











\*Specified Parts (TRD CLUBMAN SERIES) (BLTZ DAMPER ZZ-R) (STI CLUBMAN SERIES) (ENDLESS FUNCTION-GRCUP ) (CUSCO CUSCO SPORT R ) (K-ONE OHLINS Racing DAMPER) (TEIN MONO RACING DAMPER SPEC R)

Spring certified parts are allowed.

Stabilizer Modification or modification is not permitted.

Front stabilizers link the use of certified parts is permitted. However, if used, it should be the same manufacturer's parts as the suspension or genuine parts.

### **Arms and rods**

The bushing of certified parts can be changed, but any other modification such as processing or change is not allowed.

## **ARTICLE 10: BRAKES**

The brakes, including brake discs, callipers and brake pads must be original.

The authorisation of changing the brake disc and calliper is only given, in the case of the material of the disc and calliper be the same as original, and provided that those brake disc and calliper can fit into the 17 inches rims. Any change to carbon or ceramic materials is prohibited.

Brake hoses are free.

If the anti-lock braking system (ABS) is disconnected, the use of a mechanical rear braking distributor homologated by the manufacturer is authorised.

## **ARTICLE 11: WHEELS AND TYRES**

A set of tyres must comprise two front tyres and two rear tyres.

The Tyre brand is free. All the wheels that can be used are the same, and the size is "17 inches / 7.5J (JJ) inset 35-48mm". Tyre should be installed in a 17 inches rim and the tyre width is no larger than 225mm.

The number of sets to be used is free. Dry (Slick) tyres are used in the competition, except when the race is under rain and the race is declared "wet".

Any chemical and/or mechanical treatment of the tyres is prohibited, except the use of water and detergents for washing and the removal of debris picked up from the track (only after the end of the session in which the tyres have been used). The original tyre tread and profile may not be modified or cut.

No warm-up, cool-down or solvent application is permitted.

The upper part of the complete wheel (rim + tyre), located vertically over the wheel hub centre must be covered by the bodywork when measured vertically.

The complete wheel definition does not permit the wheel to be wider than the tyre or protrude outside the tyre profile.

Wheel nut may be changed, but it must not protrude beyond the outermost part of the tire or wheel.

The use of wheel spacers is not allowed.

## **ARTICLE 12: SAFETY REQUIREMENTS**

**12.1 The FIA International Sporting Code, Appendix J, Article 253 remains applicable, but the articles set out in present regulations have predominance.**

## **12.2 Additional fasteners**

In accordance with Appendix J, Article 253-5 applies in full.

Two additional safety fasteners must be fitted for each of the bonnet and boot lids. The original locking mechanisms must be rendered inoperative or removed.

## **12.3 Driver's seat**

The original driver's seat must be replaced by a FIA-homologated competition bucket seat in accordance with Article 253 – 16 of Appendix J, is compulsory.

## **12.4 Safety harnesses**

A safety harness equipped with a turn buckle release system and having a minimum of five (5) anchorage points, homologated by the FIA in accordance with Article 253-6 of Appendix J, is compulsory.

## **12.5 Safety cage**

A safety cage complying with FIA Article 253-8 of Appendix J is compulsory.

A hole of 8mm in diameter is drilled on the left rear tube of the safety cage. The hole is for the check of the thickness of the tube.

## **12.6 Extinguishers – extinguishing systems**

Hand – operated Manual extinguishers homologated in accordance with article 253-7.3 of Appendix J, of a minimum capacity of four (4) kgs (2kgs x 2) are compulsory.

## **12.7 Protective nets**

### **12.7.1 Protective nets: Compulsory.**

It must meet the following specifications:

Net:

It must be made up of woven strips at least 19 mm (3/4") wide;

The meshes must be minimum of 25 x 25 mm and maximum of 60 x 60 mm;

The woven strips must be non-flammable and sewn together at each point of crossing;

It must not be of a temporary nature.

Installation:

Viewed from the side, it must extend from the centre of the steering wheel to the B-pillar;

The net must be attached above the driver's window, either to the safety cage or to a fixed part of the bodyshell by means of a quick release system that must function even if the car turns over;

It must be possible to detach the net with one hand only.

The handle or lever must have coloured markings ("dayglo" orange). A push-button release system is authorised provided that it respects the prescriptions of this article. The push-buttons must be visible from the outside, be of a contrasting colour and be marked "press".

### **12.7.2 Racing nets: Compulsory.**

Net:

They must be homologated according to FIA 8863-2013 standard (Technical list n°48).

Installation:

They must be attached to the homologated mounting points (see the homologation form of the car) and must be installed in accordance with the installation specifications published by the FIA.

## **12.8 Towing device**

One front and one rear towing devices are compulsory. They must:

- \* Be clearly visible and painted in yellow, red or orange.
- \* Allow the passage of a cylinder with a diameter of 60mm.
- \* Allow the car to be towed on a dry surface (concrete or asphalt).

## **12.9 Steering**

The steering lock must be dismantled and the column adjusting system must be locked. The steering wheel must be fitted with a Quick Release mechanism.

## **ARTICLE 13: RIDE HEIGHT**

The minimum ride height is 90mm.

## **ARTICLE 14: WEIGHT**

The minimum weight is 1200 kg without driver.

## **ARTICLE 15: ICE**

Except for the sole purpose of cooling the driver, the transporting and/or use of natural or chemical ice, whether inside or outside the car, is prohibited throughout the entire duration of the meeting.

## **ARTICLE 16: WATER TANKS**

Water tanks, lines and hoses are not permitted in the cockpit.

## **ARTICLE 17: DATALOG SYSTEM**

The competitors must use the datalogging and ECU system as defined by the Official Provider. The sensors must be in their homologated position.

The data may be checked at any time during the Competition. Race officials will collect the data after qualifying and race.

It is the Competitor's responsibility to ensure that the logger is on the position installed by the Organiser and operated in good condition.

For any damage of the logger may arise due to the crash or any incident during the Competition, will be claimed to the Competitor.

Any car failing to comply (no data logger, logger of wrong type, logger cannot work properly) is not permitted to join the Competition and will be disqualified during the practice sessions or the races.