator grille) is allowed with a surface of 1050cm" maximum.

In the opening made in the bonnet it is permitted to add a plastic part serving as trim (air scoop or similar).

e) Upper radiator support - The upper front cross member may be cut, replaced or modified between the headlamps. This cutting or modification must not affect the rigidity of the chassis structure.

f) Strengthening of the chassis and bodywork is allowed.

g) Unused supports (e.g. spare wheel holder) situated on the chassis/bodywork can be removed, unless they are supports for mechanical parts, which cannot be moved or removed.

h) Windscreen washer (size, position and nozzles), wipers, motor, position, blades and mechanism are unrestricted but there

must be at least one windscreen wiper provided for the windscreen.

i) The trim situated below the dashboard and which is not a part of it may be removed. Dashboards may be modified or changed, but must function and look similar to the original.

j) Lightening of production panels will be allowed, including bonnet, doors, tailgate and trunk, only if the car is not carrying

ballast to meet its minimum weight.

k) Lexan or other polycarbonates are not allowed

l) Track width measured hub to hub must be standard +/- 1 inch

6.48 Electrical System: Unrestricted

6.49 Fuel System: Fuel pumps, filters and lines may be substituted providing they meet the safety requirements.

6.50 Fuel Type: As per section 4.20

6.51 Rims: 15" diameter x 7" width maximum.

6.52 Tyres: Maximum width 205mm. Tyre Type: Any DOT approved road legal tyre with UTQG rating 100 or greater. This will be dependent on this being part of a one make tyre series. CHAMPIONSHIP DECALS would them placed on all cars in group.

Group 2

Definition-Modified two and four-seater 2WD production cars fitted with normally-aspirated piston engines up to 2000ccs 4 valve and 2300ccs 2 valve and 12A& 13B ROTARY engines.

1. Engine

- a. Modifications are unrestricted but must retain production block and cylinder head castings. 12A rotary engine porting free. 13B rotary engine no peripheral porting allowed.
- b. Engine swaps out of Family not allowed.
- c. Dry sumping is not allowed.
- d. Engines must be located in their original general location.
- e. In order to determine the classification of a car using an engine of the NSU Wankel patents (Rotary Engines), the manufacturers claimed cylinder displacement will be increased by a factor of 1.8

2. Transmission

H Pattern boxes unrestricted except for the basic layout which must be the same as the original. Housing manufacturer is free. Differentials are free. Axles are free.

Paddle shift, only if OEM gearbox being used. Sequential boxes not allowed.

3. Steering

- a) Power steering may be added or removed. Electronic control of the power steering system is allowed.
- b) Steering boxes may be replaced with steering racks and vice versa.

4. Suspension

a) Unrestricted except for the basic layout which must be the same as the original and fit without alteration to the body shell?

other than panel-beating to provide clearance

- b) Extra control arms can be added (compression/tension struts, radius arms etc.).
- c) McPherson strut and damper/shock absorber turrets may be modified and relocated +/- 20mm with a maximum diameter at the top of 170mm.
- d) Reinforcement bars may be fitted from the suspension mounting points to the body shell, roll cage or chassis.
- e) Strengthening of the mounting points and of the running gear, by addition of material, is allowed.
- f) Dampers/shock absorbers that have no function other than damping are unrestricted as are their mounting brackets/turrets.

5. Wheels & Tyres

Wheels, Maximum rim width 8", maximum dia. 15". No Grooving of tyres is allowed.

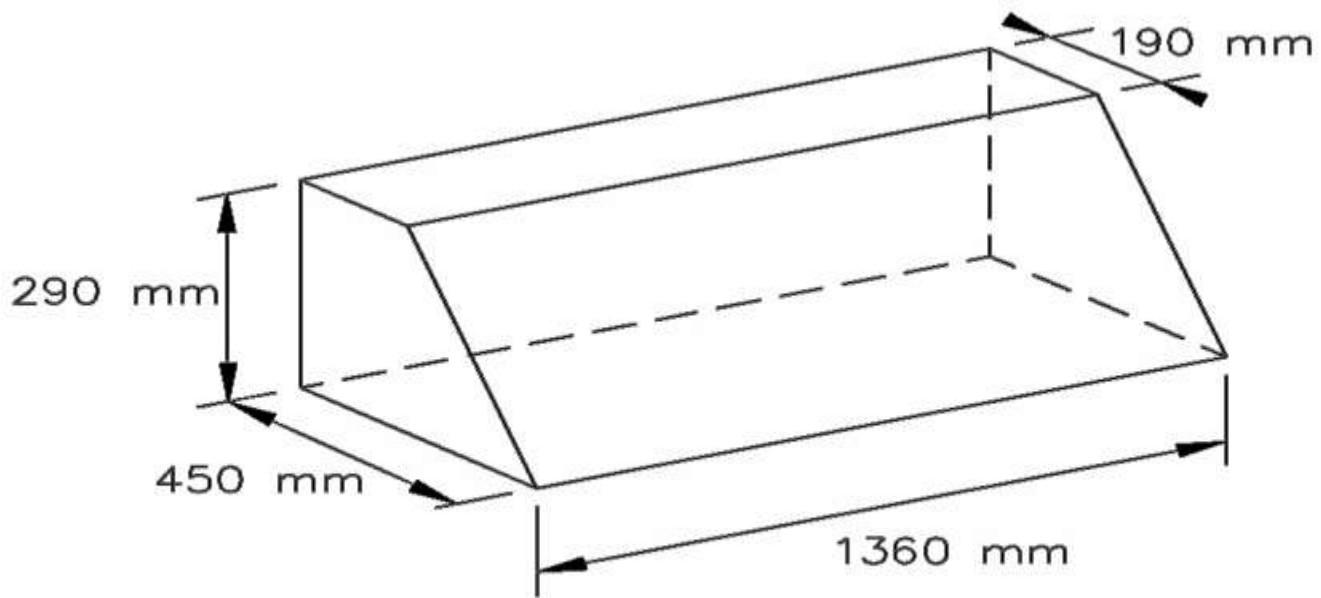
Maximum Tyre sizes 225 x 15" with tread wear 100 UTQG and above.

6. Brakes.

- a. Unrestricted. Must have 4-wheel brakes on dual circuit. Handbrake if fitted must lock at least two wheels. **No Carbon brakes.**

7. Bodywork/Chassis

- a. Transmission tunnel and floor may be modified to allow the passage of the exhaust only.
- b. Front aerodynamic device/front bumper - The material and the shape are unrestricted and limited by the original plan and overall length of the car. The maximum width increase allowed is 6 inches overall. Openings may be made in the bumper but the total area must not exceed 2500cm. **A splitter can be fitted, but cannot extend beyond the front bumper when viewed from above and not extend further back than the front edge of the front wheels.**
- c. Rear aerodynamic devices must have a maximum dimensions defined in drawing 279-4. This device must join the bodywork and it must be entirely contained within the frontal projection of the car without rear-view mirrors.



279-4

- d. The base of the box including the drawing must be the one with the largest dimensions. It must be positioned horizontally. The total volume may be extended section by section, with a part of the largest base remaining in contact with the bodywork, which means that at any point of the rear aerodynamic device, each section must not exceed the section 450mm x 290mm x 190mm, supports included. This aerodynamic device must be contained within the frontal projection of the car, and within the projection of the car seen from above.
- e. Wheelarch extensions may be fitted but cannot be more than 6" wider overall than the original plan view of the car.
- f. "Skirts" are not allowed. All devices designed to fully or partially fill the space between the sprung part of the car and the ground is forbidden. No protection can play a role in the aerodynamics of the car.
- g. The front bulkhead may be reshaped (including cutting and welding) to allow engine fitment.
- h. No electronic controls of suspension components is allowed.
- i. Front inner wings and lower chassis legs may be modified to mount the engine, ancillaries and front suspension. Structural integrity must be maintained.
- j. The original side and rear windows may be replaced with polycarbonate (Lexan). Nets may be used in place of front door glasses - see General Regulations. **A polycarbonate (lexan) windscreen of the same thickness as original may be fitted if the OEM laminated windscreen is not immediately available.**

k. Open top cars must have a roll cage fully surrounding the passenger compartment in accordance with the safety regulations. Nets must be fitted to the roll-cage structure over the side and top openings.

8. Electrical System Unrestricted.

9. Fuel System Unrestricted.

10. Weight Chart Minimum wt. of Car without driver: 1400lb.

Engine Capacity Ccs.	Number of Valves	Multiplying cc-wt. factor	Car weight alone Lbs.	Car and Driver @ 180 Lbs.
0-2300	2	.80	Min 1600 lbs	Min 1780 lbs
0-2000	3 or more	1.09	Min 2180 lbs	Min 2360 lbs
2063 ccs	12A Rotary	0.975 for S&B 1.00 for "peri"	2014 lbs - 2063 lbs	2194 lbs - 2243 lbs
2354 ccs	13 B Rotary	1.00 No Peri porting	2354 lbs	2534 lbs

TECHNICAL REGULATIONS

Group 3

Definition-Modified two and four-seater 2WD production cars.

No four wheel drive cars are allowed.

No composite or tubular chassis are allowed.

Normally aspirated engines up to 4000ccs.

12A, 13B and 20B Rotary engines.

Forced induction engines up to 1600ccs.

1. Engine

- a. Modifications are unrestricted, unless stated elsewhere in these rules, but must retain production block and cylinder head castings.
- b. Induction system: Water or other liquids can be introduced into the intake system.
- c. Engine (non-family) swaps including motorcycle engines are permitted.
- d. Engines must be located in their original general location.
- e. Rotary multiplying factor 1.8.
- f. Forced induction Multiplication factor 1.7

2. Transmission

H Pattern boxes unrestricted except for the basic layout which must be the same as the original. Housing manufacturer is free.

Launch control and flat shift allowed. Differential modification is free. No Active differentials are allowed.

Front and Rear axles are free. Sequential boxes allowed. No Paddle shift allowed. Unless OEM system.

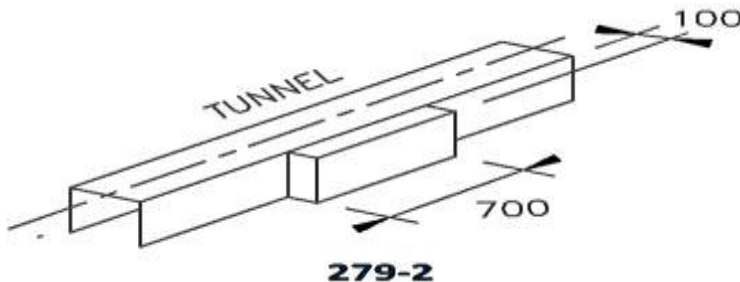
3. Steering Unrestricted, but must remain in original placement

4. Wheels & Tyres Rim size; 13" dia. x 11", 14", 15" and 16" dia. x 10" wide Maximum tyre width 245mm.

17" and 18" dia. X 8" wide. Maximum tyre width 225 mm. DOT Competition tires

5. Brakes Unrestricted. Must have 4-wheel brakes on dual circuit. Handbrake if fitted must lock at least two wheels. Carbon fiber components not allowed.

6. Bodywork/Chassis



a. The front bulkhead may be reshaped (including cutting and welding) to allow engine fitment only. Engine bulk heads must be hermetically sealed between the engine and passenger compartment.

The transmission tunnel may be modified or replaced with one fabricated from steel of original thickness as well as the housing and brackets for a rear axle (see drawing 279-2 above). The floor structure between the front windscreen and the point on the floor that the front of the back seat would be can only be modified to accommodate exhaust systems, roll

cages, battery boxes, seats, fuel and oil tanks. Any material removed to accommodate the above items must be replaced with material of the same type and thickness. The floor area between the front of the rear seat section and the rear of the car may be replaced with a lighter material but must still remain sealed. Original brackets inside the body structure can be removed. **Lightening of the interior panels above the floor level can be done.**

b. Bonnet, trunk lid, tail gate and doors may be replaced with composite panels. Replaced panels must look the same and all function as original and be fabricated from multi-layered composite material. Front and rear wheel arches (fenders) may also be replaced with composite material, shape is free within the guide lines in section **(c)**.

c. Rear wings, front spoilers and wheel arch extensions may be fitted. The rear wing must not be taller than 6" above the height of the original roof-line (which may not be lowered in relation to the sills) or wider than the body at the point where it is mounted and a maximum of 60" wide. Wheel arches, bumpers, splitters and any other aerodynamic device must not extend more than 6" front, rear or sideways from the original plan of the vehicle.

d. Suspension design and pick-up points are unrestricted as long as they maintain structural integrity and are safely modified / manufactured. This includes altering the body shell to accommodate struts, ureters and other suspension mounts.

e. Front inner wings and lower chassis legs may be modified to mount the engine, ancillaries and front suspension. Structural integrity must be maintained.

f. The original side and rear windows may be replaced with polycarbonate (Lexan). Nets may be used in place of front door glasses. (General Regulations)

g. Open top cars must have a roll cage fully surrounding the passenger compartment in accordance with the safety regulations. Nets must be fitted to the roll-cage structure over the side and top openings.

7. Electrical System Unrestricted.

8. Glass / Windows

Front windscreen must be laminated type or Polycarbonate minimum thickness 1/8"

All other glass can be substituted with polycarbonate minimum 1/16" thick. Drivers and front passenger window can be replaced with nets fitted to roll cage.

9. Fuel System; Unrestricted. However fuel lines and joints and location must meet safety requirements.

10. Exhaust System;

Unrestricted. However exhaust outlet must be below centerline of wheels and exit behind the driver location.

Weight Chart

Minimum wt. Car without driver: 1400lbs

Engine Ccs.	Capacity	# Valves	Multiplying	cc-wt. factor	Car weight lbs	Car +180 Driver Lbs
0-4000 ccs		2	1	0.60	*	*
0-4000		3 or more	1	0.78	*	*
1146		12A Rotary	1.8	0.78	1609	1789
1308		13B Rotary	1.8	0.78	1836	2016
1962		20B Rotary	1.8	0.78	2755	2935
0-1600 Turbo		2 or more	1.7	0.78	Max 2122	2302

TECHNICAL REGULATIONS

Group 4 (2WD and 4WD)

- ***For 2018 Group 4 2WD and 4WD cars will run for as a single class for championship points and awards.***

Definition:-Cars perfectly legal for the open road and are available for sale through a dealer network of a manufacturer recognized by the FIA. These cars must be manufactured in quantities of either 2500 units or 200 units as per FIA homologation.

- 1.0 Closed Wheel AWD and 2WD vehicles allowed
- 1.1 AWD cars must be production base original body, no tubular chassis are allowed.
- 1.2 Tubular 2WD chassis with recognized mass produced bodywork are permitted.
- 1.3 2WD cars may relocate engine and or gearbox from original location.
- 1.3 A different Engine, gearbox, rear axle or transaxle may be fitted.

2.0 **ENGINE** - Modifications unrestricted. **However all forced induction engine must have a data logger fitted that monitors the boost and other engine parameters. This will allow boost levels to be monitored and adjusted to ensure fair performance between all cars.**

- 2.1 5000 cc maximum allowable capacity.
- 2.2 2600cc maximum allowable forced induction capacity
- 2.3 12A Mazda Rotary engines allowed =1146 cc
- 2.4 13B Mazda Rotary engines allowed = 1308 cc
- 2.5 20B Mazda Rotary engines allowed = 1962 cc

3.0 **Equivalency Factors**

- 3.1 Forced Induction Piston Engine total swept volume - multiply by 1.7
- 3.2 Naturally aspirated Rotary Engine total swept volume - multiply by 1.8
- 3.3 Forced Induction Rotary Engine total swept volume - multiply by 1.3

4.0 **WEIGHT CALCULATION FACTORS:**

- 4.1 ***Minimum Weight of any car – 1200 lbs without driver***
- 4.2 4 Wheel Drive /All-Wheel Drive - 0.70 lbs/cc
- 4.3 0-5000cc 2 Wheel Drive Piston – 0.625 lbs/cc **to a maximum of 2763 Lbs ***
- 4.4 2 Wheel Drive Rotary 12A & 13B + Motorcycle based engines – 0.70 lbs/cc
- 4.5 2 Wheel Drive Rotary 20B – 0.59 lbs/cc.
- 4.6 ***"SPACE FRAME/TUBE CHASSIS " CARS TO ADD 5% TO CAR WEIGHT.***

5.0 **Racing weight Calculation examples:**

- 5.1 (2WD) NA Motorcycle race chassis 1340 cc X .70 = (938) **1200** + 180 = 1380 lbs
- 5.2 (2WD) NA Mazda 13B race Chassis = 2354 X 0.70 = 1648 + 180 = 1828 lbs.
- 5.3 (2WD) NA Mazda 20B race Chassis = 3532 X 0.59 = 2084 + 180 = 2264 lbs.
- 5.4 (2WD) NA Piston engine race chassis = 2738 X 0.625 = 1712 + 180 = 1892 lbs.
- 5.5 (2WD) NA Piston engine race chassis = 3500 x 0.625 = 2188 + 180 = 2368 lbs
- 5.6 (2WD) NA 0- 5000cc race Chassis = 5000 X 0.625 **to a maxi 2763** + 180 = 2943 lbs.
- 5.7 (2WD) FI M/C 1340cc race Chassis = 1340 x 1.7 X 0.70 = 1595 + 180 = 1775 lbs.
- 5.8 (2WD) FI 1804cc race Chassis = 1804 x 1.7 X 0.625 = 1917+ 180 = 2097 lbs.
- 5.9 (2WD) FI Mazda 12A race Chassis = 2063 x 1.3 x 0.70 =1878 + 180 = 2058 lbs.
- 5.10 (2WD) FI Mazda 13B race Chassis = 2354 x 1.3 x 0.70 = 2143 + 180 = 2323lbs.
- 5.11 (2WD) FI 2600cc race Chassis = 2600 x 1.7 X 0.625 =2763 + 180 = 2943 lbs.
- 5.12 (4WD) FI 1800cc race Chassis = 1800 x 1.7 X 0.70 = 2142 + 180 = 2322 lbs.

- 5.13 (4WD) FI 2047cc race Chassis = 2047 x 1.7 X 0.70 = 2436 + 180 = 2616 lbs.
 5.14 (4WD) FI 2185cc race Chassis = 2185 x 1.7 X 0.70 = 2600 + 180 = 2780 lbs.

6.0 TYRE & RIM RESTRICTIONS

6.1 2WD - 13 inch rim width X 19 inch diameter **maximum allowed.**

Tyre size for 2wd cars will be limited **to 325 mm.**

For 16 inch diameter and below rims, maximum tyre size 330 mm.

6.2 AWD - 10 inch rim width X 19 inch diameter **maximum allowed.**

Tyres sizes for 4wd cars will be limited to **305 mm. in width.**

6.3 A maximum of 8 Slick tires of any make or compound are allowed for qualifying and racing per event. Rain tires quantities are free.

6.5 These tires must be declared to the scrutineers and registered before qualifying commences.

7.0 BODYWORK for Production based chassis.

7.1 The body structure of the vehicle between the front and rear windscreens must be identified as having been derived from series produced vehicle generally available for purchase by the public, of which 2500 units were manufactured in any one production year.

7.2 Unlimited lightening or substitution of panels or body structure may be carried out provided that in the opinion of the scrutineers an unsafe condition is not produced.

However the passenger compartment must still be sealed from the engine compartment, wheel arches and fuel cell etc.

7.3 Front and rear windscreen can be substituted with a polycarbonate material such as LEXAN.

8.0 BODYWORK for Tubular based chassis

8.1 Only 2WDcars can use tubular type chassis made of steel, "i.e. space frame".

No Composite chassis.

These chassis must carry a recognized mass produced body style.

Body work can be made from any metal or composite material.

Examples of these are from SCCA GT2 regs. These basically are a production base body shape fitted to a specially built tubular steel chassis.

Chassis derived from one make sports car series like those currently used.

I.E. SX4 and Megane.

Production based two seater sports cars, manufactured to 200 per annum minimum like Lotus Elise are also eligible for this group.

9.0 SUSPENSION AND RUNNING GEAR

9.1 The principle of the suspension may be changed. For example, strut suspension may be substituted by wishbone type suspension. A live rear axle may be substituted by independent rear suspension.

9.2 Transmission and final drive - complete freedom and Trans axle types are allowed.

9.3 Traction control and launch control are allowed.

10.0 BRAKES - Free. Carbon fiber components are not allowed.

11.0 FUEL

11.1The fuel used must be commercially available gasoline of either the automotive or aviation type or an approved Racing blend. The use of Ethanol or other such substances as a primary or secondary injected fuel will be allowed.

Methanol can only be used as a secondary fuel source.

11.2 No nitrous oxide or such injected systems allowed.

Group5: Mega Sport Group

a) Spirit of the Rule: The purpose of this group is to allow cars, primarily purpose built racing sports cars, not being based on any production car for which a minimum of 2500 units were manufactured in any single year to compete in the CMRC. Other cars that cannot meet the minimum weight of the other groups, can also race in this group.

b) Chassis, Engine, Transmission, Ignition, Cooling, and Lubrication: are free, however all radiators and oil cooler(s) shall be mounted within the perimeter of the bodywork and are not visible from above.

b) The bodywork shall enclose the complete road wheel when viewed from above.

c) No active suspension allowed.

d) Active Differentials and Traction Control are allowed.

e) No carbon brake discs are allowed.

h) All vehicles must have an onboard starter, which must be able to start the vehicle independently of outside assistance.

i) Wheels and Tires are as per the chart of wheel/weight specifications for the Mega Sport Group;

Class	Engine Capacity (cc)	Induction	Maximum Rim Width	Lbs./cc
2WD	0 - Unlimited	NA	14.0"	0.55
2WD	0 - Unlimited	FI	14.0"	0.55
4WD	0 - Unlimited	NA	10.5"	0.55
4WD	0 - Unlimited	FI	10.5"	0.55

All Wheel Drive Vehicles, competing in Mega Sport shall be limited to a maximum tire width of 280mm.

For the purpose of arriving at "race weight" the weight ratios in the technical regulations shall include an additional 180 pounds for the drive.

In case of forced induction, the nominal cylinder-capacity will be multiplied by 1.7 to calculate the minimum weight.

MOTORCYCLES SUPERSTOCK 600

Appendix IV Motor Cycles

2018 Championship Format

- ***Points would be awarded to riders towards their individual and Motor Cycle Country Championship in accordance with the same system as presently utilized with Race Cars.***

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE REGULATIONS IS STRICTLY FORBIDDEN.

The motorcycles must be homologated by the original manufacturer only AND SHOULD NOT BE A "RACE SPECIFIC" MODEL meaning no aftermarket part that is deemed for "track purposes only".

The model will be eligible for Superstock competition for a maximum period of 10 years. As the name Superstock implies, the machines used are allowed limited modifications. Most modifications that are allowed are only allowed for safety reasons. The appearance from front, rear and the profile of Superstock motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system ,engine case and tank guards is excluded from this rule.

1. Machine Specifications

All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine.

2. Displacement capacities

The following engine configurations compose the Superstock 600 classes.

2.1 Superstock 600

Over 500cc up to 600cc 4-stroke 4 cylinders maximum

Exemptions to the 600cc class

Over 600cc up to 640cc ; 4-stroke 4-cylinders maximum

{e.g. Kawasaki ZX-636R}

Over 640cc up to 750cc ; 4-stroke 3-cylinders maximum

{e.g. Triumph Triple 675R}

Over 640cc up to 850cc; 2-stroke 2-cylinder maximum

{e.g. Suzuki SV-650; Ducati 749 & 848}

Please note Exhaust restrictions

The displacement capacities must remain at the homologated size.

Increasing the bore size to reach class limits is not allowed.

3. Minimum Weight

4 cylinders 165kg

3 cylinders 168kg

2 cylinders 170kg

The established weight limit of the bike must be met at the end of a race or qualifying. Nothing can be added to the machine including water, oil, fuel or tyres.

4. Numbers, Background Colours and National flag.

A competitor's number should be placed on the front of the motorcycle, and on the left & right side fairings below the handle bars. A 5" high National flag of the rider must be displayed on his bike. **It is highly recommended to have competition numbers on Riders Helmets**

Minimum 5" black digits on white background or Minimum 5" white digits on black background.

In case of dispute concerning legibility of numbers, the decision of the CMRA Technical Officer will be final.

5. Fuel

The nominated control fuel for the 2017 CMRC should only be what is considered "PUMP" gas which is provided by any local gas stations. No Race fuel.

6. Tyres

Open. There is no nominated control tyre.

7. Engines:-

7.1 Carburetion Instruments / Fuel Injection System

Carburetion instruments refer to throttle bodies and variable length intake track devices.

Carburetion instruments must remain as homologated.

Bell mouths must remain as originally produced by the manufacturer for the homologated machine.

The injectors must remain standard units as on the homologated motorcycle.

7.2 Cylinder Head

No modifications are allowed.

No material may be added or removed from the cylinder head.

The cylinder head gaskets may NOT be changed and must be as originally produced by the manufacturer for the homologated machine.

The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and retainers must be as originally produced by the manufacturer for the homologated machine. Only normal maintenance interventions as prescribed by the Manufacturer in the model's Service Manual are authorized. Valve spring shims are not allowed.

7.3 No modifications (including polishing and lightening) are allowed or permitted on the following parts:- Camshaft, Cam Sprockets or Gears, Cylinders, Pistons, Piston Rings, Piston Pins & Clips, Connecting Rods, Crankshaft, Crankcase and all other Engine Cases (i.e. ignition case, clutch case)

The original lateral (side) covers may be modified without modification to the position and dimensions of the covered parts. The modified cover must have at least the same resistance to impact.

Engine case guards in the form of strengthened engine side covers may be installed.

No damaged cases will be permitted unless approved by the Chief Technical Officer.

8. Transmission/Gearbox

Modifications or additions to the gearbox not allowed. On Superstock 600 machines quick shift systems are allowed.

Only countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.

The sprocket cover can be modified. But a guard must be present to stop trapping between chain and sprocket.

9. Clutch

No modifications are allowed.

Only Friction and drive discs may be changed but their numbers must remain as original.

A slipper clutch can be added.

Clutch springs may be changed but the number must remain as that on the Manufacturers homologated machine.

10. Oil Pumps and Oil Lines

No pump modifications are allowed.

Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

11. Radiator and oil coolers

Additional radiators and / or oil coolers are not allowed.

The radiator tubes to and from the engine can be changed but the system must be maintained, with its original tanks. Protective meshes can be added in front of the oil and/or water radiator(s).

Radiator fan and wiring may be removed.

12. Air Box

The air box must remain as originally produced by the manufacturer for the homologated machine but the air box drains must be sealed. The air filter element may be removed or replaced.

All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.

13. Fuel Supply

An additional control unit to change the fuel mixture may be installed and must be fitted to the original connectors, this unit must not be utilized to perform any other function.

(The original wiring loom must remain unmodified).

Fuel pump and fuel pressure regulator must remain as homologated.

Fuel lines may be replaced but the fuel petcock must remain as originally produced by the manufacturer.

Quick connectors or dry break quick connectors may be used.

Fuel vent lines may be replaced.

Fuel filters may be added.

14. Carburetion Instruments/Fuel Injection.

If an Interceptor fuel control unit, Dynojet, Bazzaz – FI fuel control unit or any other plug in fuel control units of other manufactures are used, they must only be used for the change of the fuel mixture and/or quickshifter addition. Any other function such as traction control, launch control or anti wheelie response control are not allowed. If these functions are homologated they must be disabled.

The Technical Officials in determining compliance with this regulation may require any team/competitor to supply verifiable evidence including software of disabled components.

15. Exhaust System

Exhaust systems may be modified or changed from those fitted to the homologated motorcycle only for motorcycles UP TO 600cc.

Exhaust Header must be as originally produced by the manufacturer for motorcycles OVER 600cc.

Catalytic converters can be removed.

Wrapping of exhaust systems is not allowed except in the area of the riders foot or an area in contact with the fairing for protection from heat.

16. Electrics and Electronics

16.1 Ignition/Engine Control System (ECU)

Spark plugs may be replaced.

The central unit (ignition/engine control unit/CDI) must remain the homologated unit.

16.2 Generators

No modifications allowed.

The electric starter must operate normally and always be able to start the engine during the event (including at pre- and post-race inspections). The engine must start and run when the electric starter has stopped its procedure.

16.3 Additional Equipment

Additional electronic hardware equipment not on the original homologated motorcycle may NOT be added. (i.e. data acquisition, computers). Video recorders are allowed.

The addition of a device for infra-red (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed.

The addition of a GPS unit for lap timing/scoring purposes is allowed.

16.4 Wiring Harness

The original wire-loom may be modified onlyas indicated hereafter:-

The unused wire loom elements supplying current to direction indicators, horn, ignition contact and key lock etc. may be unplugged and/or removed (no cutting allowed).

No changes are allowed to the ignition key switch, except that it may be relocated using only the original wires to avoid damage in the event of a crash.

Cutting of the wiring harness is not allowed but to disconnect connectors is allowed.

The wiring harness may only be used for the purpose it is homologated for unless stated in these regulations.

16.5 Battery: - Battery may be replaced.

17 Frame, Body and Rear Sub Frame

Frame must remain as originally produced by the manufacturer for the homologated machine.

The sides of the frame-body may be covered by a protective part made of composite material.

These protectors must fit the form of the frame.

Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper).

Nothing can be added by welding or removed by machining from the frame body.

Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.

Rear sub frame must remain as originally produced by the manufacturer for the homologated machine.

Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly.

Bolt on accessories to the rear sub-frame may be removed.

The paint scheme is not restricted but polishing the frame body or the sub frame is not allowed.

18. Front Forks

Forks structure (spindle, stanchions, bridge, stem etc.) must remain as originally produced by the manufacturer for the homologated machine.

Standard original internal parts of the forks may be modified.

After market damper kits or valves may be installed.

No aftermarket or prototype electronically-controlled suspensions can be used. If original electronic suspensions are used, they must be completely standard (any mechanical or electronic part must remain as homologated). The original electronic system must work properly in the event of an electric/electronic failure otherwise it is not suitable for competition.

The fork caps can be modified or changed to add spring preload/compression adjusters.

Dust seal can be modified, changed or removed if the fork is totally oil-sealed.

Any quality and quantity of oil can be used in the front forks.

The height and position of the front fork in relation to the fork crowns is free.

The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated machine.

Steering damper may be added or replaced with an after-market damper.

The steering damper cannot act as a steering lock limiting device.

19. Rear Fork (Swing arm)

Every part of the rear fork must remain as originally produced by the manufacturer for the homologated machine (including rear fork pivot bolt and rear axle adjuster).

Rear wheel stand positioning (support) brackets may be added to the rear fork.

Brackets must have rounded edges (with a large radius) viewed from all sides.

Fastening screws must be recessed.

For safety reasons, it is compulsory to use a chain guard fitted in such a way as to prevent trapping between the lower chain run and the final driven sprocket at the rear wheel.

20. Rear Suspension Unit

Rear suspension unit (shock absorber) may be modified or replaced.

Rear suspension unit spring may be changed.

No aftermarket or prototype electronically-controlled suspensions can be used.

If original electronic suspensions are used, they must be completely standard (any mechanical or electronic part must remain as homologated).

The original electronic system must work properly in the event of an electric/electronic failure otherwise it is not suitable for competition.

21. Wheels

Wheels must remain as originally produced by the manufacturer at the time of sale into the dealer/distributor network for the homologated machine.

The speedometer drive may be removed and replaced with a spacer.

If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.

No modifications of the wheel-axles or any fixing and mounting points for front and rear brake caliper are authorized. Spacers can be modified. Modifications to keep spacers in place are permitted.

Wheel diameter and rim width must remain as originally homologated.

Any inflation valves may be used.

Wheel balance weights may be discarded, changed or added to.

22. Brakes

Brake discs can be replaced by aftermarket discs which comply with the following rules:-

Brake discs and carrier must retain the same material as the homologated disc and carrier.

A 'wave' type disc or round disc can be used. The outside and inner diameter of the brake disc must remain the same as on the homologated disc.

The thickness of the brake disc may be increased by 20% and must continue to fit into the homologated brake caliper without any modification.

The number of floaters is free.

The fixing of the carrier on the wheel must remain the same as on the homologated disc.

Anti-lock brake systems (ABS) can be disconnected and the ABS ECU can be dismantled.

The ABS rotor wheel can be deleted, modified or replaced.

Front and rear brake calipers (mount,) carrier, and hanger) (May be replaced with aftermarket parts).

The rear brake caliper bracket may be fixed on the swingarm, but the bracket (support) must maintain the same mounting (fixing) points for the caliper as used on the homologated machine. A modification of these parts is authorized. The Swingarm may be modified for this reason to aid the location of the rear brake caliper bracket, by welding, drilling or using a helicoil.

The front and rear master cylinder maybe replaced with aftermarket cylinders. This decision was made in the interest of safety.

Front and rear brake fluid reservoirs may be changed with an aftermarket product.

Front and rear hydraulic brake lines may be changed.

The split of the front brake lines for both front brake calipers must be made above the lower fork bridge.

Quick (or "dry-break") connectors in the brake lines are authorized.

Front & rear brake pads may be changed. Brake pad locking pins may be modified for quick change types.

Additional air scoops or ducts are not allowed.

23. Handlebars and Hand Controls

Handlebars may be replaced.

Handlebars and hand controls may be relocated.

Throttle controls must be self-closing when not held by the hand.

Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as homologated.

Clutch and brake lever may be exchanged for an aftermarket copy.

Switches can be changed but electric starter switch and engine stop switch must be located on the handlebars.

24. Footrest/Foot Controls

Footrest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points. Their two original mounting points of fixture (on foot controls and on the shift shaft) must remain as original. Footrest may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

25. Fuel Tank

Fuel tank filler cap may be altered or replaced from those fitted to the homologated motorcycle, by a "screw-on" type fuel cap (SAFETY).

The sides of the fuel tank may be covered by a protective part made of a composite material. These protectors must fit the shape of the tank.

Fuel tanks with a tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

26. Fairing/Body Work

a) Fairing and bodywork may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated machine, with slight differences due to the racing use (different attachment points, fairing bottom etc.). The materials may be changed. The use of carbon fiber or carbon composite materials is allowed. The front of the fairing may be modified to accommodate a front number plate.

b) Overall size and dimensions must be the same as the original part.

c) Windscreens may be replaced.

d) Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing device, as described in (g). This device cannot exceed above a line drawn horizontally from axle to axle.

e) The original combination instrument/fairing brackets may be replaced, but the use of titanium and carbon (or similar composite materials) is forbidden. All other fairing brackets may be altered or replaced.

f) The original air ducts running between the fairing and the air box may be altered or replaced. Carbon Fiber composites and other exotic materials are forbidden, particle grills or wire meshes, originally installed in the openings of the air-ducts, may be taken away.

g) Front mudguards may be replaced with cosmetic duplicates of the original parts and may be spaced upwards for increased tyre clearance.

h) Rear mudguards fixed on the swinging arm can be modified or changed but the original profile must be respected.

i) All exposed edges must be rounded.

j) Motorcycles can be equipped with inner ducts to improve the air stream towards the radiator but the appearance of the front, the rear and the profile of the motorcycle must not be changed.

27. Seat Unit

The appearance from front, rear and profile must conform to the homologated shape.

Seat, seat base and associated body work may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated machine.

The top portion of the rear bodywork around the seat may be modified to a solo seat.

The homologated seat locking system (with plates, pins, rubber pads etc.) may be removed

All exposed edges must be rounded.

28. Fasteners

Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used.

The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.

Fasteners may be drilled for safety wire, but intentional weight saving modifications is not allowed.

Fairing/body work fasteners may be changed to the quick disconnect type.

Aluminum fasteners may only be used in non-structural locations.

29. The following items may be altered / replaced from those fitted to the homologated motorcycle.

A special one way valve can be fitted to the crankcase oil filler opening (to avoid oil spillage).

Any type of lubrication, brake or suspension fluid may be used.

Gasket and gasket materials (with the exception of the cylinder base gasket).

Instrument, instrument bracket(s) and associated cables.

Painted external surface finishes and decals.

Material for brackets connecting non-original parts to the frame (or engine) cannot be made from titanium or fiber reinforced composites.

Tachometer – NB this must be working so that noise limits may be measured.

30. The Following Items May Be Removed. Emission control items (anti-pollution) in or around the air box& engine (O2 sensors, air injection devices).Instrument panel, speedometer and instrument bracket and associated cables.Bolt on accessories on a rear sub frame.