

6th Syrian International Hill Climb
10/10/2008



نادي السيارات السوري
Syrian Automobile Club

VISA No. :HCI-07/08- Date 22/02/2008

SUPPLEMENTARY REGULATIONS

Organized by

Syrian Automobile Club
P.O. Box 3364 - (Damascus / Syria)
Tel.: +963-11-2323706
Telefax: +963-11-2312785
e-mail: sport@syrianautomobileclub.com

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PROGRAMME:

Monday	15 /9	10h00	Entries open
Monday	6/10	14h00	Entries Close
		20h00	Publication of the entry List on the Official Notice board.
Tuesday	7 /10	from 07h00 to 13h00	Free Practice Run (Syrian Entrants Only)
Wednesday	8/10	from 07h00 to 14h00	Free Practice Run (All Entrants)
		At 16h00	publication of Scrutineering and administrative checks order and times for each competitor, at Rally HQ in Sheraton saydnaya
Thursday	9 /10	from 07h00 to 13h00	Free Practice Run (Foreigners Entrants Only)
Thursday	9/ 10	14h00	Administrative Checks and Scrutineering – At Syrian Automobile Club in Saydnaya.
		20h00	Publication of the List of Crews Authorized to Start.
Friday	10/ 10	from	07h30 to 08h30 Cars entry to the Parc Ferme 08h15 Compulsory Briefing 09h00 enter cars into holding area 09h30 Race 1 st heat 12h00 Race 2 nd heat 14h30 Race 3 rd heat (Best ten) From 17h30 to 18h00 Publication of the final official results and prize giving at the spot

II - ORGANIZATION

Article 1 – Definition

The Sporting Authority of the Syrian Automobile Club organizes the 6th Syrian International Hill Climb 2008 which will be held on (10, October, 2008).

This Hill Climb will be run in compliance with the International Sporting Code (and its appendices), the F.I.A. International Hill Climb Challenge Standard Regulations, the provisions of the National Sporting Regulations which comply with the F.I.A. Regulations and these supplementary regulations.

1.1 - Definition of the event

Name of the event	6 th Syrian International Hill Climb 2008
Name of the organizing club:	Syrian Automobile Club
Name of the National Sporting Authority:	Syrian Automobile Club
ASN visa N°:	HCI-07/08
Issued on:	(Feb 22 nd 2008)

ADDRESS OF THE PERMANENT SECRETARIAT

Syrian Automobile Club
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e-mail: sport@syrianautomobileclub.com

1.2- Officials of the Rally

Stewards of the meeting: Hani Shaban (Chairman)
Suhail Marar (HKJ)
Gabi Kraiker (ATCL)

Clerk of the Course: Khaled Atassi
Asst. C.O.C : Mohamed Tinawi

Chief Safety Officer: Hasan Al-Hamod
Safety Officers : Moh. Hamwi, Mohannad Asadi , Tarek Mousa, Anas Hourieh, Haitham Khoudari, Waseem Alnouri, Waseem Abdullah

Chief Marshal: Basel Daghestani

Chief Scrutineers: Omar Allaga
Scrutineers : Rami Mahli, Rami Sinawi

Hotel Accommodation: Raed Al-Sulaibi

Competitor's Relations Officers: Sari Mahli



Press Relations Officer: Lotfi Estwani

Chief Medical Officer: Dr. Samer Khodor

Results Officer: Fadi Dib, Firas ,Khoudari

Administration: Wardeh Elias

Service Park Manager: Mazen Morad

Asst. Service Parc Manager: Louay Khoudari

Start Area Officers : Saleem Hamami, Samer Akel

Start Safety Control : Amar Darkoush , Nader Khaled

Equipment Officer: Ousama Baghdadi

Starter: Fayez Madani

III - GENERAL CONDITIONS

Article 2 - ELIGIBILITY

2.1 - This Hill Climb counts for the following champions titles:

- The Middle East Hill Climb Challenge (Coefficient 1).
- The Sixth Syrian speed test and hill climb championship for Prototype cars (Coefficient 1.3)
- The Sixth Syrian speed test and hill climb championship for Street cars (Coefficient 1.3)

2.2 - This Hill Climb will be run according to the following:

- a) Minimal distance: 3.00kms
 - b) Minimal slope average: 5%
 - c) Minimal total distance: 3.00kms
- (At least one heat must be completed by each competitor)

Article 3 - ELIGIBLE VEHICLES

Standard Category – M1 (Group 1 – Standard Cars)

1- Category I - Homologated Cars (including WRC cars) according to Appendix J of the F.I.A. International Sporting Code for the year 2008:

- o Production cars (Group N):
 - N1 Up to and including 1400cc.
 - N2 Over 1400cc and up to and including 1600cc.
 - N3 Over 1600cc and up to and including 2000cc.
 - N4 Over 2000cc and up to and including 3500cc.
- o Touring cars (Group A):
 - A5 Up to and including 1400cc.
 - A6 Over 1400cc and up to and including 1600cc.
 - A7 Over 1600cc and up to and including 2000cc.
 - A8 Over 2000cc and up to and including 3500cc.

2- Category II – Competition Cars, according to Appendix J of the F.I.A. International Sporting Code for the year 2008; Classes to be determined by the Stewards according to the Technical Delegates recommendations.

- o GT1 Grand Touring Cars.
- o GT2 Series Grand Touring Cars.
- o CN Production Sports Cars.
- o CM Production Sports Cars Homologated through a certain ASN. It is mandatory for Competitors using such group to present its official ASN homologation otherwise, start will not be permitted.

3- Category III – Super Modified Cars – Middle East Hill-Climb Challenge, according to the specific SM Technical Regulations.

- **SM1** Up to and including 1400cc.
- **SM2** Over 1400cc and up to and including 1600cc.
- **SM3** Over 1600cc and up to and including 2000cc.
- **SM4** Over 2000cc and up to and including 3000cc.
- **SM5** Over 3000cc and up to and including 3500cc.

Technical Regulations of group SM cars will be clarified in appendix 1 of the regulations

Article 4 – Consent Entrants and drivers

- 4.1 - Any person or legal entity holding a competitor's licence valid for the current year by the Syrian Automobile Club is accepted and eligibly recognized.
- 4.2 - Drivers must also be in possession of a current driving licence and a competition licence valid for the current year.
- 4.3 - Foreign competitors and drivers must be in possession of written authorization to take part in the event from the ASN which issued them with their licence(s).

Article 5 – Safety measures

- 5.1 - The safety equipment of all vehicles must comply with the FIA Appendix J International Sporting Code for the year 2008.
- 5.2 - Any vehicle with insufficient safety features or not complying with the regulations in force shall not be admitted to or shall be excluded from the event.
- 5.3 - The wearing of a homologated safety belt and a crash helmet complying with the standards approved by the FIA is obligatory during the practice heats and the race.
- 5.4 - Drivers are strictly obliged to wear a homologated fire-resistant overalls (including a mask or balaclava, gloves, boots, etc.) complying with the current FIA standard during the practice heats and the race.
- 5.5 – Drivers seat must be FIA homologated racing seat
- 5.5 - The installation of the following elements vehicles must comply with the FIA Appendix J for the year 2008:
 - a) Fuel piping, pumps tanks and filters
 - b) Braking system, brakes security
 - c) Supplementary fixations
 - d) Extra tools fixations
 - e) Safety Belt (homologated)
 - f) Fire wall separation
 - g) Manual extinguisher
 - h) Roll cage
 - i) Rear view mirrors
 - j) Towing eye
 - k) Battery fixation
 - l) Seats fixation
 - m) Driver's equipment:**
 - The wearing of a safety belt and a crash helmet complying with the standards approved by the FIA is obligatory during the practice heats and the race.
 - Drivers are strictly obliged to wear fire-resistant overalls (including a mask or balaclava, gloves, under wears, socks & boots etc.) complying with the current FIA standard.

Article 6 – Entry form - Entries

6.1 - Any person who wishes to participate in the 6th Syrian International Hill Climb 2008 has to send his (her) participation to the Secretariat of the event

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6.2 - No amendments may be made to the entry form, except in the cases provided for in the present regulations.

6.3 - Should it turn out, at the time of pre-race scrutineering, that a vehicle does not correspond in its presentation to the group in which it was entered, this vehicle may, upon the proposal of the scrutineers, be transferred by the panel of the stewards of the meeting to a different group or be refused definitively.

6.4 - By the very fact of signing the entry form, the competitor, as well as all the crew members submit themselves to the sporting jurisdictions specified in the International Sporting Code and the prescriptions of the present regulations only.

6.5 - The organizing committee reserves the right:

- a) To refuse an entry, without having to give the reasons for its decision (Article 74 of the ISC).
- b) To cancel the event if the number of the competitors is less than 8 cars.
- c) A minimum number of **THREE (3)** starters per class are admitted. Should this number not be attained, the competitors in the class concerned are admitted in the next class up.

6.6 - By the very fact of his registration, each competitor undertakes himself as well as his driver to be acquainted with and to accept the event regulations and accept the decisions of the Organizers as well as the Officials (subject to the right of complaint and appeal).

6.7 - Double starts (1 driver for 2 vehicles or 1 vehicle for 2 drivers) are not authorized.

6.8 – In case of an accident, the competitor and the pilot exclude any responsibility of Organizers of the event, as well as the Organizing Committee and pledge to renounce any complaint against them.

6.9 – Entries of teams:

- a) The entries made by teams should include cars and drivers whose individual entries have already been accepted.
- b) Each team should consist of at least three (3) cars and five (5) cars at most.
- c) A crew can be registered only in a single team.
- d) The winning team will be the one that will obtain the highest number of points by adding the points of its three (3) best-classified vehicles.

6.10 – Cancellation of the event

In case of force majors, or for reasons of security, according to Art 60 of the International Sporting Code, the Organizers will be held no responsibility other than the obligation to pay off the corresponding entry fees.

6.11 - The maximum number of entrants is limited to **45** cars.

6.12 - The entry list of will be published according to the program.

Article 7 – Entry fees

7.1 – The entry fees are fixed thus to:

- a) 200 hundred U.S. dollars (Two hundred U.S. \$) for competitors, persons and/or legal entity, that accept the optional advertising proposed by the organisers.
- b) 400 hundred U.S. dollars (Four hundred U.S. \$) for competitors, persons and/or legal entity, that do not accept the optional advertising proposed by the organisers.

7.2 - The entry form must be accompanied by the appropriate entry fee and liability insurance fees and complete with:

- a) All information concerning the driver and car details
- b) The characteristics of the vehicle including the group and class in which it is to be entered.
- c) A photocopy of the 1st page of the vehicle homologation (if available).
- d) Medical insurance for the driver valid for the full period of the practice and the race.

The entry form will only be accepted if accompanied by the appropriate entry fee.

7.3 - Entry fees will be refunded in full:

- a) To candidates whose entry has not been accepted,
- b) In the case of the event would not take place.

No reimbursements will be made except for the above mentioned.

Article 8 - Insurance

- a) The insurance fees of 75\$, which guarantees the competitor cover for civil liability towards third parties.
- b) The insurance cover will come into effect at the start of the event and will cease at the finish of it or at the moment of retirement, disqualification or exclusion.
- c) Damages to rally cars as well as liability of a crew member towards the other crew member or car are not covered by the insurance provided by the organizers.
- d) If a driver taking part in the event is involved in an accident he/she must report this as soon as possible to the competitors' relations officers.
- e) In case of car breakdown the competitors bear the transportation and/or towing fees.
- f) All drivers must have a valid medical insurance for the country of the event and the duration of it including any injuries related to their participation, the organizer shall take no responsibility of any illness or injuries.

Article 9 – Reservations, official text

- a) The organizer reserves the right to add to his supplementary regulations or to issue additional conditions or instructions, which will form an integral part of them. He also reserves the right to cancel or stop the event in the case of insufficient participation, force majors or unforeseeable events, without being under any obligation whatsoever to provide compensation.
- b) Participants shall be informed of any amendments or additional conditions as soon as possible via dated and numbered information bulletins, which shall be posted on the official notice board (Sheraton Ma'aret Sednaya).
- c) The stewards of the meeting shall decide any cases not provided for in the supplementary regulations.
- d) In case of contestation of the interpretation of the present regulations, only the English text will be binding.

IV - OBLIGATIONS OF THE PARTICIPANTS

Article 13 - Practice

- 13.1 - Official practice shall take place in accordance with the detailed timetable drawn up in bulletins issued by the organizer.
- 13.2 - The mentioned bulletins will indicate the number of the compulsory practice heats for every driver (this one being by oneself on board).
- 13.3 - The stewards of the meeting could adjust the numbers of the practice heats that are issued in the bulletins.

Article 14 – Arriving of the start line

- 14.1 - The drivers and their vehicles should be present in the Parc Fermé minimum 45min before the start of the event and to be at the disposal of the clerk of the course.
The drivers will be held responsible of a possible disregard of any announced changes in the schedule, which could be decided before the start.
- 14.2 - The drivers and their vehicles should be present in their starting order before ten (10) minutes of their individual starting time. Any breach of this rule will result in the competitor being excluded from the event by the Stewards.

Article 15 - Start, finish, timekeeping

- 15.1 - The start will take place individually for each driver with the vehicle stationary and the engine running. The minimal interval between the starts will depend on the length the course.
- 15.2 - The stewards of the meeting and the clerk of the course are free to modify the starting order according to the circumstances.
- 15.3 - No vehicle may take the start outside its own Group unless expressly authorized to do so by the stewards of the meeting.
- 15.4 - Any vehicle which has triggered the timing apparatus shall be considered as having started, and shall not be granted a second start.
- 15.5 - Any refusal or delay in starting shall result in exclusion.
- 15.6 - The finish shall be a flying finish. The heat ends when the vehicle crosses the finish line; as soon as this is done, the vehicle must reduce speed drastically. And stop in the transitory park. At the end of each heat the vehicles will follow the organizer's car in order to start another heat.
- 15.7 - Timing shall be carried out using photoelectric cells accurate to at least 1/100 of a second.
- 15.8 - Any vehicle that cannot start in 20 sec. after the order to start from the marshal in charge will be penalized by 20\$ for each 20 sec for the maximum of 2 minutes.

Article 16 – The race

- 16.1 - The clerk of the course based on the decision of the stewards of the meeting may authorize the drivers whom are stopped on the course due to unknown problems to take another start. No complaint will be admitted on this subject. All drivers during the practices as well as the heats should abide by all regulations indicated in the Appendix H of the International Sports Code and the decisions taken by the clerk of the course.
Any breach of the rules reported to the clerk of the course and upon the decision of the stewards of the meeting could result in the competitor being excluded from the event.
- 16.2 - A general briefing will be held as previously scheduled , The presence of all drivers is compulsory.
During the briefing the competitors will receive the latest instructions concerning the event.
- 16.3 - Any outside assistance shall result in exclusion.
- 16.4 - Vehicles, which have broken down along the course, may only be towed away by order of the clerk of the course.

VI - ADMINISTRATIVE CHECKS AND SCRUTINEERING

Article 17 – ADMINISTRATIVE CHECKS

- 17.1 - All competitors and drivers taking part in the Hill Climb must report for administrative checks in person with their cars in their precise scheduled time as shown on the list displayed on notice board.
- 17.2 - The administrative checks:
The administrative checks will consist of checking the following:
 - a) Control of the registration and the characteristic data of the car (brand, model, category, group, engine capacity, etc...).
 - b) Control of the competitors' driving licences, competition licences, its validity for the current year, car and medical insurance, etc. for both local and foreign.
 - c) Foreign participants must also present written authorization from their ASN, if this was not enclosed with their entry and the insurance sheet.

Those who have passed the administrative checks and having received the approval signed by the officials can present their car to scrutineering in accordance with the published timetable as shown on the official notice board.

- 17.3 - Scrutineering:
Vehicles must be presented to the scrutineering not towed and/or transported with engine running. The following should be observed:
- a) Participants are obliged to accompany their vehicle at scrutineering, so that identification and safety checks can be carried out.
 - b) The homologation form for Groups A and N vehicles must be presented on request. Otherwise, scrutineering may be refused. Other Groups needs no homologation forms.
- 17.4 - Participants reporting for scrutineering after their scheduled time shall be liable to a penalty which may go as far as exclusion, at the stewards' discretion.
- 17.5 - the stewards may decide to allow the vehicle to be scrutinized if the competitor/driver can prove that their late arrival was due to force majors.

VII - PARC FERMÉ, FINAL CHECKS

Article 18 – Parc Fermé

- 18.1 - At the end of the event, Parc Fermé rules shall apply between the finish line and the entrance to the Parc Fermé.
- 18.2 - At the end of the event, all classified vehicles shall remain in the Parc Fermé until indication to the contrary is given by the clerk of the course with the approval of the stewards. Parc Fermé rules shall not be lifted until the period of time allowed for the lodging of protests has expired.

Article 19 – Final checks

- 19.1 - All vehicles may be subjected to checking by the scrutineers before each heat however, the scrutineers have the right to check any vehicle that was involved in an accident. Vehicles recognized in a deficient state will be prohibited to start.
- 19.2 - Any vehicle may be subjected to final checking by the scrutineers, after the finish.
- 19.3 - At the request of the stewards, whether spontaneously or following a protest, a vehicle may be impounded after the finish and subjected to complete and detailed
- 19.4 - Competitors that do not act in accordance with these measures will be subject to their exclusion from the event.

VIII – SERVICE AREA

- 20.1 - At the end of each heat each competitor will have a compulsory 30 minutes in the service area , each additional minute not exceeding 15 minutes (45 minutes total) will be penalized for 25 \$ per minutes .
- 20.2 - After finishing the service time the competitor is obliged to leave the service zone to the parc fermé at the order given by the service park manager.

IX - CLASSIFICATIONS, PROTESTS, APPEALS

Article 21 - Classifications

- 21.1 - the provisional results will be published after the last competing car finishes its heat.

- 21.2 - The results will become definitive within half an hour following the posting of the provisional results if no protest was received.
- 21.3 - The driver with the least time achieved in **one** out of **three** heats will be declared winner. Nevertheless, the second will be the one that will have a time superior to the first but less than that of the 3rd, etc.
- 21.4 - **Each competitor should finish his/her heat within 5mn, otherwise he is disqualified from the intended heat.**
- 21.5 - **It is MANDATORY for any driver to finish the first two heats in order to be qualified for the general Classifications. Accordingly, the drivers with the 10 best timings MUST finish their third heat in order to be qualified for the General Classifications.**
- 21.6 - **To finish the heat means that the car must enter parc ferme after each heat and in the allowed time for service and it should be running .**
- 21.4 - In case of a tie, the best time set during the 1st race heat between the two competitors will determine the winner

Article 22 – Protests and appeals

- 22.1 - The lodging of protests and the deadlines to be observed shall be in accordance with the provisions of the International Sporting Code (article 171 and subsequent articles of the International Sporting Code).
- 22.2 - The deadline for the lodging of protests against the results or the classification (Article 174d of the International Sporting Code) shall be 30 minutes after publishing the results from the organizing committee.
- 22.3 - Protest should be in writing, addressed either to the clerk of the course of the competitors' relations officers', and accompanied by a fee. The fee for protests is set to 500 U.S. \$ (five hundred U.S. Dollars). The fee shall be refunded only if the protest is upheld.
- 22.4 - for a protest involving a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork, etc.); the claimant must pay a deposit fee of 1500 hundred U.S. Dollars (one thousand five hundred U.S. \$) or the amount set by the stewards depending on the case. This deposit must be paid within the period specified by the stewards in order for this check to be carried out.
- 22.5 - The expenses incurred by the work and by the transport of the car shall be born by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.
- 22.6 - If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to them.
- 22.7 - Mass protests and protests regarding timekeeping or the decisions taken by the stewards are not accepted.
- 22.8 - Protests against the entries of competitors and/or drivers must comply with the International Sporting Code for the year 2008.
- 22.9 - The lodging of an appeal and the related costs shall be in accordance with the provisions of the International Sporting Code.
- 22.9.1 – Any appeal against the decisions of the stewards should be in writing within one hour from receiving the decision , and should be presented to the ASN during 48 hours accompanied with 5000\$.

X – PENALTIES – PRIZES AND CUPS

Article 23 - Penalties

- 23.1 - Exclusion:
- a) Absence of the crash helmet or safety belt or overall (homologated).
 - b) False information in the entry form.
 - c) Replacing of driver or in case of retirement.
- 23.2 - Start refused:
No vehicle will be allowed to start unless it complies with the FIA safety regulations.
- 23.3 - All competitors/drivers taking part in 6th Syrian International Hill Climb 2008 must arrive at scrutineering and/or administrative checks in at their precise time as shown on the list displayed on notice board on (Wednesday 8/10/2008). Failure to do so will incur in a cash penalty of U.S. \$ 25.00 for each 15 minutes and/or a fraction of 15 minutes.
- 23.4 - All competitors/drivers taking part in 6th Syrian International Hill Climb 2008 must present their vehicles in the Parc Fermé on (Friday 10/10/2008) between 07h30 and 08h30. Failure to do so will incur in to their exclusion from the event, unless approved by the Stewards.

Article 24 - List of prizes and cups

- | | | |
|----|----------------------------|----------|
| a) | General Classification | |
| | First: | 1 Trophy |
| | Second: | 1 Trophy |
| | Third: | 1 Trophy |
| b) | First of each class | 1 Trophy |
| c) | First group N | 1 Trophy |
| d) | First Group A | 1 Trophy |
| e) | Rear Wheel Drive Category | |
| | First | 1 Trophy |
| | Second | 1 Trophy |
| | Third | 1 Trophy |
| f) | Front Wheel Drive Category | |
| | First | 1 Trophy |
| | Second | 1 Trophy |
| | Third | 1 Trophy |
| g) | Best Lady | 1 Trophy |
| h) | First Syrian | 1 Trophy |
| | Second Syrian | 1 Trophy |
| | Third Syrian | 1 Trophy |

APPENDIX I **TECHNICAL REGULATIONS FOR GROUP SM CARS**

Article 1- Definition:

All production cars (homologated for road use), Touring, Grand Touring and Group GT cars, being homologated, with expired homologations or without any homologation are eligible to compete in this group for hill-climb events only.

Article 2- General remarks:

- All modifications are forbidden unless expressly authorized by the present regulation specific to this group.
- The cars in this group, for safety reasons, must comply with the following articles of Appendix J of the International Sporting Code:

Barking safety:	253-4
Additional fasteners	253-5
Circuit breaker:	253-13
Safety tank:	253-14
Fule pipes, pumps and filters:	253-1.3 & 253-3.2
Openings for refueling and caps:	259-6.2
Electric cables:	283-3.1
Safety belts:	253-6.1
Extinguishers:	253-7.1 & 253-7.2
Real view mirrors:	253-9
Towing eye:	253-10
Firewall:	253-15
Seats:	253-16
Safety structures (roll cage):	253-8

- Any vehicle which is judged to be dangerous may be excluded from the event by the stewards.

Article 3:

3.1- Weight:

Cars are subject to the following scale of minimum weight in relation to their cubic capacity.

a. Up to and including 1400cc	690kg
b. Over 1400cc and up to and including 1600cc	770kg
c. Over 1600cc and up to and including 2000cc	850kg
d. Over 2000cc and up to and including 3000cc	980kg
e. Over 3000cc and up to and including 3500cc	1100kg.

- The use of ballast is permitted to complete the weight of the car, in the condition provided for under the article 252.2.2 appendix J However, if the initial weight of a certain vehicle, given by the original manufacturer and/or his official tuner(s), is lower than the one defined above, this weight should be considered as minimum. This exception is valid only if the original engine & gearbox are used.

- In case of supercharging, the nominal cylinder-capacity will be multiplied by 1.7 for petrol engines and by 1.5 for diesel engine, and the car will pass into the class corresponding to the fictive volume thus obtained. The car will be treated in all respects as if its cylinder capacity thus increased were its real capacity.

3.2- Ground clearance:

No part of the car must touch the ground when all tyres on one side are deflated. The test shall be carried out on a flat surface under race conditions (occupants on board) .

Article 4- Modifications and general conditions:

4.1 Engine:

Maximum capacity allowed is 3500 cm³

The engine and its internals are free, but the original location and direction has to remain the same.

The mountings are free, provided that the angle and the position of the engine in its compartment are not modified. Supports may be welded to the engine and to the bodywork and their position is free.

4.2 Cylinder Head: Valves, number of valves and camshafts are free.

4.3 Supercharging: supercharging of any kind is prohibited unless the vehicle is/was originally equipped with such a device by the original manufacturer and/or his official tuner(s).

4.4 Limitations: All vehicle with supercharged engines must be fitted with a restrictor of maximum 38mm, (according to the drawing 254-4 of the appendix J). For cars with twin turbo engines, each device should be fitted with a restrictor of maximum 24 mm.

4.5 Ignition System: Free

4.6 Fuel System: Fuel pumps carburettors, injectors and metering systems are free.

4.7 Air feed: Air filters, plenums as well as the boxes are free.

4.8 Lubrication: Radiator exchangers oil/water sump pump (dry sump) strainers lines are free without modifying the body.

4.9 Exhaust System: The system is free, but pipe outlets must be directed either rearwards or sideways, if the exhaust pipes are directed rearwards their outlets shall be situated between 100mm and 450mm. above ground level. If the exhaust pipes are directed sideways, their outlets must be located to the rear of a vertical plane passing through the wheelbase center plane and may not be projected beyond the bodywork in anyway and opposite to the fuel tank filling cap and breather.

4.10 Cooling System: Free

4.11 Oil Catch Tank: If a car has lubrication system that includes an open type sump breather, this sump breather must vent into catch tank as per the following.

- a. Up to 2000cc 2 Liters capacity
- b. Over 2000cc 3 Liters capacity

4.12 Transmission:

- The gearbox is free but cannot be moved into a different position
- All cars must have a reverse gear.
- The clutch system is free.
- The differentials are free.
- Axles ratio is free.

4.13 Suspension:

- All wheels must be suspended. Axles or wheels must not be connected directly to the chassis.
- Spring and dampers are free.
- The mounting points of the suspension to the body shell must remain unchanged. These points can be strengthened by adjunction of material.
- The anti roll bar is free.
- The original collapsible steering column should be kept.

4.14 Wheels and Tyres: Wheels are free. Tyres are free provided that they can be mounted on those wheels.

4.15 Handbrake: A mechanical or hydraulic properly operating handbrake is compulsory. The use of a "fly off " system is permitted, although a locking system is required.

4.16 Chassis / Bodywork:

- The chassis structure can be reinforced, provided the material takes the original shape. Reinforcement bars may be fitted or welded. However it is prohibited to modify the structure – *i.e. cutting, trimming, grinding etc...*- under any circumstance.
- Body work openings, hood, trunk lid and rear doors can be replaced by similar elements having the same shape but in lighter materials. However, the front two doors cannot be replaced.
- Fenders in their form and material are free and should cover efficiently at least 1/3 of the tire on its complete width.
- The bodywork should cover all mechanical components, only the exhaust and air intake piping may project.
- Any part having an aerodynamic effect must be rigidly secured to the body without any freedom of movement.
- All elements of the bodywork shall be completely and cleanly finished.
- Bumpers can only be removed if they are not part of the bodywork.
- No protruding parts may extend further than the bodywork.
- Windscreen: The windscreen should be of one piece and made of laminated glass (Triplex).

- If the original side and rear windows are used, they should be covered by a transparent or allow a person outside the car to see the driver as well as the contents of the car.
- Side front windows can be replaced by transparent polycarbonate sheets of minimum 3mm thick, with an opening of minimum 300cm².
- Rear quarter and rear windows can be replaced by transparent polycarbonate elements of at least 3mm thick.
- Polycarbonate sheets:

Approved material:

Makrolon, Zelux, Plexiglas, Lexan, Tuffak, Calibre or equivalent.

The minimum impact requirement of notched Izod impact strength is 10ft-lb/in (ASTM D256) or 540j/m (ISO 180).

It is mandatory to provide the specifications datasheets of the used polycarbonate sheets to the technical commission (CSN), technical delegate and/or scrutineer upon request.

4.17 Cockpit:

- the front seat(s) can be moved backwards but not beyond the vertical plane of the original rear seat.
- The removing of the dashboard & trimmings is permitted.
- The removing of the drive door trim is permitted but replaced with a rigid protection panel.
- The removing of all other sound proofing trim materials and carpets is permitted.
- The removing of heating and A/C systems is permitted.

4.18 Electrical equipment:

- the alternator is free.
- A starter must be capable of starting the engine at all times; it must be operated by the drivers while normally seated in the car.

Article 5- Fule and Combustive:

Only air can be mixed with the fuel as an oxidant.