JAMAICA RACE DRIVERS CLUB

JRDC MOTORSPORT REGULATIONS

TECHNICAL REGULATIONS

2026 EDITION

(Updated and Consolidated Version)

Applicable to all circuit racing events organized under the authority of the Jamaica Race Drivers Club.

These Technical Regulations must be read in conjunction with the JRDC General Sporting Regulations and any Supplementary Regulations issued for an event.

Supplementary diagrams, illustrative examples and reference materials are contained in the document titled “JRDC Motorsport Regulations Appendices”.

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PART 1

MANDATORY REQUIREMENTS FOR ALL VEHICLES

1.1 General Responsibility

The responsibility to ensure that the vehicle and the driver's equipment comply with these Technical Regulations and are safe rests solely and at all times with the entrant and driver.

A vehicle must successfully pass Technical Inspection before it is permitted to enter the racetrack or participate in any official session.

Approval of a vehicle during Technical Inspection does not constitute certification of compliance or safety. Competitors remain responsible for ensuring that their vehicle complies with these regulations at all times during the event.

The Technical Inspector may require a vehicle to undergo additional inspection or may prohibit a vehicle from participating if it is subsequently found to be unsafe or non-compliant with the Technical Regulations.

Technical Inspection constitutes a preliminary verification only. A vehicle may be re-inspected at any time during the event and may be excluded if subsequently found to be non-compliant.

Where technical non-compliance is identified, the matter shall be referred to the Stewards of the Meeting for any sporting penalty or sanction.

1.2 Definitions

Unless otherwise expressly defined within these Technical Regulations, all technical, sporting, and administrative terms shall have the meanings assigned to them in the document titled "JRDC Motorsport Definitions."

The definitions contained in the JRDC Motorsport Definitions document apply equally to the JRDC Technical Regulations, the JRDC General Sporting Regulations, and any Supplementary Regulations issued for a specific event.

Where a term is defined both within these Technical Regulations and in the JRDC Motorsport Definitions document, the definition contained within these Technical Regulations shall take precedence for the purposes of technical compliance.

1.3 Loose Articles

All articles or equipment which, if left loose, could present a hazard to the driver must be properly secured or removed prior to competition.

1.4 Vehicle Body and Protective Bulkheads

All vehicles must be fitted with bodywork of sufficient strength and construction which provides a compartment for the driver to safely contain the driver, and effectively isolates the driver from the engine, gearbox, transmission, driveshafts, battery, fuel system, oil system, road wheels and suspension.

A protective bulkhead shall be installed between the engine, fuel tank(s), battery and the driver's compartment to prevent the passage of flame in the event of a fire.

An exception will be made for vehicles fitted with an FIA-approved fuel cell installed in accordance with the manufacturer's installation instructions and compliant with FIA Standards FT3, FT3.5 or FT5.

Where fuel cells are installed, the following requirements apply:

a) Non-OEM fuel tanks must be vented to the exterior of the vehicle.
b) Vent hoses must incorporate a one-way check valve to prevent fuel flow to the exterior.
c) Where the filler opening is located inside the vehicle it must be separated from the cockpit by liquid-tight protection.
d) FIA approved fuel cells (FT3, FT3.5 or FT5) are strongly recommended for all vehicles.

1.5 Ballast

Ballast used to achieve the minimum weight of the vehicle must consist of solid unitary blocks securely fixed using tools and capable of being sealed by the Technical Inspector.

Ballast must be mounted on the cockpit floor.

1.6 Roll Cages

Roll cages (also referred to as Safety Cages) of approved specification with a minimum of six (6) anchoring points are required for all vehicles except Super Street classes (SS-N and SS-T). Roll cages are optional for SS-N and SS-T classes unless otherwise specified in the Supplementary Regulations.

Roll cages shall be constructed of approved specification material (Mild Steel or other approved material) with a minimum outside diameter of 25 mm and a minimum wall thickness of 3 mm.

Galvanized materials are not permitted.

It is strongly recommended that all vehicles comply with current FIA roll cage specifications.

A roll cage shall consist of the following structural elements:

a) Main roll bar
b) Front roll bar or two lateral roll bars
c) Connecting members
d) One diagonal member
e) Backstays
f) Mounting plates and anchorage points

The structure must substantially reduce bodyshell deformation and reduce the risk of injury to the occupants.

Illustrative roll cage configuration diagrams are provided in the document “JRDC Motorsport Regulations — Appendices”, Appendix A.

1.6.1 Structural Design Requirements

The essential features of safety cages are:

- Sound construction

- Design appropriate to the vehicle
- Adequate mounting points
- Close fit to the bodyshell

1.6.2 Installation Requirements

a) Tubes must not carry fluids.

b) The cage must not unduly impede driver entry or exit.

c) Members may pass through the dashboard or interior trim where necessary.

d) Rear seats may be removed or folded where necessary to permit installation.

e) The safety cage shall be installed within the bodyshell and shall follow the internal contours of the vehicle as closely as possible.

All structural members must be positioned to maximize occupant protection and structural integrity while maintaining practical driver access and egress.

The design and installation of the safety cage shall comply with the principles of FIA Appendix J, Article 253.

The safety cage may extend to appropriate structural areas of the bodyshell for mounting and reinforcement purposes, provided that such extensions do not compromise driver safety or contravene these regulations.

f) Additional reinforcement between the safety cage and rear anti-roll bar anchorage points is permitted.

1.6.3 Diagonal Members

At least one diagonal member must be fitted.

Diagonal members must:

- be straight (not curved)
- comply with FIA drawings 253-4 through 253-6
- be installed so as not to cause injury to occupants

Diagonal members may be removable but must be installed during competition.

The addition of a second diagonal member in accordance with FIA drawing 253-7 is recommended.

1.6.4 Side Protection (Door Bars)

One or more door bars must be installed on the driver's side of the vehicle in accordance with FIA drawings 253-8, 253-9 or 253-10.

Where door bars form an "X" structure it is recommended that the lower mounting points attach directly to the longitudinal member and that at least one section of the cross bar be a single continuous piece.

1.6.5 Roll Cage Mounting Points

Minimum mounting requirements:

- one mounting for each leg of the main roll bar
- one mounting for each leg of the front roll bar
- one mounting for each backstay

Illustrative diagrams corresponding to these drawings are reproduced in JRDC Motorsport Regulations — Appendices, Appendix A.

1.6.6 Roll Cage Padding

All areas of the safety cage which may come into contact with the driver’s helmet or body must be fitted with energy-absorbing protective padding.

Where the driver’s helmet may contact the roll cage, the padding must comply with FIA Standard 8857-2001 or any subsequent FIA-approved standard.

Padding must be securely fixed and installed in accordance with the manufacturer’s instructions.

The Technical Inspector shall determine the adequacy and positioning of roll cage padding based on driver seating position and potential impact zones.

Non-homologated padding may be permitted in non-critical areas provided it is of suitable energy-absorbing material and securely installed, subject to approval by the Technical Inspector.

1.7 Roll Cages for Formula and Prototype Vehicles

Formula and prototype vehicles must be fitted with two rollover structures.

The first structure must:

- be located in front of the steering wheel

- not be more than 10 inches forward of the steering wheel rim
- be at least as high as the steering wheel rim

The second rollover structure must:

- be at least 20 inches behind the first
- allow a straight line between the two structures to pass above the driver's helmet when seated normally

The top of the rear roll bar must be at least 2 inches (5 cm) above the driver's helmet.

1.8 Safety Harness

All vehicles must be equipped with a safety harness.

The minimum requirement is a five-point harness with 3-inch lap straps.

Harnesses must comply with FIA Standard 8853/98, FIA 8854/98, FIA 8853-2016, or any subsequent FIA-approved standard.

Harnesses shall not be used beyond their homologation validity period unless extended in accordance with FIA regulations.

Harnesses must be used in their homologated configuration without modification and installed in accordance with the manufacturer's instructions.

Shoulder straps must be directed rearward and should not form an angle greater than 45° to the horizontal from the upper rim of the seat back.

It is recommended that the angle not exceed 10°.

The lap and crotch straps must pass through the seat to secure the pelvic region and must not be worn over the abdomen.

1.9 Driver Seat

The driver’s seat must be securely mounted to the vehicle structure and capable of withstanding racing loads.

Seats shall comply with one of the following standards:

- FIA Standard 8855-1999

- FIA Standard 8862-2009
- FIA Standard 8855-2021
- Or any subsequent FIA-approved standard

Seats homologated to FIA Standard 8855-1999 shall not be used more than five (5) years after the date of manufacture unless extended by the manufacturer in accordance with FIA guidelines.

Seats homologated to FIA Standard 8862-2009 or Standard 8855-2021 shall not be used more than ten (10) years after the date of manufacture unless otherwise specified by the manufacturer or FIA.

All seats must be installed in strict accordance with the seat manufacturer's instructions and mounting specifications.

Where a non-homologated seat is used (e.g. in Super Street classes), it must be of robust construction and securely mounted to the satisfaction of the Technical Inspector.

Interpretation of seat compliance shall be made in accordance with the JRDC Motorsport Definitions and Appendix materials where applicable.

1.10 Window Nets

All vehicles except single-seater vehicles must be equipped with a driver-side window net.

The net must:

- be ribbon type construction
- cover at least 70% of the window opening
- be permanently attached along the lower edge
- incorporate a quick-release upper attachment

Window nets are not required where the driver-side window remains in the closed position.

1.11 Fire Extinguishers

At least one fire extinguisher must be fitted.

Minimum capacities:

- Dry chemical: 1 kg
- Halon type: 18 oz

Fire extinguishers shall comply with FIA Standard 8865-2015 or equivalent approved standard.

Extinguishers must be securely mounted and accessible to the driver when seated and belted.

1.12 Exhaust Noise Limits

Engine exhaust noise must not exceed 103 dB measured 10 feet from the exhaust outlet at a 45° angle.

All vehicles shall be tested at:

- 6500 rpm, or
- 75% of the engine's maximum rated rpm

whichever is lower.

1.13 Battery Installation

The battery must be securely mounted and electrically insulated.

1.14 Catch Tanks

Vehicles using open crankcase breathers must vent into a catch tank with a capacity equal to at least 60% of the engine displacement.

Catch tanks must be translucent or include a viewing window.

1.15 Mirrors

Vehicles must be fitted with mirrors providing rearward visibility on both sides.

1.16 Towing Eyes

Vehicles must have a front and rear towing eye.

The towing eye must be clearly visible or indicated with a yellow, red or orange marking.

1.17 Brake Lights

All vehicles except formula vehicles must be fitted with two operational red brake lights.

Formula vehicles must have a single rear rain light visible during wet conditions.

1.18 Braking System

Brakes must be pedal operated and act directly on all wheels.

1.19 Suspension and Steering

Suspension and steering components must be of sound mechanical design and maintained in safe operating condition to the satisfaction of the Technical Inspector.

Where spherical rod ends are used, they must be retained by either the mounting design or a captive washer.

1.20 Bonnet Fasteners

Bonnet panels must be secured by two independent fasteners.

1.21 Master Circuit Breaker

All vehicles must be equipped with a master electrical cut-off switch accessible from outside the vehicle.

The switch must be identified by a red spark symbol within a blue triangle bordered in white.

1.22 Onboard Starter

Vehicles must be equipped with an onboard starter capable of starting the engine for the entire duration of the event, including post-race transit to parc fermé.

1.23 Driver Safety Equipment

Mandatory driver safety equipment includes helmet, head and neck restraint device (HANS), racing suit, gloves, shoes, balaclava and underwear.

All driver safety equipment must comply with the applicable FIA standards for circuit racing unless otherwise approved by the ASN.

The use of an FIA-approved Head and Neck Restraint (HANS) device is mandatory for all classes except Super Street (SS-N and SS-T) unless otherwise specified in the Supplementary Regulations.

1.23.1 Helmets

Approved helmet standards include:

- FIA 8860-2018
- FIA 8860-2018-ABP
- Snell SA2015 (Not valid after 31/12/2028)
- Snell SA2020
- FIA 8860-2010 (Not valid after 21/12/2028)

Helmets must be in good condition and properly secured.

1.23.2 Driver Clothing

Overalls, gloves, long underwear, balaclava, socks and shoes must be homologated to FIA Standard FIA 8856-2018 or 8856-2000 (Not valid after 31/12/2028) or any later revision of the FIA standard for fire-resistant driver clothing, or an equivalent standard approved by the ASN.

1.24 Fuel and Oxidants

The use of Nitrous Oxide (N_2O) is prohibited in all groups and classes.

Only atmospheric air may be used as the primary oxidant in the combustion process.

Water injection or water/methanol injection systems intended solely for charge cooling or detonation control are permitted, provided such systems do not introduce additional oxidizing agents or combustible fuels beyond those permitted in these regulations.

Permitted fuels include:

- Racing gasoline
- Gasoline
- Gasohol
- Diesel
- Ethanol
- Natural gas
- Propane

The following fuels are prohibited:

- Nitro-methane
- Methanol as a primary fuel source

1.25 Fasteners

Nuts, bolts, fasteners, fuses, circuit breakers, gaskets, hoses, bearings, seals, return springs and fittings are free unless otherwise specified.

1.26 Lubricants and Fluids

Lubricants and fluids are free unless otherwise restricted within specific class regulations or Supplementary Regulations.

1.27 Identification Numbers

Each vehicle must display identification numbers and class designations as required by the Supplementary Regulations.

Numbers must be:

- placed on both sides of the vehicle
- clearly legible
- at least 8 inches high
- have a stroke width between 1.5 and 2 inches

Numbers must contrast clearly with the background colour.

The spacing between numbers must be at least equal to the stroke width.

1.28 Cooling Systems

The use of automotive coolant such as glycol or antifreeze is prohibited.

Cooling systems must use water only.

Water additives such as Redline Water Wetter are permitted.

PART 2

PRINCIPLES OF CLASSIFICATION

2.1 Vehicle Classification Authority

Vehicle classification shall be determined during Technical Inspection prior to the event.

The Technical Inspector, or their designated representative, shall determine the eligibility of each vehicle and assign the appropriate class in accordance with these Technical Regulations.

The decision of the Technical Inspector regarding vehicle classification shall be final unless appealed in accordance with the procedures defined in the General Sporting Regulations.

Eligibility decisions remain subject to review by the Stewards of the Meeting.

2.1A Grid Eligibility

Only vehicles that have been confirmed as compliant with these Technical Regulations during Technical Inspection shall be eligible to appear on the starting grid for any race.

Final determination of starting positions and grid formation procedures shall be governed by the JRDC General Sporting Regulations.

2.2 General Principle of Compliance

If these Technical Regulations do not explicitly permit a modification or variation from the original manufacturer's specification, such modification shall be considered prohibited.

If a vehicle is found not to comply with these Technical Regulations, it shall not be a defense to claim that no performance advantage was gained.

Any modification considered inconsistent with the spirit and intent of the regulations may be prohibited by the organizing authority.

No modification may be considered permitted solely on the basis that it is not explicitly prohibited.

2.3 Competition Groups

Vehicles shall be divided into the following competition groups and classes:

Super Street

- SS-N (Naturally Aspirated)
- SS-T (Forced Induction)

Improved Production

- IP1
- IP2
- IP3

Modified Production

- MP1
- MP2
- MP3
- MP4

Thundersport

- TS1
- TS2

2.4 Class Identification

Class designations must be displayed on both front doors of the vehicle as follows:

Class Name — Designation

- Super Street Naturally Aspirated — SS-N
- Super Street Forced Induction — SS-T
- Improved Production Class 1 — IP1
- Improved Production Class 2 — IP2
- Improved Production Class 3 — IP3
- Modified Production Class 1 — MP1
- Modified Production Class 2 — MP2

- Modified Production Class 3 — MP3
- Modified Production Class 4 — MP4
- Thundersport Class 1 — TS1
- Thundersport Class 2 — TS2

2.5 Forced Induction Displacement Factors

Where forced induction is used, the nominal engine capacity shall be multiplied by the following factors:

- Petrol engines: × 1.7
- Diesel engines: × 1.5
- Rotary engines: × 1.5

The resulting capacity shall determine the classification of the vehicle.

2.6 Rotary Engine Capacity Calculation

For engines based on the NSU Wankel patent, the declared engine displacement shall be multiplied by a factor of 1.6.

If forced induction is also used, the forced-induction factor shall then be applied.

Example:

Mazda 13B engine — 1308 cc

Naturally aspirated:

1308 × 1.6 = 2093 cc

Turbocharged:

1308 × 1.6 × 1.5 = 3140 cc

2.7 Improved Production and Super Street Eligibility

The Improved Production and Super Street categories are intended for vehicles generally available for purchase by the public for normal road use.

Eligibility shall be determined by the Technical Inspector.

Eligibility decisions may be appealed through the protest procedures defined in the General Sporting Regulations.

Rain tyres are unrestricted in these classes.

2.8 Tyre Logbook Recording

Tyre allocations must be recorded in the vehicle logbook.

Use of unmarked or unauthorized tyres may result in disqualification from the relevant race and/or race results.

2.9 Rim Width Restrictions for Improved Production and Super Street

Vehicles competing in Improved Production or Super Street may not use wheel rims more than:

- 2 inches wider than OEM specification
- 2 inches larger in diameter than OEM specification

2.10 Modified Production Rim Width and Weight Table

CLASS	ENGINE CAPACITY	INDUCTION	MAX RIM WIDTH	LBS/CC
MP1	0–1650	NA	9.0	1.05
MP1	0–970	FI	9.0	1.10
MP2	0–2350	NA	9.0	0.95
MP2	0–1382	FI	9.0	1.05
MP3 (2WD)	0–3250	NA	10.0	0.70
MP3 (2WD)	0–1912	FI	10.0	0.80
MP3 (4WD)	0–3250	NA	9.0	0.70
MP3 (4WD)	0–1912	FI	9.0	0.80
MP4 (2WD)	Unlimited	NA	13.0	0.60
MP4 (2WD)	Unlimited	FI	13.0	0.70
MP4 (4WD)	Unlimited	NA	10.0	0.60
MP4 (4WD)	Unlimited	FI	10.0	0.70

Thundersport Table

CLASS	ENGINE CAPACITY (cc)	INDUCTION	MAX RIM WIDTH	LBS/CC
TS1	0–2550	NA	14.0	0.55
TS1	0–1500	FI	14.0	0.55
TS2	Unlimited	NA	14.0	0.55
TS2	Unlimited	FI	14.0	0.55

2.11 All-Wheel Drive Correction Factors

All-Wheel Drive (AWD) vehicles are subject to the following rim width limitations which override the class tables:

- Thundersport AWD vehicles — maximum rim width 10.5 inches
- Modified Production MP3 AWD — maximum rim width 9 inches
- Modified Production MP4 AWD — maximum rim width 10 inches

Where an AWD limitation is specified, it shall take precedence over the class specification table.

2.12 Two-Valve Engine Weight Adjustment

Naturally aspirated engines with two or three valves per cylinder up to 2300 cc may subtract 0.20 from the applicable weight factor.

Example:

2000 cc 2-valve engine in MP2

Weight factor becomes:

0.95 – 0.20 = 0.75

2.13 Conflict of Regulations

Where a conflict exists between a general principle and a specific technical requirement, the specific technical requirement shall take precedence.

PART 2A

TYRES AND WHEELS

2A.1 General

All tyres used in competition must be in safe operating condition and free from visible structural damage.

Unless otherwise specified, tyres must be commercially available and suitable for circuit racing use.

Rain tyres are unrestricted in all classes.

The Technical Inspector may mark tyres during scrutineering to ensure compliance with tyre allocation limits.

2A.2 Tyre Quantity Limits

The following maximum tyre allocations apply for each race weekend, beginning at official qualifying and ending at the completion of all races.

GROUP	MAXIMUM RACE TYRES
Super Street (SS-N / SS-T)	4
Improved Production (IP1 / IP2 / IP3)	4
Modified Production (MP1–MP4)	6
Thundersport (TS1 / TS2)	10

The Technical Inspector may authorize up to two (2) replacement tyres in the event of damage, puncture or accident.

Use of unmarked or unauthorized tyres may result in disqualification from the relevant race or race results.

Authorization of tyre replacements by the Technical Inspector does not increase the maximum number of tyres permitted for competition unless explicitly recorded in the vehicle logbook.

2A.3 Tyre Type and Approval

Improved Production and Super Street classes must use tyres approved for road use under D.O.T. or EEC regulations.

Minimum treadwear ratings apply as follows:

CLASS	MINIMUM TREADWEAR
IP1 / IP2 / IP3	100
SS-N / SS-T	140

The competitor is responsible for providing proof of treadwear rating where such rating is not clearly visible on the tyre.

Modified Production and Thundersport tyres must comply with the maximum tyre width specifications listed in the class tables.

2A.4 Wheels and Rim Width

Wheel rim width limits must comply with the class specification tables listed in the relevant class sections.

Unless otherwise specified, wheels may not exceed:

- two (2) inches wider than OEM specification
- two (2) inches larger in diameter than OEM specification

PART 2B

VEHICLE WEIGHT AND WEIGHT CALCULATION

2B.1 General Principle

Minimum vehicle weight shall be determined by applying the class weight factor (lbs. per cc) specified in the relevant class tables to the engine displacement.

The calculated minimum weight shall include the driver.

Weighing procedures conducted during an event shall be performed in accordance with Part 17 of the JRDC General Sporting Regulations.

2B.2 Weight Formula

Minimum race weight shall be calculated using the following formula:

Minimum Weight (lbs.) = Engine Capacity (cc)

× Class Weight Factor

+ 180 lbs.

The additional 180 lbs. represents the assumed driver weight.

If the driver weighs more than 180 lbs., the additional weight must be included in the vehicle's minimum race weight.

2B.3 Minimum and Maximum Weight Limits

Unless otherwise specified:

Maximum calculated race weight: 2700 lbs.

Minimum permitted race weight: 1200 lbs.

Both limits include the driver.

2B.4 Ballast

Ballast may be used to achieve the required minimum weight.

Ballast must:

- consist of solid metal blocks
- be securely fastened using tools
- be capable of being sealed by Technical Inspectors
- be mounted on the cockpit floor

2B.5 Weighing Procedures

Vehicle weighing procedures during an event shall be conducted in accordance with the provisions of the JRDC General Sporting Regulations.

PART 3

IMPROVED PRODUCTION AND SUPER STREET

3.1 Applicability

All vehicles competing in the Improved Production (IP) and Super Street (SS) classes must comply with the Mandatory Requirements outlined in Part 1 of these Technical Regulations unless explicitly exempted within this section or by the Supplementary Regulations for the event.

3.2 Competition Classes

The Improved Production Group consists of the following classes:

- Improved Production 1 — IP1
- Improved Production 2 — IP2
- Improved Production 3 — IP3
- Super Street Naturally Aspirated — SS-N
- Super Street Forced Induction — SS-T

3.3 Spirit of the Rule

The purpose of the Improved Production category is to provide a class of competition vehicles derived from series-produced automobiles generally available for purchase by the public while permitting limited performance modifications as defined within these Technical Regulations.

All vehicles must comply with the written Technical Regulations contained in this document.

Where a component, modification or configuration is not explicitly permitted by these regulations, it shall be considered prohibited unless approved in writing by the organizing authority.

The spirit and intent of these regulations may be considered by the Stewards when interpreting ambiguous provisions.

The spirit of the rule shall not override the explicit wording of the Technical Regulations and shall only be applied where a regulation is ambiguous.

3.4 Safety Equipment Exceptions

Vehicles entering the Improved Production classes must meet the mandatory safety requirements outlined in Part 1 of these Technical Regulations.

The following exceptions apply to Super Street classes:

- Roll cages are not mandatory for SS-N and SS-T but are strongly recommended.
- Competitors in Super Street classes are not required to wear a HANS device unless otherwise specified in the Supplementary Regulations.

3.5 Super Street Vehicle Eligibility

Super Street vehicles must:

- comply with Island Traffic Authority mechanical inspection standards
- remain in safe operating condition
- comply with the Super Street Bracket Class Rules and Regulations where applicable.

3.6 Bracket Racing Concept

Racing within the IP and SS groups is based on a target lap-time bracket system.

The following table indicates the target lap times at the major circuits.

CLASS	TARGET TIME – DOVER	TARGET TIME – JAMWEST
IP1	1:37	1:32
IP2	1:32	1:27
IP3	1:27	1:22
SS-N	1:45	1:39
SS-T	1:45	1:39

Tyre usage and treadwear requirements for these classes are governed by Part 2A — Tyres and Wheels.

3.7 Treadwear Verification

The competitor is responsible for proving the tyre treadwear rating where such rating is not clearly visible to the Technical Inspector.

3.8 Turbocharger Restrictions

Turbocharged vehicles are not required to run restrictors.

3.9 Dashboard

Vehicles must retain the OEM dashboard.

The dashboard may be modified only for:

- installation of additional gauges
- installation of roll cage members

3.10 Headlights

Headlights are not mandatory for Improved Production racing.

Where headlights are removed, they must be replaced with covers resembling the original units.

Where OEM headlights are retained, they must be taped or otherwise protected to reduce the risk of breakage during competition.

3.11 Seating

Vehicles competing in Improved Production must have a minimum of one seat.

3.12 Sequential Gearboxes

Sequential gearboxes are prohibited in Improved Production (IP1, IP2, IP3) and Super Street

(SS-N and SS-T) classes.

Only OEM-pattern manual transmissions or OEM automatic transmissions originally available

for the vehicle model may be used.

Motorsport sequential gearboxes, non-OEM sequential gearboxes and non-OEM automatic shifters are not permitted.

3.13 Exhaust Outlet

The engine exhaust outlet must be positioned below the centerline of the wheels and must exit behind the driver location and beyond the body of the vehicle.

3.14 Body Panels

Metal body panels may be replaced but must remain identical in shape and appearance to the OEM panels.

3.15 Aerodynamic Devices

Except for a rear spoiler, non-OEM aerodynamic devices are prohibited.

Rear spoilers must:

- not project beyond the body when viewed from above
- not exceed the height of the roof

3.16 Wheel Arch Extensions

Wheel arch extensions may not exceed 2 inches beyond OEM specifications.

3.17 Windows

Glass windows may be replaced with polycarbonate equivalent materials.

Window nets may be installed on front doors.

3.18 Dry Sump Systems

Non-OEM dry sump lubrication systems are prohibited.

3.19 Fuel Cells

Fuel cells are permitted provided they comply with the requirements defined in Part 1.

3.20 Suspension

Suspension arms must remain OEM specification.

Aftermarket suspension components are permitted provided that damping adjustment is limited to one-way or two-way adjustable systems.

3.21 Wheels

Vehicles competing in Improved Production or Super Street may not use wheel rims more than:

- 2 inches wider than OEM specification
- 2 inches larger in diameter than OEM specification

PART 4

MODIFIED PRODUCTION

4.1 General

Tyre and wheel regulations for this group are governed by Part 2A — Tyres and Wheels together with the class specification tables in this section.

Minimum vehicle weight for Modified Production classes shall be calculated in accordance with Part 2B — Vehicle Weight and Weight Calculation together with the class weight factors listed in this section.

4.2 Chassis Construction

The overall structure of the vehicle around which the mechanical components and bodywork are assembled (the chassis) may be modified or constructed using tubular steel or composite materials.

4.3 All-Wheel Drive

All-wheel drive vehicles are permitted only in:

- MP3
- MP4

4.4 Exhaust System

The exhaust system is unrestricted.

4.5 Brake and Clutch Systems

Brake and clutch systems are unrestricted.

Carbon brake discs are prohibited.

4.6 Electronic Driver Aids

Active differentials and traction control systems are permitted.

Active suspension systems are prohibited.

4.7 Ignition System

The ignition system is unrestricted.

4.8 Cooling System

The cooling system is unrestricted.

4.9 Transmission

Transmission systems are unrestricted.

Sequential gearboxes are permitted in Modified Production classes.

Vehicles using sequential gearboxes shall be subject to the weight penalties defined in Section 4.18.

4.10 Engine

Engine choice and configuration are unrestricted.

Engines may be installed in vehicles from different manufacturers.

All engine modifications are unrestricted.

4.11 Oil Coolers

Oil coolers must be mounted within the perimeter of the bodywork and must not be visible from above.

4.12 Fuel System

The fuel system is unrestricted.

Where non-OEM fuel tanks are used, fuel lines must be aviation-grade braided lines.

4.13 Lubricants and Fluids

Lubricants and fluids are unrestricted.

4.14 Bodywork

Bodywork is unrestricted subject to the following limitations.

The vehicle profile when viewed from the side must not be dramatically altered except for front or rear aerodynamic devices.

All glass windows may be replaced with Perspex, Lexan or similar transparent materials.

4.15 Aerodynamic Devices

Front splitters and rear diffusers may not extend more than 6 inches beyond the bodywork.

The width of aerodynamic devices may not exceed the overall width of the bodywork.

Rear spoilers are unrestricted but may not extend beyond the bodywork width.

Side skirts and air dams are unrestricted provided they do not exceed the width of the body.

4.16 Air Ducting

Air ducting is unrestricted provided it is used only for airflow and does not alter the profile of the bodywork when viewed from above.

4.17 Ground Clearance

No part of the vehicle may contact the ground when all tyres on one side of the vehicle are deflated.

This test shall be conducted on a flat surface with the driver seated in the vehicle.

4.18 Electrical System

Battery cables are unrestricted.

The battery must be securely mounted and insulated.

All vehicles must have an onboard starter capable of starting the vehicle for the entire duration of the event including post-race transit to parc fermé.

4.19 Exhaust Outlet

The exhaust outlet must exit behind the driver position and beyond the bodywork.

4.20 Wheel and Tyre Specifications

Wheel and tyre specifications for Modified Production classes are defined in the following table.

CLASS	ENGINE CAPACITY (cc)	INDUCTION	MAX RIM WIDTH	WEIGHT FACTOR (LBS/CC)	MIN TREADWEAR	MAX TYRE WIDTH
MP1	0–1650	NA	9.0	1.05	DOT	245
MP1	0–1050	FI	9.0	1.10	DOT	245
MP2	0–2350	NA	9.0	0.95	DOT	255
MP2	0–1382	FI	9.0	1.05	DOT	255
MP3 (2WD)	0–3250	NA	10.0	0.70	DOT	275
MP3 (2WD)	0–1912	FI	10.0	0.80	DOT	275
MP3 (4WD)	0–3250	NA	9.0	0.70	DOT	245
MP3 (4WD)	0–1912	FI	9.0	0.80	DOT	245
MP4 (2WD)	Unlimited	NA	13.0	0.60	DOT	325
MP4 (2WD)	Unlimited	FI	13.0	0.70	DOT	325
MP4 (4WD)	Unlimited	NA	10.0	0.60	DOT	285
MP4 (4WD)	Unlimited	FI	10.0	0.70	DOT	285

4.21 Tube Frame Weight Adjustment

Vehicles constructed using tube frame or composite chassis shall incur an additional weight factor penalty of +0.05 applied to the class weight factor.

Example:

1300 cc NA engine in MP1

Weight factor = 1.05 + 0.05

Minimum weight calculation:

1300 × 1.10 + 180 = 1610 lbs

4.22 Sequential Gearbox Weight Adjustment

Vehicles equipped with sequential gearboxes shall incur a weight factor increase of +0.03.

Vehicles equipped with sequential gearboxes and paddle shift systems shall incur an additional +0.03 increase.

Example:

NA 1600 cc MP1 vehicle

Base weight:

1600 × 1.05 + 180 = 1860 lbs.

Sequential gearbox:

1600 × 1.08 + 180 = 1908 lbs.

Sequential gearbox + paddle shift:

1600 × 1.11 + 180 = 1956 lbs.

4.23 Maximum and Minimum Vehicle Weight

All calculated minimum vehicle weights shall be capped at 2700 lbs. regardless of engine capacity.

The minimum permitted vehicle weight for any vehicle is 1200 lbs. including the driver.

Where a calculated weight exceeds 2700 lbs. the minimum required weight shall be 2700 lbs. including the driver.

PART 5

THUNDERSPORT

5.1 General

Tyre regulations for Thundersport classes are governed by Part 2A — Tyres and Wheels together with the class specification tables listed in this section.

Minimum vehicle weight shall be calculated in accordance with Part 2B — Vehicle Weight and Weight Calculation.

5.2 Chassis Construction

Vehicles may use modified or purpose-built chassis.

Tube frame construction is permitted.

5.3 Bodywork

Bodywork is unrestricted.

All vehicles must retain a recognizable silhouette of the original production vehicle when viewed from above.

5.4 Aerodynamic Devices

Front splitters and rear diffusers may extend no more than 6 inches beyond the bodywork.

Rear spoilers are unrestricted provided they do not extend beyond the bodywork width.

5.5 Suspension

Suspension systems are unrestricted.

5.6 Brakes

Brake systems are unrestricted.

Carbon brake discs are prohibited.

5.7 Transmission

Transmission systems are unrestricted.

Sequential gearboxes and paddle-shift systems are permitted in Thundersport classes.

5.8 Engine

Engine choice and configuration are unrestricted.

5.9 Exhaust System

Exhaust systems are unrestricted.

5.10 Cooling System

Cooling systems are unrestricted.

5.11 Fuel System

Fuel systems are unrestricted.

Where non-OEM fuel tanks are used, fuel lines must be aviation-grade braided lines.

5.12 Electrical System

Electrical systems are unrestricted.

Vehicles must retain a functioning onboard starter capable of starting the vehicle for the entire duration of the event including post-race transit to parc fermé.

5.13 Ground Clearance

No part of the vehicle may contact the ground when all tyres on one side of the vehicle are deflated.

This test shall be conducted on a flat surface with the driver seated in the vehicle.

5.14 Wheel and Tyre Specifications

Wheel and tyre specifications for Thundersport classes are defined in the following table.

CLASS	ENGINE CAPACITY (cc)	INDUCTION	MAX RIM WIDTH	WEIGHT FACTOR (LBS/CC)
TS1	0–2550	NA	14.0	0.55
TS1	0–1500	FI	14.0	0.55
TS2	Unlimited	NA	14.0	0.55
TS2	Unlimited	FI	14.0	0.55

5.15 All-Wheel Drive Restrictions

All-wheel drive vehicles are permitted in Thundersport classes but are subject to the following rim width restriction:

Maximum rim width for AWD vehicles: 10.5 inches.

Where this limitation applies it overrides the rim width specified in the class tables.

5.16 Vehicle Weight

Minimum vehicle weight shall be calculated using the formula defined in Part 2B.

Minimum Weight (lbs.) =

Engine Capacity (cc) × Weight Factor + 180 lbs.

5.17 Maximum Weight Limit

All calculated minimum vehicle weights shall be capped at 2700 lbs. regardless of engine capacity.

Where the calculated minimum weight exceeds 2700 lbs., the required minimum weight shall be 2700 lbs. including the driver.

5.18 Minimum Weight Limit

The minimum permitted vehicle weight is 1200 lbs. including the driver.

5.19 Safety Equipment

All vehicles must comply with the Mandatory Requirements defined in Part 1 of these Technical Regulations.