

BELCAR ENDURANCE CHAMPIONSHIP 2026

TECHNICAL REGULATIONS

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VZW Terlamen/Circuit Zolder is the promoter of the Belcar Endurance Championship in accordance with the regulations of the International Sporting Code of the FIA, the sporting rules of RACB Sport, the current regulation and possibly the additional (special) regulation, to which all participants must submit through their participation. Every member of a participating team must take note of the full content of the current regulation.

1 DEFINITION - DESCRIPTION

A race car for the Belcar Endurance Championship is defined by RACB Sport, in agreement with the promoter. This car is suitable for sporting purposes and has at least one exit on each side. The base model has to be homologated for the public road or homologated for races by the FIA or by an ASN.

Silhouette-type cars: cars based on a tubular chassis with the appearance of a large production road car (Touring or GT) with at least 2 seats. Silhouette cars are subject to prior approval by RACB Sport.

2 REGULATIONS

2.1 ROLE OF RACB SPORT

The technical regulations of the Belcar Endurance Championship are issued by RACB Sport, in agreement with the promoter.

2.2 AUTHORIZED MODIFICATION

Every construction or modification not authorised by the Technical Regulations Belcar Endurance Championship or the promotor and RACB Sport is expressly prohibited. An authorised modification cannot lead to an unauthorised modification.

2.3 AUTHORIZED CARS

Participation in the Belcar Endurance Championship is reserved for vehicles that are accepted by RACB Sport and the promoter and are conform to the technical regulations of the Belcar Endurance Championship and divided into the following classes:

Class	Category	Category Description
Class 1 – Grand Touring Cup Class 1 cars may be subject to a specific pitstop time established by RACB Sport and the promoter, see Sporting Regulations.	GT3	FIA GT3 homologated cars, models homologated until 31.12.2018. EVOs homologated from 01.01.2020 are forbidden. All GT3 cars must remain fully conform to their FIA homologation and to FIA Appendix J – Art. 257A Cars based on FIA GT3 models cannot be transformed into an Open Category car.
	GT2	SRO GT2 homologated cars All GT2 cars must remain fully conform to their FIA homologation. Cars based on SRO GT2 models cannot be transformed into an Open Category car.
	Cup	Cars used in one-make series, conform to the specification and technical regulations approved in the last available season of their original one-make series. <u>Approved models:</u> - Porsche GT3 Cup (992, 991) - Lamborghini Huracan Super Trofeo (all models) - Ferrari Challenge (296 Challenge, 488 Challenge, 458 Challenge) - Other models with prior approval of RACB Sport and the promoter (to be requested at least 3 weeks before the first event of the car) Cup cars must request a RACB Technical Passport and must remain conform to this passport at any time. If a Cup car is not conform to its original spec anymore, the car will be transferred to Open Category, and its specification will need to be approved by RACB and the promoter first.
	Open Category – Power to weight ratio less than 2.7 kg/hp Power to weight ratio is indicative only and will only be used to sort Open	- Cars built according to FIA Appendix J Art. 277 Category 1 - One make series cars not conform to their one-make series specification. - Silhouette-type cars (Cars with the appearance of a large production road car with at least 2 seats) with FIA or RACB homologated silhouette chassis with V8 or V6 engine of more than 3.5L. All Silhouette cars must meet the safety requirements of FIA Appendix J –

	Category cars in the correct classes.	Article 277 for Category II-SH cars. Examples of cars: MARC Cars I or II, Solution F chassis, ... All Open Category cars are subject to approval from RACB and the promoter based on a detailed Technical Definition file to be sent at least 3 weeks before the first participation of the vehicle. Open Category cars must request a RACB Technical Passport and must remain conform to this passport at any time.
Class 2 – Grand Touring Sport Class 2 cars may be subject to a specific pitstop time established by RACB Sport and the promoter, see Sporting Regulations.	GT4	SRO GT4 homologated cars conform to their SRO homologation and original performance specifications Should engine mapping be modified, the car will be transferred to Open Category, and its class will be adapted if necessary. No other modification will be allowed to any GT4-based car and full conformity with homologation is mandatory.
	Open Category – Power to weight ratio between 2.7 and 3.0 kg/hp Power to weight ratio is indicative only and will only be used to sort Open Category cars in the correct classes.	- Cars built according to FIA Appendix J Art. 277 Category 1 - Silhouette-type cars (Cars with the appearance of a large production road car with at least 2 seats) with FIA or RACB homologated silhouette chassis with V8 or V6 engine of less than 3.5L. All Silhouette cars must meet the safety requirements of FIA Appendix J – Article 277 for Category II-SH cars. All Open Category cars are subject to approval from RACB and the promoter based on a detailed Technical Definition file to be sent at least 3 weeks before the first participation of the vehicle. Open Category cars must request a RACB Technical Passport and must remain conform to this passport at any time.
Class 3 – Super Sport Class 3 cars are subject to a reference lap time, see Sporting Regulations	TCR	TCR homologated cars conform to their TCR homologation and original performance specifications. Should engine mapping be modified, the car will be transferred to Open category, and its class will be adapted if necessary. No other modification will be allowed to any TCR-based car and full conformity with homologation is mandatory.
	Open Category – Power to weight ratio between 3.0 and 4.9 kg/hp Power to weight ratio is indicative only and will only be used to sort Open cars in the correct classes	- Cars built according to FIA Appendix J Art. 277 Category 1 - Cars based on BMW one-make series models : BMW M235i / BMW M240i / BMW M2CS Racing / BMW M2 Racing. - Silhouette-type cars (Cars with the appearance of a large production road car with at least 2 seats) with FIA or RACB homologated silhouette chassis with V8 or V6 engine of less than 3.5L. All Silhouette cars must meet the safety requirements of FIA Appendix J – Article 277 for Category II-SH cars. Examples of cars : Ligier JS2R, Lamera Cup, Saker Rapx, ... All Open Category cars are subject to approval from RACB and the promoter based on a detailed Technical Definition file to be sent at least 3 weeks before the first participation of the vehicle. Open Category cars must request a RACB Technical Passport and must remain conform to this passport at any time.
Class 4 – Club Sport Class 4 cars are subject to a reference lap time, see Sporting Regulations	VT2	Cars compliant to NLS VT2 Class Technical Regulations and Belcar Endurance Championship Safety prescriptions (Technical Regulations Art. 14 and 15). The list of approved cars in Class VT2 is available in Appendix 1 of these regulations. Cars must be in conformity with the weights table in Appendix 1 of these regulations. VT2 Cars must request a RACB Technical Passport and must remain conform to this passport at any time.
	Open Category – Power to weight ratio between 4.9 and 5.1kg/hp	- Cars built according to FIA Appendix J Art. 277 Category 1 - Cars based on Renault Clio one-make series models: Clio III / Clio IV / Clio V All Open Category cars are subject to approval from RACB and the promoter based on

	Power to weight ratio is indicative only and will only be used to sort Open cars in the correct classes	a detailed Technical Definition file to be sent at least 3 weeks before the first participation of the vehicle. Open Category cars must request a RACB Technical Passport and must remain conform to this passport at any time.
Class 5 – Club Challenge Class 5 cars are subject to a reference lap time, see Sporting Regulations	Open Category – Power to weight ratio more than 5.1kg/hp Power to weight ratio is indicative only and will only be used to sort Open cars in the correct classes	- Cars built according to FIA Appendix J Art. 277 Category 1 - Cars based on Ford Fiesta Cup one-make series – All models - Cars based on Mazda MX5 cup one-make series – all models All Open Category cars are subject to approval from RACB and the promoter based on a detailed Technical Definition file to be sent at least 3 weeks before the first participation of the vehicle. Open Category cars must request a RACB Technical Passport and must remain conform to this passport at any time.

2.4 ADDITIONAL REQUIREMENTS

Applicable for all classes and categories:

RACB and the promoter reserve the right to impose minimum weight and restrictor or any other performance or safety adaptation if deemed necessary. If applicable, these adjustments will be indicated in Decisions published by RACB Sport.

RACB and the promoter reserves the right to move any car to another category if deemed necessary. These decisions are not subject to protest nor appeal.

RACB reserves the right to reject a car that is considered unsafe or not conform to the spirit of the championship. These decisions are not subject to protest nor appeal.

During the event, RACB and the promoter have the right to install any data logging system at any given moment to check conformity of any participant.

All cars must be conform to the sporting regulations, technical regulations and the latest Decisions published by RACB Sport.

GT2 – GT3 – GT4 – Cup – TCR – VT2 Categories:

Should there be any contradiction between these technical regulations and the car homologation or technical regulations of the original category or series of the car, the car homologation or technical regulations of the original category or series of the car will prevail, except for safety aspects, and unless indicated otherwise in the Decisions published by RACB Sport, which will always prevail.

2.5 DATING OF THE REGULATION

This Technical Regulation will immediately enter into force (see date of approval at the bottom of this document). From that date, it replaces and cancels all prior Technical Regulations.

A change to the regulation concerning safety, issued by the FIA, will be applicable starting from the next meeting.

2.6 PASSPORT OF THE VEHICLE AND TECHNICAL RACE PASSPORT

All cars participating in a Belcar Endurance event must have a National Technical Passport and present it at the initial scrutineering, except for homologated cars in GT2, GT3, GT4 and TCR categories. A technical passport is not a homologation form.

GT2, GT3, GT4 and TCR cars must be in possession of their original homologation form and must present it to scrutineering.

It is the assignment of the team leader or owner of the vehicle to, before the closing date of the first meeting, send the complete passport of the vehicle to the promoter by mail.

If the passport of a vehicle is not or incompletely filled in, the car can be refused for the meeting.

Cars must remain conform to their Technical Passport at any time.

If, during the season, a competitor wishes to make a modification to the car configuration or to the technical data included in the passport of the vehicle, he needs to do by email to RACB Sport, and this at least 14 calendar days before the start of the meeting. RACB will review the requested changes and, if accepted, the passport will be updated.

RACB Sport reserves the right to accept or deny this change if it does not answer to the spirit of the regulation and if it excessively increases the performances and/or preparation and exploitation costs of the vehicle, even if not explicitly forbidden.

The participant needs to request a National technical Passport at least 2 weeks before his registration to the first race he will attend (Passport request procedure is available on RACB website).

This document needs to accompany the car during every meeting. During the technical check, this document needs to be presented. Technical comments can be noted on this document. The absence of this document during the technical check or the deliberate falsification of this document will be considered as fraud and can be punished with a financial penalty of € 150.

2.7 CONFORMITY OF THE REGULATIONS

During a meeting, the team leader or the owner of the car needs to ensure that his car meets all regulations that are applicable to his car. (sporting regulation, technical regulation, homologation form, technical race passport, etc.): In order to determine the conformity, both participant and RACB Sport can appeal to the technical data of the constructor, as well as to other official data of the sportive authority.

Every modification that does not meet the spirit of the regulation, even if not explicitly forbidden, but that could excessively raise the reparation costs of a car, is without prior warning forbidden by the Technical Commission of RACB Sport.

A car of which the construction and/or modification can include risks, cannot sign up nor participate and this without prior warning.

A car of which the construction can bring possible dangers, can be excluded by the College of Sports Commissioners of RACB Sport, on advice of the Technical Commission.

2.8 GENERAL STATEMENTS

Articles 251, 252, 253, 257(2011) and 277 of current Annex J of the FIA remain applicable, but the articles of the current regulation are decisive.

Every bolt, nut or screw of the car can be replaced by another bolt, nut or screw on the condition that it is of the same material family, the same diameter or bigger than the original part and contains a blocking method (ring, counter nut).

Materials

For the mechanical parts, chemical or thermal treatments are allowed, on the condition that the weight and dimensions are maintained as mentioned on the homologation form or on the technical document of RACB Sport.

The following materials are forbidden: magnesium (except for the rims), ceramic and titanium (only if original), except as stated in art. 5.2.1. of this regulation.

The use of composition materials is allowed within the limits of this regulation.

2.9 TELEMETRY

Data transmission departing from a car moving towards the pit box is allowed.

A pulse generator that releases data about timekeeping is allowed, on the condition that these generators form separate units and that they have no connection with the control unit of the engine.

2.10 TECHNICAL CHECK

Before the start of a meeting, the technical scrutineers will indicate the place for the check of the height of the car and the weighing. It is the task of the participant to inform himself about the place of the check.

Before every meeting, during the technical check, a participant can adapt the tire pressure to max. 1,5 bar if the pressure is lower.

Within the time period of the check, imposed by the organisers, the participant has the possibility to ensure himself of the conformity of his car, using the equipment of the official check, at the place of the official check.

3 BODYWORK AND OTHER EXTERNAL DIMENSIONS

3.1 DIMENSIONS

The maximum width (rear-view mirrors not included) is 2080 mm.

Dimensions must remain conform to the RACB Passport or homologation file of the car.

Wheelbase must remain conform to the homologation of the car or, if not homologated, to the base road car.

3.2 BODYWORK

Bodywork: All entirely hung parts of the car that are touched by the outside air stream, with the exception of parts that are undoubtedly linked to the mechanical functioning of the engine, the transmission and the suspension. Every air intake is considered to be part of the bodywork.

The bodywork must, in a vertical projection seen from above, cover all mechanical elements.

With the front wheels aligned to proceed straight ahead, the part of each complete wheel (including tyre and rim flange) and its fixings situated above the plane passing through the axle centreline, must not be visible from above or from the front.

At least two additional safety fasteners must be fitted for each of the bonnet and boot lids, both of which are clearly indicated by red (or contrasting color) arrows. It must be possible to remove or open them without the use of tools. The original locking mechanisms must be rendered inoperative or removed.

If the original hinges of the hood and/or trunk lid are not preserved, safety fasteners need to be installed in all 4 corners.

The material used for the bonnet, boot lid and roof is free, provided that the exterior original shape remains unchanged. It must be possible to replace the modified bonnets and lids by the original ones.

Openings in the bonnets and boot lids are allowed but they must be closed with a mesh and must be designed in a way to prevent direct view from above onto any mechanical component.

All bodywork joints in the vicinity of the refueling connections must be designed in such a way as to prevent any leakage of fuel into the engine compartment and/or cockpit during refueling.

Under no circumstances is it allowed to modify the chassis. In relation to the wheelbase, the chassis must maintain its original position. Modifications to the chassis are only allowed for the installation of a safety cage, providing that they comply with the regulations about safety cages, art. 15.1.

At any given moment during the use of the car on the racetrack, the bodywork parts need to remain in place.

Minimum ground clearance with a tire pressure equal to or greater than 1.5 bar: 50 mm.

Any system, regardless of the operating principle, controlled or not by the driver and designed to modify the ground clearance when the car is stopped or in motion is forbidden. If, during the meeting, the car was involved in an accident, the conformity of these values will be evaluated by the Technical Commission.

3.3 DOORS

All vehicles must have at least one opening on each side, in order to allow access to the cockpit and its occupants.

The cockpit must be designed so as to allow the driver to get out from his normal driving position in 7 seconds through the driver's opening and in 9 seconds through the passenger's opening.

The material used for the doors is free, provided that the exterior original shape and the original door locks remains unchanged. It must be possible to replace the modified doors by the original ones.

The dimensions and functions of the original car doors need to be preserved. If a door has been replaced by a door in composite, the security cage needs to be equipped with at least a lateral protection 'X' (drawing 253-9) in conformity with the valid FIA regulations of Article 253-8.

The front doors must be able to open without using tools and this both from the inside and from the outside.

It is allowed to change the original hinges and latches of the doors with the sole purpose of offering the driver a quicker evacuation in case of an accident. These changes must be approved by RACB Sport prior to the event.

It is permitted to remove the original door trim and soundproofing material from the doors, but the doors must be equipped with door trims conform to Article 13.1.

3.4 BUMPERS

Material of the bumpers is free.

The front and rear bumpers cannot be removed or reinforced and need to remain in place during the complete duration of the meeting.

In vertical projection, as seen from above, the shape of the front and the back bumpers need to have the same profile as the original version. No part of the bumper can be located outside this shape, except if it has been homologated by the FIA or RACB Sport.

The lateral parts can be connected to the new fender in order to preserve the aspect of the original car.

It is allowed to close the openings if additional lights are not installed.

Openings may be enlarged or reduced.

The lower part of the bumper may be modified in order to allow the installation of the splitter or diffuser.

3.5 DOOR SILLS

The original panel may be replaced.

Seen from above, the door sill must not protrude beyond the perimeter of the front and rear fenders.

3.6 FENDERS

The original fenders may be replaced.

Material of the fenders is free.

The shape of the original fenders may be modified and they may be enlarged up to the maximum width of the bodywork. The fenders must be continuous.

Openings are allowed only on the following conditions:

- They must respect the wheel visibility regulations (see Art. 3.2)
- Louvers permitted
- The bodywork covers all mechanical elements in a vertical projection, as seen from above.
- A safety measure needs to be installed at the cut-outs or openings in order to avoid projections to the back (ex: grills).

3.7 FRONT WINDSCREEN / WINDOWS

Windscreen:

- The windscreen must be in one piece and of laminated glass homologated for road use, or of a polycarbonate or PMMA ensuring the same transparency as the original glass.
- If of polycarbonate or PMMA, the thickness must not be less than 4.75 mm.
- Tinted glass screens are not allowed.
- The windscreen must retain its original shape and dimensions.
- Windscreens which are damaged to such an extent that visibility is seriously impaired or that there is a likelihood of their breaking further during the competition will be rejected.
- The addition of a maximum of 6 protective transparent films on its external face is permitted.
- Stickers and spraying are not allowed, except the mandatory advertising from the promoter and a race number (far right corner with a height of 100 mm) if required.
- A windscreen wiper in working order is mandatory.
- An efficient windscreen demisting system is mandatory.
- Security fastenings can be used on the condition that they do not improve the aerodynamic qualities of the car.

Side & Rear windows:

- The side and rear windows may be replaced by transparent and colorless polycarbonate or PMMA, with a minimum thickness of 3 mm.
- Onto the inside surface of the side and rear windows in glass, a colorless and translucent anti-shatter film (such as SL Lumar Safety Film/D1570) of 0.1 mm maximum must be installed, in order to guarantee an appropriate protection in case of splintering.
- The same film is recommended for the exterior rear-view mirrors.
- Darkening of the rear window (colour film or obscuration band) is not allowed.

Stickers and spraying are not allowed on the rear and side windows, with following exceptions:

- The names and flags of the drivers may be applied on the rear side windows, provided it remains possible for a person

situated 5m from the car to see the driver and the contents of the car under all circumstances.

- On the rear window, only the mandatory advertising from the promoter and a race number if required, and if the rearward visibility is preserved, a band/film with a maximum width of 8 cm on the rear window.

Cockpit ventilation:

In order to ventilate the cockpit, the rear window may have a maximum of 5 circular holes with a maximum diameter of 50 mm each.

Each rear side window may be partly opened to a maximum of 30 mm at its rear extremity, or may have a circular opening with a maximum diameter of 50 mm.

A cut-out of a maximum surface of 25 cm² is authorized in each rear view mirror.

A scoop may be fitted to each door window, provided that it complies with the following points:

- it must not exceed the perimeter of the window, must have a maximum height of 150 mm and must not protrude more than 50 mm over the window's surface.
- it must be made from the same material as the window or from translucent polycarbonate if the window is made from glass, and must be able to be closed by a shutter made from the same material as the window.
- it must not obstruct the driver's rearward view.

Air ducts fed by the scoops are authorized inside the cockpit on condition that they reduce neither the visibility nor the safety of the driver.

Net:

A protective net (window net) as per FIA Appendix J – Art. 253-11 is compulsory on the driver side if the car is not equipped with FIA 8863-2013 homologated racing nets or if the driver door window is not fixed in fully closed position at all times.

These nets must have the following characteristics :

- Minimum width of the strips 19 mm (3/4")
- Minimum size of the meshes 25 x 25 mm
- Maximum size of the meshes 60 x 60 mm
- The woven strips must be non-flammable and sewn together at each point of crossing. The net must not be of a temporary nature.
- The net must close up the window opening from B pillar to the center of the steering wheel.

The net must be attached to the safety cage (fixed part of the chassis is tolerated with approval of RACB Technical Delegate), above the driver's window, by means of a rapid release system that will function even if the car turns over.

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

The driver sitting in racing conditions must be able to reach the rapid release system.

The rapid release system must be clearly visible from outside and marked with a contrasting color.

Should FIA homologated racing nets be used, they must be installed with a compliant racing seat and according to FIA prescriptions and to the manufacturer's instructions.

From 01.01.2027: A protective net is compulsory on the driver side for all cars not equipped with FIA homologated racing nets.

3.8 FLAT UNDERFLOOR

The use of a flat underfloor is allowed. If a flat underfloor is installed, it must be fully flat, be symmetrical with respect to the car centreline and cannot protrude beyond the perimeter of the car, seen from above. If it is not installed, the underfloor of the car cannot be modified, but has to remain identical to the original car, with the exception of holes that have the sole purpose of cooling the mechanical parts.

Skirts (Jupes) are not allowed. Every dispositive or construction built completely or partially between the underbody of the car and the ground is strictly forbidden.

No hanging part of the car is allowed under the flat underfloor and no air flow may run over it.

No air flow with aerodynamical effect is allowed between the bodywork and the flat underfloor.

3.9 REAR DIFFUSER

The use of a rear diffuser is allowed. If a rear diffuser is installed, it must fully meet the following description or be homologated for the car.

No part of the diffuser is allowed in front of the transverse and vertical plane tangent to the front of the complete rear wheels.

The rear diffuser cannot protrude behind the rear bumper overhang point.

Up to the rear bumper overhang point and up to 1520 mm width in Y (symmetrical to the car centreline), the rear edge may be straight (no need to follow bumper shape). Further extensions in Y direction are allowed but they must not protrude beyond the perimeter of the rear bumper.

In Z, the diffuser and its fins must be contained between 2 parallel planes 250 mm apart; the lower plane must be coincident with the flat bottom/reference plane.

A maximum of 4 fins may be fitted in the channels under the diffuser. Only vertical fins are allowed. Fins must not protrude beyond the perimeter of the diffuser seen from above.

3.10 OPENINGS IN THE « FLAT BOTTOM » AND IN THE « REAR DIFFUSER »

The sole openings allowed in the 'flat bottom' and 'rear diffuser' are:

- Cut-outs that serve the wheel movements.
- Hatches for maintenance purposes.
- Entry for pneumatic jacks.
- Exit for the overflow pipes of gasoline + relief valves oil
- Opening or recess for the evacuation of exhaust warmth

3.11 FRONT SPLITTER

The use of a front splitter is allowed. If a front splitter is installed, it must fully meet the following description or be homologated for the car.

With the exception of the part of the Splitter protruding beyond the front bumper at the front, air flows may only leak the lower and lateral surfaces of the splitter.

Max. 100 mm overhang from front bumper perimeter seen from above.

Min. 100 mm radius at junction with sides.

Splitter width is limited to the width of the front bumper and front fenders.

A maximum of 4 internal fins may be fitted in the channels below the splitter. Only vertical fins are allowed. Fins must not protrude beyond the perimeter of the splitter seen from above.

Except for the limitations described above, the maximum height in Z from the reference plane is limited to 120 mm.

Max. two side deflectors fitted to each side of the front bumper are allowed. Side deflectors must not protrude beyond the perimeter of the splitter seen from above.

3.12 REAR WING

Original spoiler can be removed.

The use of a rear wing is allowed. If a rear wing is installed, it must fully meet the following description or be homologated for the car.

Free design, with the limits described below. The complete wing assembly must be:

- below a plane parallel to the reference plane and tangent to the highest point of the roof; If the car has an air intake on the roof, the intake will not be taken into account while determining the highest point of the roof.
- In front of a transversal and vertical plane 200 mm beyond the rear bumper overhang point;
- The width of the complete rear wing assembly including endplates is limited to the maximum width of the car.
- Single profile only (no additional profile or flap) but need not necessarily be straight.
- Maximum chord length: 400 mm;
- Should a gurney be installed, its thickness must be at least 1 mm;

Position of the rear wing cannot be changed while the car is in motion.

End plates are mandatory:

- They cannot be used as wing support;
- They must be flat with a minimum thickness of 10 mm;
- They must not have any sharp edges;
- In side view they cannot have dimensions greater than 420 mm (X), 250 mm (Z);
- They must completely cover the final section of the wing seen from the side.

Rear wing pillars:

They must be rigid and dismountable.

They may extend beyond the limits specified above for the rear wing main plane:

- Vertically (along Z) by a maximum of 75 mm but by no more than 120 mm from the highest point of the rear wing (gurney and end plates excluded);
- Horizontally (along X) by a maximum of 30 mm but by no more than 100 mm from the rearmost point of the rear wing (end

plates excluded);

Its components must be:

- Made of metallic material;
- Flat (parts in contact with air flow only);
- Parallel to the vertical plane passing through the car centreline (XZ plane).

The leading edges must be rounded with a constant radius. The trailing edges may be rounded with a constant radius or chamfered to a max. of 20 mm (min. thickness at the trailing edge = 2 mm).

Every change to or extension of the bodywork aimed at moving the wing to the back, is prohibited

3.13 VARIA

Adaptions that are necessary for additional light supports and connections for refuelling are allowed. Additional lights cannot be installed beyond the most frontal point of the car. Additional headlights must be fitted on the bonnet, in the front bumper or in the radiator grille, and openings as needed for this purpose must be completely filled by the headlights.

4 WEIGHT

4.1 MINIMUM WEIGHT

The minimum weight of the car – this is the weight of the car at any given moment during the meeting, without driver and his equipment, an empty fuel tank and the other tanks for different fluids at their normal level/capacity, must respect the minimum weights defined in the technical passport.

The weight of all cars must be in conformity with the latest Decisions published by RACB Sport.

Unless specified in the latest Decisions, GT3 and GT2 cars, as well as cars based on GT4 and TCR homologations, must respect the minimum weight defined in their homologation.

Unless specified in the latest Decisions, other cars must respect the minimum weight indicated in their RACB technical passport.

4.2 BALANCE

RACB Sport, in agreement with the promoter, reserves the right to change the class and/or minimum weight of a car, to impose a restrictor or to use another measure or enacting term in order to optimise the equality of performances between the cars. If a change in class has been carried out, the transmission of the already given elements towards the new class can be imposed and this completely depending on the RACB and the promoter.

4.3 BALLAST

The use of one or more ballasts is allowed in order to bring the car to its minimum weight.

The ballast must consist of solid and unitary metallic plates stacked on top of each other. It must be secured on the floor of the cockpit on passenger side and be visible.

The ballast plates must be firmly attached by means of at least 4 M12 bolts of minimum quality 10.9. A 3mm thick reinforcement plate to accommodate the ballast must be bolted (min. 4 M12 bolts of quality 10.9) or welded to the chassis. Each contact point between the reinforcement plate and the chassis must be at least 40cm². The securing system must allow seals to be affixed to the ballast by the scrutineers and must be designed such that tools are required for its removal.

The ballast must be installed in such a way it might be sealed by the scrutineers at initial scrutineering.

No ballast will be permitted anywhere else in the car.
Any movable ballast system when the car is moving is strictly forbidden.

4.4 WEIGHING

The weight can be checked at any given moment during the meeting, except during the race itself. Adding any solid material or replacing a certain part with a heavier one is explicitly forbidden during a race.

5 ENGINE

5.1 TYPE AND POSITION OF THE ENGINE

Hybrid and electric vehicles are not allowed.

The engine and its components, namely the engine block, crankcase, and cylinder head, must be produced by the same manufacturer, unless otherwise homologated.

The manufacturer, the number of cylinders and the position of the engine need to remain original. It is allowed to replace the engine of a car by an engine of the same brand, with the same number of cylinders and in the same position as the original.

Engines from the FIA group C, FIA group GT1, FIA group Sportscars and the Deutsche Tourenwagen Meisterschaft, or similar classes in other disciplines anywhere in the world, are not allowed.

For silhouette type cars the engine needs to be built centrally in the back, taking into account the fireproof bulkhead as described in art. 15.3.

The engine must remain inside the original engine compartment.

Air feed as well as auxiliary devices and radiators are free.

5.2 CHANGES TO THE ENGINE

5.2.1 MATERIALS

- The use of magnesium and titanium is not allowed, unless it was used in the original part.
- The use of ceramic or ceramic covered components is not allowed, unless the material was used in the original part.
Exception: the exterior ceramic treatment of the exhaust system.
- The use of carbon or composite material is limited to the clutch plates, no-voltage cladding and airflows.
- However, it is allowed to use heat-treatment on certain parts, on the condition that it remains possible to, beyond doubt, show that the part comes from a production model.

5.2.2 ACCELERATOR

Only a direct mechanical connection between the accelerator and the engine is allowed. If original and if the used engine is equipped with a system without mechanical connection, this system can be preserved but not modified.

5.2.3 VARIOUS

- In the intake system, only butterfly throttle valves are allowed. Slide throttling valves and tube throttling valves are prohibited.
- Variable intake systems, length or volume, are prohibited.
- Ignition accessories are free.

5.2.4 ENGINE CONTROL

The engine control system is free.

5.3 ATMOSPHERIC ENGINES

The cylinder capacity of atmospheric engines is unlimited.

5.4 AIR INTAKE SYSTEM

RACB Sport reserves the right to, in agreement with the promoter, impose a restrictor or change the diameter of the restrictor.

Mandatory restrictors will be indicated in the Technical Passport of the car or in the Decisions published by RACB Sport. Restrictors indicated in the latest decisions published by RACB Sport must always be respected.

When using one or more restrictors, all the air towards the engine needs to pass through these restrictors. No canal that can contain air, can come in or out the air box. Closing restrictors needs to immediately result in the stopping of the engine (3 sec.). This check needs to be made at an engine speed of 2500 tr/min. For this check, the pressure receptors and safety valves can be dismantled and the assembly interfaces of these sensors or valves will be covered.

5.5 ENGINES WITH SUPERCHARGER

The supercharging system is considered to be a tool that allows the raise in pressure of the mixture air-fuel in the internal combustion engine (compared to the pressure of the normal atmospheric pressure, the effect of inertia and the dynamic effects in the intake and/or exhaust system), in any given way. The injection of fuel under pressure is not regarded as supercharging. It can consist of a turbo, compressor, heat exchanger, element and piping of the supercharging, system regulator...

The brand as well as the type of the supercharging system need to be specified on the passport of the car and be approved by the RACB Sport.

Turbocharging and/or supercharging is permitted if it complies with the manufacturer's production for the series production model which serves as basis for the race car. Vehicles of the same model range of a manufacturer are considered to be series production Cars.

The intake system must remain original. This means that a naturally aspirated engine must remain a naturally aspirated engine, an exhaust-gas turbocharger engine must remain an exhaust-gas turbocharger engine etc. The make and the design of the supercharging system are free.

The installation of an intercooler is free.

The lubrication system is free.

5.6 WATER VAPORISER OR INJECTION

The internal and/or external water vaporising or the injection of water or of another substance is prohibited (with the exception of the fuel necessary for the normal engine combustion).

5.7 COOLING

The cooling system is free.

5.8 EXHAUST

The orifice(s) of the exhaust pipe must be located at the rear or the side of the car. The orifice of an exhaust pipe directed to the side must be located behind the centre of the wheelbase, except if otherwise homologated.

No exhaust pipe may protrude beyond the perimeter of the Car's bodywork. Any exhaust pipe orifice must be situated less than 10 cm from this perimeter in relation to the external edge of the bodywork.

The exhaust system must be a separate component and be located outside the bodywork and the chassis. The exhaust system is free, on the condition that it is made of mild or stainless steel with a minimum thickness of 1 mm. It needs to have at least one silencer through which all exhaust gasses must flow. Variable exhaust systems are not allowed, with the exception of a waste gate for supercharged engines.

All cars are recommended to be fitted with a catalytic converter.

All cars must meet the noise limit criterias defined in the supplementary regulations or imposed by the visited circuit during the meeting.

6 FUEL LINES, FUEL PUMPS AND FUEL TANKS

6.1 FUEL TANKS AND PUMPS

The original fuel tank can only be replaced by a FIA FT3-1999, FT3.5, FT5 or FIA 8875-2025 fuel tank that meets the prescriptions of the FIA Appendix J Art. 253-14.

It must be possible to check the homologation sticker and validity expiry date of the fuel bladder at initial scrutineering.

The use of safety foam in FT3-1999, FT3.5-1999 or FT5-1999 tanks is recommended. The use of safety foam in FIA Standard 8875-2025 safety fuel tanks is mandatory.

The fuel tank needs to be placed in its original place or in the luggage compartment. The installation of the fuel tank in the cockpit may also be possible under following conditions:

- Approval at RACB Sport discretion only, following the reception of a technical dossier at least 3 weeks before the first event of the car.
- All fuel tanks must be completely situated behind the front edge of the original road car rear seat bench or heel plate.
- All fuel lines situated inside the cockpit must be continuous.

In case of a Silhouette, an FIA homologated fuel tank fuel tank that meets the prescriptions of the FIA Appendix J Art. 253-14 is mandatory. It can be placed in the front, in the cockpit behind and/or next to the driver's seat. It needs to be separated from the driver and the engine compartment by a water- and fireproof bulkhead and be surrounded by an energy-absorbing structure (see Art. 6.2).

In all cases, the fuel tank needs to be separated from the driver and the engine compartment by a water- and fireproof bulkhead and it needs to be surrounded by an energy-absorbing structure (see Art. 6.2).

If the fuel pump(s) is (are) placed in the luggage compartment, it (they) must be separated from the cockpit by a waterproof and fire and gas resistant bulkhead.

6.2 ASSEMBLY OF THE FUEL TANK

The substitute fuel tank and its housing need to be fixed in a permanent way with a metal strapping system. If the fuel tank is installed under the car, it needs to be placed in a fireproof, close-fitting housing that does not offer any aerodynamic advantages and does not have any other mechanical function.

The fuel tank housing must include an energy-absorbing structure on all surfaces and needs to be fixed to the floor plane through minimum 2 longitudinal and 1 transversal metal straps (30 mm x 3 mm) by means of bolts and nuts.

For the installation of these straps, the bolts need to have a minimum diameter of 10 mm. A reinforcement plate of minimum 3 mm thick and with a surface of minimum 20 cm² must be welded on the floor/chassis under each bolt.

Alternatively, a fixation to the bottom of the box with at least 10 M8 screws or 16 M6 screws is possible. Reinforcement plates as described hereabove must also be installed.

Energy-absorbing structure:

This crushable structure needs to be of the type 'honeycomb/sandwich construction', with a minimum thickness of 10 mm and a fire-proof core with a deformation resistance of at least 18 N/cm² (24 lb/in²). The use of aramid fibre is permitted. The sandwich construction must have two skins with a thickness of 1.5 mm each and a tensile strength or at least 225 N/mm² (14 tons). Composite material authorised.

Openings remaining in the chassis after removal of the original tank must be fully closed using metallic panels.

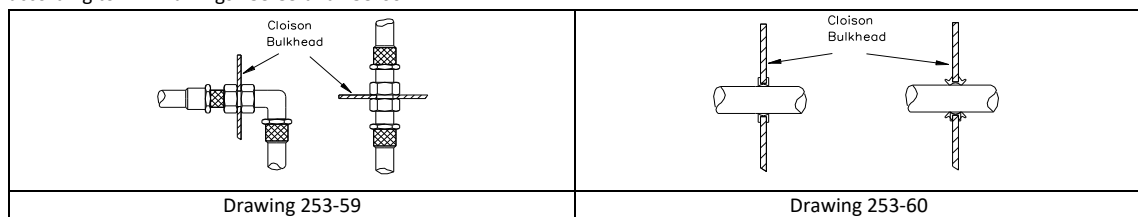
Replacing the tank cannot lead to other changes, weight saving or reinforcements than those mentioned in Article 255-5.7.1 of the FIA Appendix J.

6.3 ACCESSORIES AND PIPES

All fuel lines must comply with FIA appendix J – Article 253-3.1 and 3.2 prescriptions.

Fuel lines passing through the cockpit must be protected (covered) over their entire length, so the driver is not affected in case of a rupture.

Lines containing fuel may pass through the cockpit, but without any connectors inside except on the front and rear bulkheads according to FIA Drawings 253-59 and 253-60.



Fuel lines need to be original or meet aeronautical quality standard as described in FIA Appendix J – Article 253-3.2. The installation of fuel lines is free, as long as they respect the FIA regulations of Annex J Art. 253-3.

6.3.1 AUTOMATIC FUEL SHUTDOWN

Recommended for all:

All fuel feed pipes going to the engine must be provided with automatic cut-off valves located directly on the fuel tank which automatically close all the fuel lines under pressure if one of these lines in the fuel system is fractured or leaks.

Compulsory:

All the fuel pumps must only operate when the engine is running, except during the starting process.

6.3.2 FUEL TANK VENTILATION

The ventilation line of the fuel cell as far as the valves described below must have the same specifications as those of the fuel lines (Article 6.3) and must be fitted with a system complying with the following conditions :

- Gravity activated roll-over valve
- Float chamber ventilation valve
- Blow-off valve with a maximum over pressure of 200 mbar, working when the float chamber ventilation valve is closed.

If the internal diameter of the fuel tank breather venting tube is greater than 20 mm, a non-return valve homologated by the FIA and as defined in Article 253-14.2 must be fitted.

Fuel cell ventilation must lead outside any internal volume of the car.

6.4 FUEL FILLING SYSTEM/FILLER NECK (CAR)

Tank fillers and caps (according to FIA App J Art 259-6.4):

All filler and vent caps must be designed to ensure an efficient locking action which reduces the risks of accidental opening following a crash impact or incomplete closing after refueling.

The tank fillers, vents and caps must not protrude beyond the surface of the bodywork.

The tank fillers, vents and breathers must be placed where they are not vulnerable in the event of an accident.

Additionally, the tank fillers, vents and breathers must be placed where there is no danger of spilling on fire-prone areas such as exhaust and brakes during refuelling process.

The fuel tank filler (inlet orifice) must be situated outside anywhere on the bodywork except the roof, or inside the luggage compartment.

Fuel tank fillers cannot be placed in the cockpit.

Fuel tank fillers may be placed in the rear side window, but the hoses must be flexible and must be isolated from the cockpit by means of a leak-proof protection (i.e. have two walls).

If the filler neck is placed in the luggage compartment, the filler neck cannot be rigidly connected to the lid. Additionally, a collection unit with an overflow port to the outside needs to be installed around the inlet orifice. On the lowest point of the trunk bottom, drillings need to be made so the spilled fuel can drain away.

The closing cap of a tank filled in the trunk, cannot have vent holes or valves.

The fuel tank must always be refilled from the exterior. If the fuel tank is located in the luggage compartment, refueling through the luggage compartment is permitted.

A non-return valve must be installed on the filler hose.

6.5 REFUELING

6.5.1 FILLING STATION

During a race, refueling is allowed with an autonomous filling station, but it has to meet the FIA regulations, as described in annex J of the current FIA yearbook, Art. 257A – 400.1 and in conformity with drawing 252-7, except if mentioned differently in the supplementary regulations of the event.

A flow restrictor of maximum internal diameter of 33 mm and thickness 2 mm must be placed at the exit of the refueling tank (see drawing 257A-2).

6.5.2 GROUNDING

Before refuelling commences, the car and all metal parts of the refuelling system, from the coupling to the supply tank and its

rack, must be connected electrically to earth by a manual contactor having no other function. While refueling, the car needs to remain on its wheels and cannot change level.

6.6 OTHER REFUELING SYSTEMS

During trainings or races, it is allowed to refuel using the standard refueling station conform to Art. 6.5.1 or using a pressure-free tank of maximum 35 liters that is ventilated and equipped with a leak-free connection that fits the filling system of the car and this according to the current prescriptions of FIA Appendix J. A flow restrictor of maximum internal diameter of 33 mm and thickness 2 mm must be placed at the exit of the refueling tank (see drawing 257A-2).

Alternatively, it is allowed to use a refueling system that is exclusively consisting of :

- a tank of 60 L with UN-certificate
- a reinforced cart
- a manual swivel pump at low pressure
- a supply pipe of max. 4 meters
- a homologated nozzle with auto-stop and a 21,3 mm outside max. diameter outlet

The system needs to be checked and marked for use by the RACB.

6.7 FUEL ON BOARD

6.7.1 TEMPERATURE

Storing fuel on board of the car at a temperature lower than 10°C under the prevailing outside temperature, is not allowed. The use, whether or not on board, of any equipment meant to turn the temperature of the fuel lower than the prevailing outside temperature, is not allowed.

6.7.2 FUEL TANK CAPACITY

The maximum fuel tank capacity, supply tank (with a maximum capacity of 1 liter) included, is maximum 120 liters. Every system, procedure, construction, or design that has been designed to (temporarily) raise the volume in any given way to more than the allowed maximum liters, is prohibited. Other fuel types than gasoline and diesel are not allowed.

Checks can be held by weighing the difference between the weight of the car with an empty fuel tank and the weight of the car with a full fuel tank. For all technical checks, fuel density will be considered as 0,75 kg/l.

7 LUBRICATION SYSTEM

The lubrication system is free, on the condition that it meets the regulations in art. 7.1 to 7.3

7.1 OIL LINES

Oil lines must be protected externally against any risk of deterioration (stones, corrosion, mechanical breakage, etc.) and internally against all risks of fire and deterioration.

Lines containing lubricating oil must be outside the cockpit.

The fittings of lubricating oil lines must be manufactured according to the specifications described in FIA Appendix J – Article 253-3.2.

7.2 OIL TANKS

The oil tanks cannot be placed in the cockpit. Oil tanks must be in the main structure of the car.

7.3 OIL CATCH TANK

If the lubrication system includes an open type sump breather, it must be equipped in such a way that the oil flows into a catch tank. This must have a minimum capacity of 2 litres and have a ventilation.

This container must be made either out of plastic or must include a transparent window.

An air/oil separator can be mounted outside the engine (maximum capacity 1 litre), in accordance with the Drawing 255-3.

The oil must only flow from the oil catch tank towards the engine by the force of gravity alone.

The oil catch tank cannot be installed in the cockpit.

8 ELECTRICAL EQUIPMENT

8.1 BATTERY

The make and capacity of the batteries is free. Each battery must be securely fixed and covered to avoid any short-circuiting or leaks. The number of batteries laid down by the manufacturer must be retained. Should the battery be moved from its original position, it must be attached to the body using a metal seat and two metal clamps with an insulating covering, fixed to the floor by bolts and nuts.

For attaching these clamps, bolts with a diameter of at least 10 mm must be used, and under each bolt, a counter plate at least 3 mm thick and with a surface of at least 20 cm² beneath the metal of the bodywork.

If a wet battery is used, the battery must be covered by a leak proof plastic box, attached independently of the battery. Its location is free, however if in the cockpit is only permitted behind the front seats. In this case, the protection box must include an air ventilation pipe with its exit outside the cockpit.

8.2 WINDSHIELD WIPER

Every car needs to have at least one well-functioning windshield wiper that cleans the windshield in front of the driver and this during the whole duration of the meeting.

Engine, placement, number of blades and mechanism are free. The whole mechanism of the headlight washers can be removed.

8.3 STARTING

A starter that functions during the whole duration of the event needs to be installed. The driver needs to be able to operate the starter from a normal driving position.

For the settling or adapting of the engine, starting can also be done by means of an external battery. The connection of the external battery needs to be located within the safety cage and needs to be used by means of a special starting plug. Under no circumstances, can this connection be placed under the hood or in the direct proximity of the fuel tank or fuel lines.

8.4 LIGHTING

8.4.1 LIGHTING EQUIPMENT & PROCEDURE

During trainings and races, every car needs to be equipped with efficient lighting.

All lighting equipment must be in working order throughout the competition, even if the competition is run entirely in daylight. The lighting must be functional also when the engine is not running.

The original lights or lights included in the manufacturer's catalogue need to be used. The lights need to remain in their original location. Lightening these lights is allowed.

Every car needs to be equipped with at least (functioning):

- At the rear of the car: two red stop lights, two red rear lights and two orange direction indicators; They must be located symmetrically on either side of the longitudinal axis of the car and must be mounted in a visible position. A red rain light approved by the FIA (Technical List n°19 or 76) is also mandatory.
- Front: at least two white headlights and two orange direction indicators.
- The light bulbs of the reversing lights need to be removed.
- As soon as rain tyres or tyres that cause splashing water are used, the driver needs to turn on the lights of the car.
- Headlight protections or covers can be installed. While showing the panel 'LIGHT', the car immediately needs to go into its box in order to have the protection/Cover removed.

If the circumstances of the race require it, the rain light must be operational.

The mounting of additional headlights is allowed, and must respect mounting conditions of Article 3.14.

Additional headlights must be installed symmetrically to the longitudinal axis of the car.

It is not permitted to have any kind of red or orange light at the front of the car.

It is not permitted to have any kind of white light at the rear of the car.

It is permitted to add signal lights visible from the front of the Car, with the purpose of aiding recognition of the car by the team.

8.4.2 RAIN LIGHT

All cars need to be equipped with a red rear that needs to remain operational during the complete meeting and that is:

- A model approved by the FIA (technical list n°19 or 76).
- Used in accordance with Technical Lists n°19 and n°76 and with the related presentation forms
- Directed to the rear at 90° to the longitudinal centreline of the car;
- Clearly visible from the rear.
- Mounted no more than 10 cm from the longitudinal centreline of the car.
- Installed at least 35 cm above the reference plane of the car
- Can be switched on by the driver when he is seated normally in the car.

The reference of the two dimensions is the center point of the surface of the lens.

8.4.3 EXCESSIVE LIGHTING

The main and additional headlights must be installed in such manner that no other competitor is obstructed or blinded. The definition of excessive light is at the discretion of the Race Director in consultation with the Chief Series Scrutineer. If, at discretion of scrutineering, any Car, might obstruct or blind another competitor, scrutineering may decide and instruct a competitor to:

- Readjust the headlights
- Remove or tape over additional headlights
- Re install original headlights

8.4.4 ILLUMINATION OF THE RACE NUMBERS DURING NIGHT RACES

If a race is held in the dark, the lateral race numbers need to be illuminated. These lights need to be lit together with the headlights. Using illuminated backgrounds is recommended, but not mandatory.

At no point in the race can a white light be pointed rearwards, not even in order to illuminate the race numbers, nor the numbers meant for the identification of the car. At no point in the race can a red light be pointed forwards, not even the lights meant to illuminate the race numbers, nor the lights for the identification of the car. It is prohibited to use flashing lights or rotating lights.

9 TRANSMISSION

A four-wheel drive car can be changed into a two-wheel drive car. Four-wheel drive is only permitted if fitted as original equipment in the model concerned. If the original vehicle is two-wheel drive, the drive layout may not be changed.

For safety reasons, the transmission must be designed so that if the car stops and the engine shuts off, it becomes possible to push or pull it.

9.1 GEARBOX & GEAR CHANGING MECHANISM

The gear shifting system is free.

Clutch, final drive and all drive-train components are free.

The gearbox is free (for example sequential gearbox). The gearbox must, however, remain in its original location.

All cars must have a reverse gear which, at any time during the event, can be selected while the engine is running and used by the driver when seated normally.

All gear changes must be made mechanically. Automatic or semi-automatic gearboxes are only permitted if they comply with the original gearbox and control system, and the standard gearbox housing is retained.

Gear ratios are free, but they must be included in the technical passport.

9.2 DIFFERENTIAL

Electronically, pneumatically or hydraulically controlled differentials are prohibited. The use of a differential with a limited slip of the mechanical type, which means 'every system that functions purely mechanically without interference of a hydraulic or electric system', is allowed.

9.3 CLUTCH

Only a conventional mechanical design is allowed. The material is free. The coupling can only be activated by the driver's foot, except in case of a semi-automated or automated gear box. An exception is possible for disabled drivers.

10 SUSPENSION AND STEERING MECHANISM

10.1 TYPE OF SUSPENSION AND ASSEMBLY

Every form of active suspension is prohibited. Electronic height adjustment is forbidden.

Ride height may only be adjusted by a mechanic using tools in the pit. It may not be adjusted electronically or pneumatically and may not be adjusted while the car is driving.

All shock absorber parts must be made of homogeneous metallic material and may not be chrome plated.

Shock absorbers are free. In the case of oil pneumatic shock absorbers, lines and valves connected to the spheres are free.

Flexible joints can be replaced by metal joints (e.g. uniball joints). The shock absorber mounting points to the body shell or chassis must remain in their original location but may be modified: strengthening of the mounting points of shock absorbers parts on the body side, by adjunction of material, is permitted.

Adjustments to the springs, shock absorbers and stabiliser bars from the cockpit are not allowed.

10.2 SPRINGS

The material, the dimensions and the number of springs are free.

10.3 MATERIAL

All support arms need to be made of homogeneous metal. Chromium plating of any steel suspension components is forbidden.

10.4 STEERING MECHANISM

The steering system may not act on the rear axle. The use of all-wheel steering is not allowed.
The steering system must come from a commercially available car.

The locking system of the anti-theft steering lock must be rendered inoperative.
The column adjusting system must be locked and must be operated only with tools, except if otherwise homologated.

The power steering can be hydraulic, electrohydraulic or electric. Programmable or predictive steering is forbidden.

The remainder of the steering system is free. It is permitted to install steering angle limitations.

The design of the steering wheel is free, but it must have a constant cross-sectional, closed steering-wheel rim.

The steering wheel can be replaced and can be assembled using a quick release system.
If so, the quick release system must consist of a concentric flange around the steering wheel axle. This concentric flange needs to be yellow through anodization or another durable coating and needs to be assembled on the steering column behind the steering wheel. The unlocking needs to be done by pulling the flange according to the axis line of the steering wheel.

11 BRAKES

11.1 DUAL-CIRCUIT BRAKE

The brake system is free on the conditions below:

- Double circuit operated by the same pedal. The pedal must normally control all the wheels; in case of a leakage at any

point of the brake system pipes or of any kind of failure in the brake transmission system, the pedal must still control at least two wheels on the same axle.

- The reservoirs for the brake fluid can be placed in the cockpit, on the condition that they are firmly fixed and covered with leakproof and flameproof material.
- Any carbon fibre parts are forbidden excluding the brake pads.

11.2 BRAKE DISCS & PADS

The brake discs are free but need to be made from ferrous material. The material for the brake pads is free.

11.3 PEDAL AND ANTI-BLOCKING SYSTEM

ABS system is allowed. A mechanical brake system distribution front and rear is allowed.

11.4 BRAKE CALLIPERS

The internal parts of the brake calliper can be made of titanium. Per wheel, one single calliper with a maximum of 6 pistons is allowed. The shape of each piston of the brake calliper needs to be circular.

11.5 BRAKE LINES

Brake lines must be protected externally against any risk of deterioration (stones, corrosion, mechanical breakage, etc.) and internally against all risks of fire and deterioration.

If brake lines run through the cockpit, the entrance and the exit need to be separated from the cockpit by means of a rubber protection.

The fittings of lines containing hydraulic fluid under pressure must be manufactured according to the specifications described in FIA appendix J – Article 253-3.2.

11.6 COOLING OF THE BRAKES

The protection plates of the disc brakes may be removed, modified or replaced by other to offer extra cooling. Extra brake ducts/cooling hoses are allowed, with a maximum outer diameter of 115 mm.

The pipes/hoses or any other part related to the brake cooling must not extend beyond the perimeter of the Car, as seen from above.

External cooling of the brakes by means of fluid is forbidden.
Cooling systems connected to the wheels are forbidden.

12 WHEELS AND TIRES

12.1 DEFINITIONS

Wheel: Flange and rim

Complete wheel: Flange, rim and tyre.

12.2 WHEEL DESIGN AND FIXATION SYSTEM

All wheels must be a single piece type, made from homogeneous metallic materials.
The wheel design is free provided that they respect provisions of article 3.2.

Wheel fixation systems are free.

The spare wheel and its attachment parts must be removed.

It is forbidden to remove or modify the marking of the tires.

Wheel covers are forbidden.

Wheels cannot show signs of cracks.

12.3 DIMENSIONS

Maximum diameter of the wheel: 18" or if otherwise homologated

For silhouette type car maximum width of the rim between its flanks: front = 10" rear = 12"

Maximum width of the complete wheels: 14"

12.4 PNEUMATIC JACKS

The use of pneumatic jacks is allowed, but bottles with compressed air cannot be placed in the car.
The coupling function to connect the air hose onto the air jacks must have a system that maintains the car on the air jacks when the air hose is removed.
The release of air jack must be done manually from outboard.

12.5 TYRE PRESSURE

Pressure control valves on the wheels are forbidden.
The use of any means whatsoever that preserves the performance of the tyres, with an internal pressure equal to or lower than the atmospheric pressure, is forbidden.
The inside of the tyre – space between the rim and the inside of the tyre – can only be filled with air. No additive whatsoever (gas, fluid ...) is allowed.
The use of valve caps is necessary.

13 COCKPIT

13.1 DOOR – SIDE TRIM

It is permitted to remove the original door trim and soundproofing material from the doors, but the doors must be equipped with door trims.
This trim may be original or be made of a metal sheet with a thickness of minimum 0,5 mm or of another composite material with a minimum thickness of 2 mm. In the case of a two door car, the trim situated beneath the rear side windows must also comply with the above provisions.
It is permitted to remove the interior trim from the door in order to install a side protection panel which is made from composite material side pad (lateral protection integrated in the side protection bar). The minimum height of this panel must extend from the base of the door to the maximum height of the door strut.
It is permitted to replace electric window winders with manual ones.

13.2 DASHBOARD

The material of the dashboard is free, but the general shape and the appearance of the original model must remain unchanged.
In Silhouette, the dashboard can be modified. The instruments are free.
The original switches can be replaced by other switches of a different design. They can be placed in another location on the dashboard or console.

13.3 MUST BE REMOVED FROM THE COCKPIT

- Sound insulating material;
- Roof padding and lining;
- Carpets and insulating material;
- Steering lock;
- Airbags;
- Passenger seat and the complete rear seat;

13.4 MAY BE REMOVED FROM THE COCKPIT

All trims, coatings and decorations. After removal, all sharp edges need to be protected efficiently. Air-conditioning, original safety belts and their roll-up mechanism, window winding mechanisms (electrical or manual), central locking systems, radio, horn, glove box, central console, rear shelf, instruments, door cladding and other parts that, in the original car, only offer comfort to the passengers. The original system for ventilation, demisting and heating can be removed, but an adequate ventilation and demisting system must be retained in the cockpit. None of the above items may hinder cockpit exit or the driver's visibility.

None of the above items may hinder cockpit exit or the driver's visibility.

13.5 EQUIPMENT PERMITTED IN THE COCKPIT

The only components which can be added in the cockpit are:

- Safety equipment and structures;
- Seat, instruments and any other controls necessary for driving;
- Electronic and electrical equipment. It is permitted to channel air towards the electronic equipment on condition that the ventilation devices comply with the present

- regulations;
- Driver cooling system;
- Ballast;
- Pneumatic jacks and their pipes;
- Battery;
- Driver ventilation equipment
- Braking and clutch system hydraulic lines with properly secured connectors;
- Radio communication systems;
- Drinking system;
- Lighting : It is permitted to add extra lights in the cockpit, with the purpose of aiding driver visibility inside the cockpit at night;
- Heat shield on the chassis.

None of the above items may hinder cockpit exit or the driver's visibility.

13.6 COCKPIT EXIT TIME AND TEST FOR HELMET REMOVAL

Cockpit exit time:

The driver, seated in his normal driving position, must be able to get out from the cockpit in 7 seconds through the driver's door and in 9 seconds through the passenger's door.

For the purposes of these tests, the driver must be wearing all normal driving equipment, the seat belts must be fastened, the steering wheel must be in place in the most inconvenient position, and the doors must be closed.

Test for helmet removal:

With the driver seated in his normal driving position in the car with which he is entered, wearing a cervical collar appropriate to his size and with the seat harness tightened, a member of the medical service must demonstrate that the helmet which the driver will wear in the race can be removed from his head without bending his neck or spinal column.

14 SAFETY EQUIPMENT

14.1 SAFETY EQUIPMENT « CAR »

14.1.1 FIRE EXTINGUISHERS

Every car must be equipped with an automatic fire-extinguishing system (electrically or mechanically operated) conform to Art. 253-7.2 of annex J of the current FIA regulation. The list of manufacturers can be found in the FIA technical list n° 16 or 52.

The driver must be able to manually trigger the fire-extinguishing system manually when seated normally with his safety harnesses fastened and the steering wheel in place.

If applicable, the electric activation system (electrical box) shall be installed in a location where the status lights are visible to a competition official from outside the car without dismounting any vehicle components when the occupant(s) is(are) seated normally.

Furthermore, a means of triggering from the outside must be installed and may be combined with the circuit-breaker switch. If not, it must be in close proximity to the circuit breaker switch.

Both these switches must be located at the bottom of the windscreen.

It must be marked with a letter "E" in red inside a white circle of at least 10 cm diameter with a red edge.

Every fire extinguisher bottle needs to be well protected and must be situated in the cockpit. It must be secured by a minimum of 2 screw-locked metallic straps and the securing system must be able to withstand a deceleration of 25 g. Anti-torpedo tabs are required.

All extinguishing equipment must withstand fire, including the attachments of lines and nozzles.

Plastic pipes are prohibited and metal pipes are obligatory (unless specified otherwise).

Extinguisher nozzles in the cockpit must be installed in such a way that they are not directly pointed at the occupants' heads.

14.1.2 SAFETY HARNESS

Safety belts conform to FIA Appendix J – Article 253-6, with 5 or 6 attachment points are mandatory. Only harnesses compliant with FIA Standard 8853-2016 are allowed. The harnesses used in circuit races must be equipped with turnbuckle release systems. Elastics are only permitted at the lower / hip belts with the sole purpose to aid the driver to fasten the seatbelts faster and must be used in a safe manner.

Installation of the harness and use must comply with FIA Appendix J Article 253-6.

14.1.3 REAR-VIEW MIRROR

Rearward visibility must be ensured by two external rear-view mirrors (one on the right and one on the left). These rear-view mirrors may be as standard.

Each rear-view mirror must have a reflecting surface of at least 90 cm².

An inside rear-view mirror is optional.

A cut-out (maximum surface 25 cm² per mirror) is authorised in the rear view mirror housing for cockpit ventilation.

14.1.4 SEAT, ANCHORAGE POINTS AND SEAT SUPPORTS

Driver seat must be conform to FIA Appendix J – Art. 253-16. All the occupants' seats must be homologated by the FIA (8855-1999, 8855-2021 or 8862-2009 standards) and not modified.

They must be situated ahead of the main rollbar (or the rear pillar of the lateral rollbar) of the safety cage (Cf. Art. 253-8).

Installation and use must comply with FIA Appendix J Article 253-16, including seat anchorage points and seat supports.

Seats homologated with Standard 8855-2021 or 8862-2009 must be used with homologated seat supports.

If the original seat attachments or supports are changed, the new parts must either be approved for that application by the seat manufacturer or must comply with the specifications mentioned in FIA Appendix J – Article 253-16.2 to 5.

14.1.5 GENERAL CIRCUIT BREAKER

A general circuit breaker in compliance with FIA App J Art 253-13 is compulsory.

The general circuit breaker must cut all electrical circuits, battery, alternator or dynamo, lights, hooters, ignition, electrical controls, etc.) and must also stop the engine.

It must be a spark-proof model and must be accessible from inside of the car by the driver and the codriver seated and secured by their safety harnesses and from outside of the car.

As for the outside, the triggering system of the circuit breaker must compulsorily be situated at the lower part of the windscreen mountings. It must be marked by a red spark in a white-edged blue triangle with a base of at least 12 cm.

14.1.6 FIRE-RESISTANT BULKHEADS

Between the engine compartment, luggage space, fuel tank on one hand and between the cockpit on the other hand, a fire-resistant bulkhead needs to be installed. This fire-resistant bulkhead will prevent fluids, flames or gasses from entering the cockpit.

All holes in a fire-resistant bulkhead need to be so small, that they only allow the passage of lines and/or cables. These holes need to be completely closed and equipped with rubber grommets.

14.1.7 TOWING EYES

All cars must be equipped with a rear and front towing-eye for all competitions.

This towing-eye will only be used if the car can move freely.

The towing eyes must be :

- Made of steel thickness 5 mm and minimum inner diameter 60 mm, with no sharp edge, or made of textile material
- Securely fixed to the structure of the chassis.
- clearly visible and painted yellow, red or orange.
- Located within the perimeter of the bodywork as viewed from above.
- They must allow the towing of a car stuck in a gravel bed

14.1.8 CAMERAS

Cameras must be mounted according to FIA App J Art 253-2:

- Only allowed in the cockpit (no camera on the outside bodywork except the cameras from the)
- Cameras (including their mountings) are forbidden between the vertical transverse plane through the rearmost point of the dashboard and the vertical transverse plane of the rearmost point of the driver/co-driver's seats.
- Mountings must only be done by screwing, metal screw clamp, express clamp, metal inserts (forbidden: bonding, double-

sided tape, adhesive material, suction devices, etc.).

- Mountings must be able to withstand a minimum deceleration of 25 g.
- The camera must not hinder the driver's visibility, exit or extrication in case of emergency.
- It must be installed before the scrutineering.

The scrutineers must approve the fixation of any video camera to the Car at initial scrutineering

14.2 SAFETY EQUIPMENT « DRIVER »

The driver must wear a complete safety equipment (underwear, overall, sock, shoes, gloves, FHR and helmet) conform to FIA Appendix L – Chapter III

The complete personal equipment will be checked during initial scrutineering via the IDD Sport platform (or in situ if the equipment is not valid in the platform) as per Sporting Regulations.

14.3 HELMET

The use of a FIA homologated helmet, for usage with a FHR (Frontal Head Restraint) system is mandatory when the car is in motion. The helmet needs to meet at least one of the valid standards found in FIA Technical List n° 25.

The helmet needs to be equipped with FIA homologated helmet anchorages to accommodate FHR tethers.

Modifications (FIA Annex L Chapter III 1.4)

No helmet shall be modified from its original specification as manufactured, except in compliance with instructions defined by the manufacturer. Accessories must be fitted in accordance with the helmet manufacturer instructions. Only accessories approved by the FIA shall be used. Any other modification or addition of non-approved accessories (helmet cameras, visors, etc.) will render the FIA helmet homologation void.

Maximum weight and Communication systems (FIA Annex L Chapter III 1.5)

Helmet weights may be checked at any time during a competition and must not exceed 1900 g for a full-face type or 1700 g for an open-face type, including all accessories and attachments.

Helmet-mounted radio speakers are prohibited (earplug-type transducers are allowed). The fitting of microphones may be done only in respect of FIA Appendix L – Chapter III-Article 1.4.

Decoration (FIA Annex L Chapter III 1.6)

Paint can react with helmet shell material and affect its protective capacity; it is the competitor's responsibility to decorate the helmet in accordance with the guidelines provided by the manufacturer, which are available in the helmet user guideline, published in the helmet manufacturer website or directly upon request from the manufacturer.

The shell being painted should be efficiently masked, as paint penetrating the interior can affect the performance of the helmet liner.

The manufacturer's instructions should also be consulted for any considerations on the use of stickers and transfers.

Additional features (FIA Annex L Chapter III 1.7)

Only FIA-homologated accessories attached to the helmet are authorised.

Only glasses or contact lenses for the sole purpose of correcting eyesight and figuring in the international drivers' licence are authorized

14.3.1 FRONTAL HEAD RESTRAINT (HANS) (ANNEX L CHAPTER III-3)

The use of a FHR (Frontal Head Restraint) system is mandatory. All components of the system (FHR, tethers, end fittings, helmet anchorages) must be FIA homologated (8858-2002 or 8858-2010).

Conditions of use and intercompatibility of norms as described in FIA Appendix L Chapter III-3 must be respected.

14.3.2 FLAME-RESISTANT CLOTHING (ANNEX L CHAPTER III-2)

All drivers must wear overalls as well as gloves, long underwear (top and bottom), a balaclava, socks and shoes homologated to the FIA 8856-2000 standard with hologram (Technical List N°27) or FIA 8856-2018 standard (Technical List No 74).

15 SAFETY STRUCTURE

15.1 STRUCTURE OF THE SAFETY CAGE

The fitting of a safety cage conform to current FIA Appendix J – Art. 253-8 is compulsory.

The occupants installed in the vehicle must always be within the volume define by the safety cage structure.

Any modification to a homologated or certified safety cage is forbidden.

To be considered as a modification, any process made to the cage by machining, welding, that involves a permanent modification of the material or the safety cage.

All repairs to a homologated or certified safety cage, damaged after an accident must be carried out by the manufacturer of the cage or with his approval.

The chromium plating of all or part of the cage is forbidden.

Tubes of the safety cages must not carry fluids or any other item.

The safety cages must not unduly impede the entry or exit of the driver and co-driver.

Inside the cockpit, the passage of the following elements between the side members of the bodysell and the safety cage is forbidden :

- Electric cables
- Lines carrying fluids (except windscreen washer fluid)
- Lines of the extinguishing system.

Members may intrude into the occupant's space in passing through the dashboard and trims.

Where the occupants' bodies could come into contact with the safety cage, flame retardant padding must be provided for protection.

All roof reinforcements on the driver side must be fitted with paddings in compliance with FIA standard 8857-2001 type A (see Technical List n°23).

The occupants installed in the vehicle must always be within the volume define by the safety cage structure.

15.2 SILHOUETTE - PROTECTION ON THE SAFETY CAGE

Cars of the type Silhouette must be equipped with sandwich panels that absorb the energy, with a thickness of 80 mm, between the interior part of the door on the driver's side and the safety cage.

The definition of the materials of which these panels are composed as well as the scheme for their installation need to comply with the sketches 19a, b, c and d (ref. FFSA).

For cars of the type Silhouette of 2000 and 2001, the protection can be placed between the inside of the door on the driver's side and the driver's seat. It is also possible to use a system of 2 overlapping parts that are placed on top of each other, of which the upper solidary with the door in order to facilitate the driver's exit.

15.3 COMPOSITE FRAME

For every car equipped with a composite chassis, each reparation of the survival cell or the front protection needs to be made according to the specifications of the manufacturer, in one of the reparation center, indicated by the manufacturer.

Every important damage needs to be included in the technical passport of the car.

16 FUEL

16.1 FUEL SPECIFICATIONS

The fuel used, needs to be a commercial fuel conform to FIA Appendix J – Article 266-B-1 (petrol) or 2 (diesel)

16.2 AIR

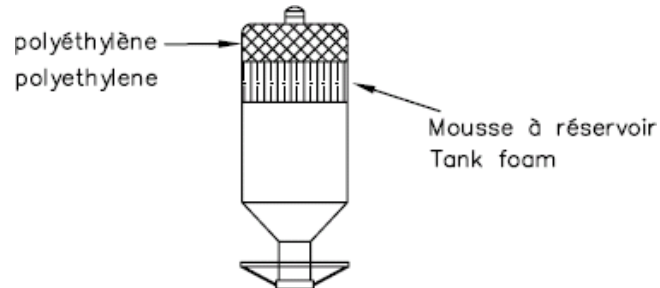
For the preparation of the mixture, only air can be mixed with the fuel.

17 CURRENT TEXT

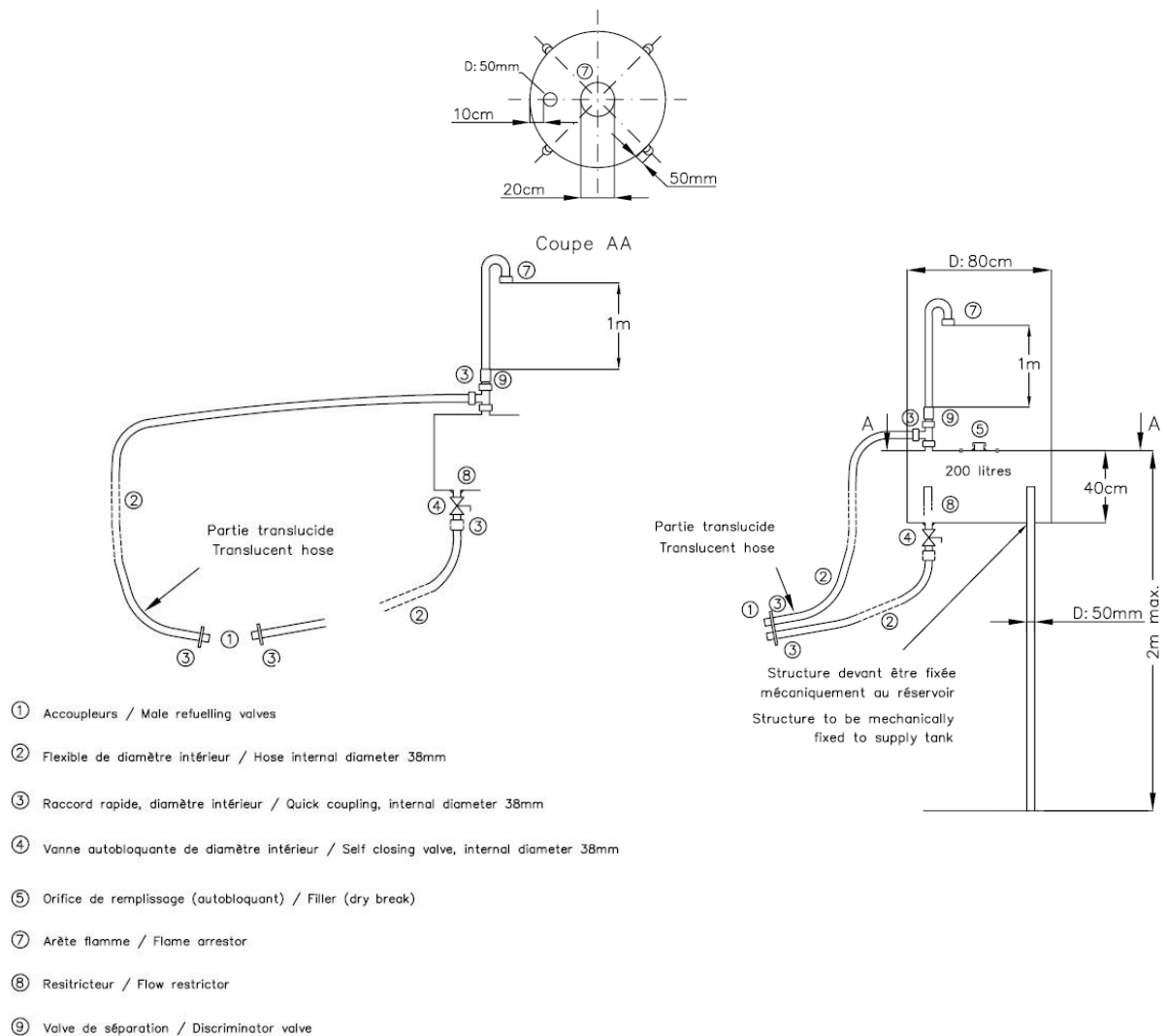
The English text of the Technical Regulation will be the definitive text referred to in case of a dispute concerning the interpretation of this text. The titles of this document are only mentioned for legibility and are not part of the current Technical Regulation.

18 APPROVAL

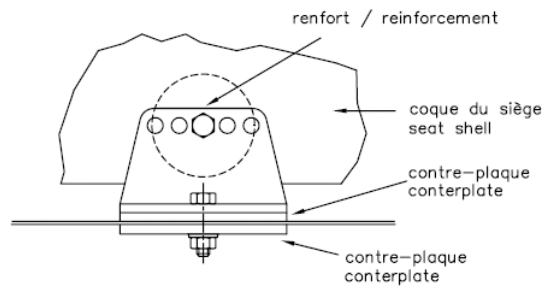
Regulation approved by the RACB Sport on 25/03/26 with Visa n° T01-BEC/B26



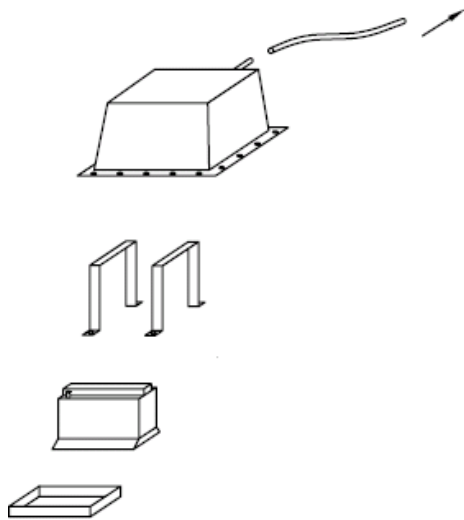
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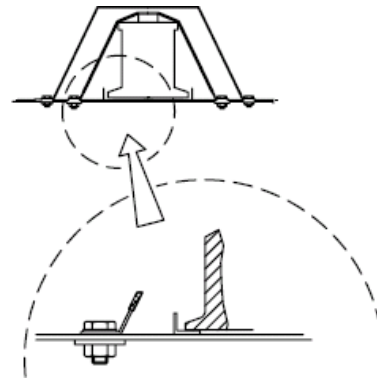
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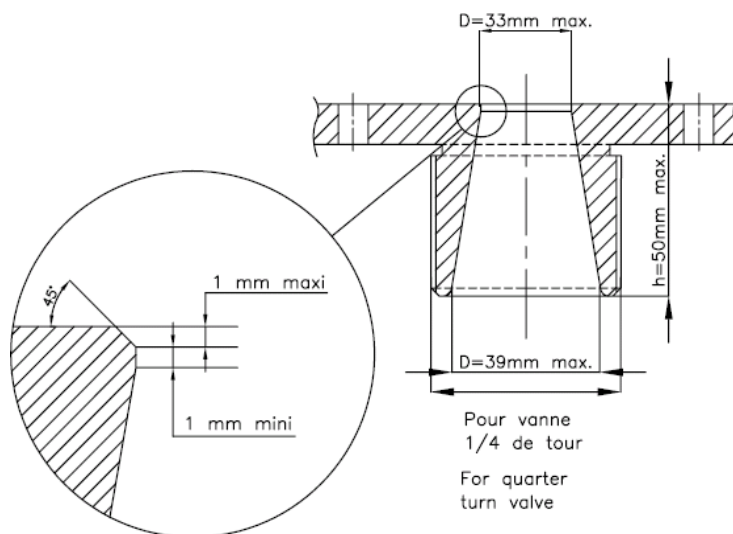
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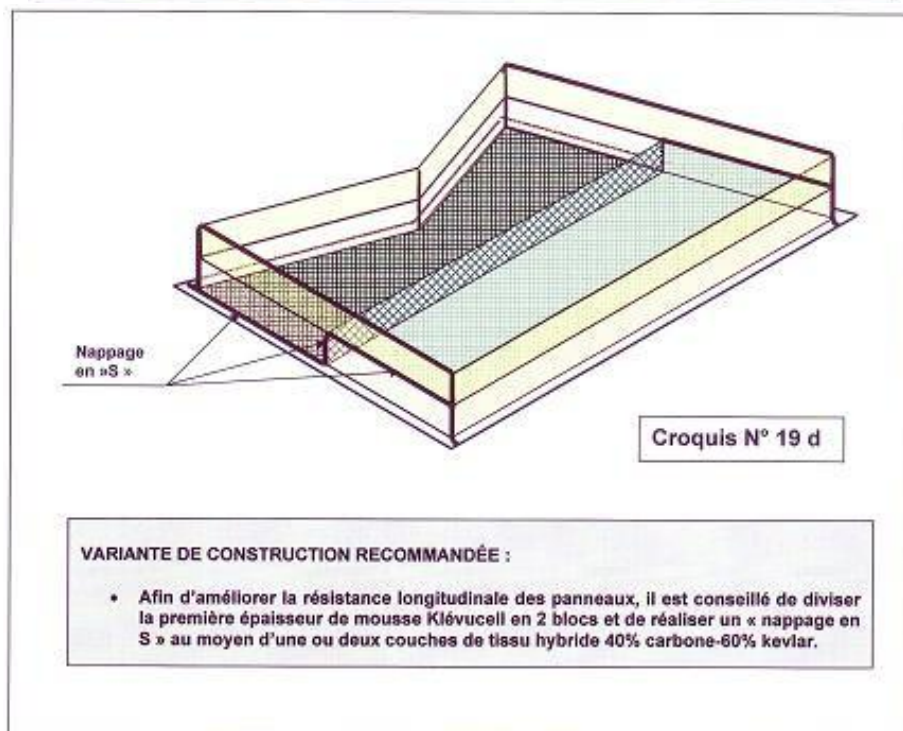
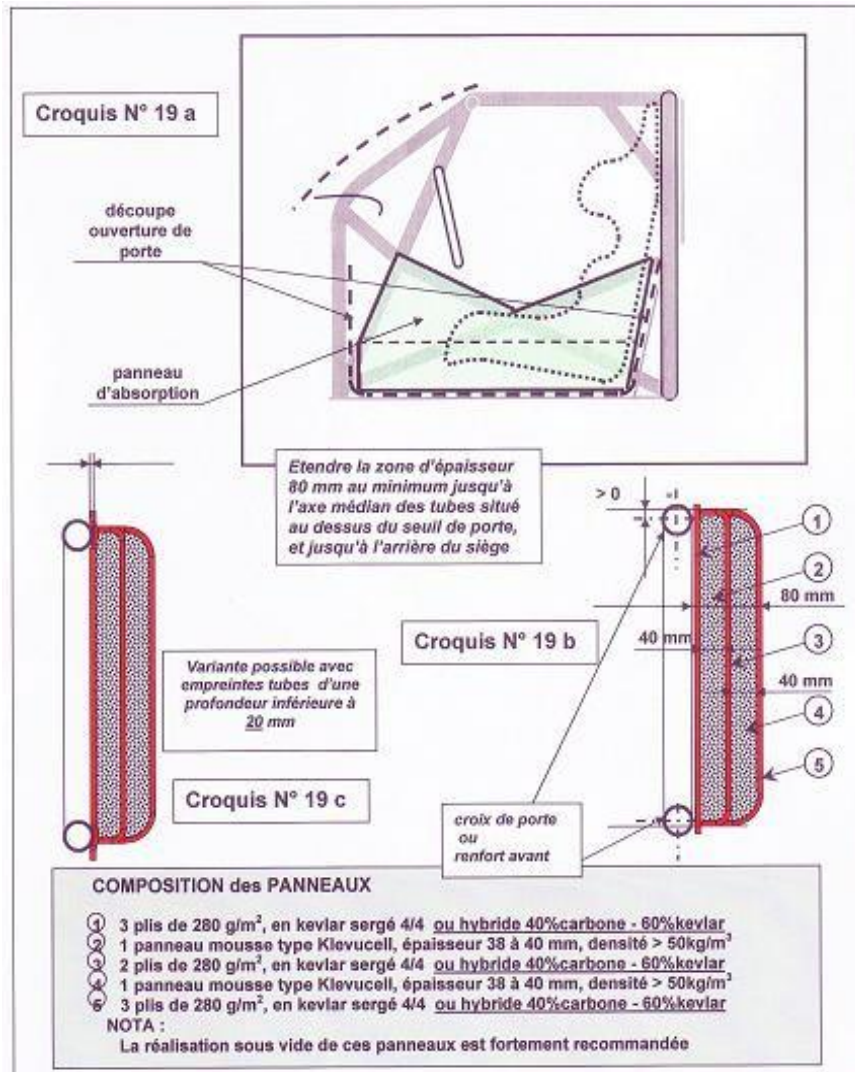
DRAWING 255-10



DRAWING 255-11



DRAWING 258-3



APPENDIX 1: VT2 LIST OF CARS AND RELATED MINIMUM WEIGHTS



Einstufungsliste VLN Produktionswagen Klasse VT2



Motor mit Aufladung max. Leistung **228 kW**

Referenz-Leistungsgewicht (LG) **6,8 kg/ kW**

Fahrzeuge mit Front/ Allrad- Antrieb

Bei Fahrzeugen mit Overboost-Funktion muss diese dauerhaft deaktiviert und diese geänderte Software zur Überprüfung bereitgestellt werden. Kennzeichnung Liste (1*)

Einschraubstutzen-Ladedrucksensor M10X1 ist vorgeschrieben.

Lfd. Nr.	Hersteller	Typ	Verkaufs- bezeichnung	TSN	Hubr. cm³	kW Serie	Soll- gewicht	Max. Kraftstoff- Volumen	LG	Sonstiges
1	Audi	8P	Audi S3	AIL	1984	195	1326	80	6,8	
2	Audi	8J	Audi TTS	AAU	1984	200	1360	80	6,8	
3	Ford	DYB	Focus ST	BFG	1999	184	1251	80	6,8	
4	Opel	AHC	Astra GTC	568	1988	177	1204	80	6,8	
5	Opel	AHC	Astra GTC	AEJ	1988	177	1204	80	6,8	
6	VW	1K	Golf GTI	AMI	1984	169	1149	80	6,8	
7	VW	1K	Golf R TSI	ARM	1984	199	1353	80	6,8	
8	VW	13	Scirocco R TSI	ARE	1984	195	1326	80	6,8	
9	Renault	1P	Megane	AUY	1998	184	1251	80	6,8	
10	Audi	8J	Audi TT	AAR	1984	147	1000	80	6,8	
11	Opel	P- J/SW	Astra GTC	AWI	1998	206	1400	80	6,80	
12	Alfa Romeo	940	Alfa Giulietta	BAS	1742	177	1204	80	6,8	
13	VW	1K	Golf GTI	ADF	1984	147	1000	80	6,8	
14	Renault	Z	Megane	BCS	1998	201	1367	80	6,8	
15	Renault	Z	Megane	AZG	1998	195	1326	80	6,8	
16	Hyundai Motor	PDE	I30N	AEX	1998	202 (1*)	1374	80	6,8	
17	Peugeot	GTI	308	AWH	1598	200	1360	80	6,8	
18	VW	AU	Golf	BYW	1984	195 (1*)	1326	80	6,8	
19	Mini		Mini	AEY	1598	160	1088	80	6,8	
20	Renault	RFB	Megane	BIL	1798	205	1394	80	6,8	



Einstufungsliste VLN Produktionswagen Klasse VT2



21	Seat	Leon	Cupra	AJR	1984	206	1400	80	6,8	
22	Hyundai Motor	PDE	I30N	AFR	1998	206	1400	80	6,8	
23	BMW	F1H	128ti	CWN	1998	195	1326	80	6,8	
24	BMW / Mini	Mini	Cooper Works	CCR	1998	170	1156	80	6,8	
25	VW	13	Scirocco	BOY	1984	206	1400	80	6,8	
26	Seat	1P	Leon	ACY	1984	177	1204	80	6,8	
27	Cupra	KL	Leon	ARR	1984	221	1503	80	6,8	
28	VW	CD	Golf GTI	CMJ	1984	221	1503	80	6,8	
29	Toyota	Yaris	GR Yaris	APF	1618	192	1278	80	6,65	Allrad
30	Audi	GY	S3-Lim.	BXP	1984	228	1550	80	6,8	Allrad
31	Honda	FK 2	Civic Type R	AAY	1996	228	1550	80	6,8	
33	VW	Golf	Golf GTI	CCS	1984	180	1224	80	6,8	

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Einstufungsliste VLN Produktionswagen Klasse VT2



Motor mit Aufladung max. Leistung 219 kW

Referenz- Leistungsgewicht (LG) 7,4 kg/ kW

Fahrzeuge mit Heck- Antrieb

Bei Fahrzeugen mit Overboost-Funktion muss diese dauerhaft deaktiviert und diese geänderte Software zur Überprüfung bereitgestellt werden. Kennzeichnung Liste (1*)

Einschraubstutzen-Ladedrucksensor M10 X1 ist vorgeschrieben.

Lfd. Nr.	Hersteller	Typ	Verkaufs- bezeichnung	TSN	Hubr. cm³	kW Serie	Soll- gewicht	Max. Kraftstoff- Volumen	LG	Zusätzliche Standzeit Sekunden
1	BMW	125i	1er Reihe	BLP	1997	160	1180	80	7,37	
2	BMW	3L	328i	BKV	1997	180	1340	80	7,44	
3	BMW	3L	328i	BHH	1997	180	1340	80	7,44	
4	BMW	1C	228i	BVS	1997	180	1350	80	7,50	
5	BMW	3L	330i	CDS	1998	185	1390	80	7,51	
6	BMW	G3L	330i	CTT	1996	190	1470	80	7,73	
7	Mercedes	204	C300	HTE	1991	190	1370	80	7,21	
8	BMW	125i	1er Reihe	BLX	1997	160	1180	80	7,37	
9	Toyota	JTSC	Supra	AOA	1998	190	1470	80	7,73	
10	Alpine	AAA	A110	AEF	1798	185	1380	80	7,45	
11	BMW	1K4	120i	CHX	1998	135	1200	80	8,88	
12	BMW	G2C	230i	DHD	1998	180	1350	80	7,50	

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