



**TTASA MOTOR RACING CHAMPIONSHIP
CIRCUIT SPORTING REGULATIONS
EFFECTIVE: February 2024**

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SPORTING REGULATIONS

1. REGULATIONS

1.1 These Sporting Regulations shall govern all race Events sanctioned by **Trinidad & Tobago Automobile Sport Association, herein TTASA**. The Appendices are considered to be essential and integral component of this document. This Sporting Regulations shall be used should any dispute arise as to the interpretation.

1.2 GENERAL TERMS & CONDITIONS

- a) All drivers and competitors participating in the Championship undertake, on behalf of themselves, their employees, agents and suppliers, to observe all the provisions as supplemented or amended of the *FIA International Sporting Code, current release (The Code)* and the present Sporting Regulations together referred to as "*The Regulations*".
- b) The Championship and each of its Events is governed by TTASA in accordance with the Regulations. Event means any event entered into the TTASA Calendar for any year commencing at the scheduled time for scrutineering and sporting checks and including all practice and the race itself and ending at the later of the time for the lodging of a protest under the terms of the Code and the time when a technical or sporting certification has been carried out under the terms of the Code.
- c) It is the competitor's responsibility to ensure that all persons concerned by his entry observe all the requirements of the Regulations. If a competitor is unable to be present in person at the event, he must nominate his representative in writing. The person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
- d) Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice and the race.
- e) The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
- f) All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pit lane, or track must wear an appropriate pass at all times.
- h) No pass may be issued or used other than with the agreement of TTASA. A pass may be used only by the person and for the purpose for which it was issued.

2. LICENCES

2.1 All competitors participating in the Championship must hold a license issued by their TTASA, the ASN i.e. the *Autorité Sportive Nationale – National Sporting Authority* for Trinidad and Tobago.

2.2 Upon Race Committee Review, the Stewards may impose penalty points on a driver's License. If a driver accrues 12 penalty points his license will be suspended for the following Event, following which 12 points will be removed from the license. Penalty

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

3. CHAMPIONSHIP EVENTS

- 3.1 Events are reserved for TTASA cars as defined in the Technical Regulations.
- 3.2 Each Event will have the status of an International Event and guided by its regulations
- 3.3 The minimum distance of all races, from the start signal to the chequered flag, shall be a minimum of 10 complete laps unless otherwise advised by the Race Director. There will be three sets of group races at each TTASA Event.
- 3.4 The maximum number of Events per year in the Championship is 5, the minimum shall be 3.
- 3.5 The final list of Events is published by TTASA before 1st March each year.
- 3.6 An Event may be cancelled if fewer than 12 cars are registered to participate

4. TTASA CHAMPIONSHIP

- 4.1 The TTASA Championship driver's titles (one for each group) will be awarded to the driver who has scored the highest number of points, taking into consideration the best race results obtained during the Events which have actually taken place.
- 4.2 A Country is the country of the license holder's ASN.
- 4.3 Points for drivers will be awarded at each Event according to the following scale:

1st:	25 points
2nd:	18 points
3rd:	15 points
4th:	12 points
5th:	10 points
6th:	8 points
7th:	6 points
8th:	4 points
9th:	2 points
10th:	1 point
- 4.4 Each race, group/class must have a minimum of 4 starters to gain maximum points. In event of there being only 3 starters, the 1st place will gain 18 points instead of 25 and relatively for 2 starters, 1st place 15 points, 1 starter 12 points. Drivers who race in multiple classes (eg.GP1 & GP2) are only permitted to score points if they are fully registered in both classes.
- 4.5 If a race is suspended and cannot be resumed, no points will be awarded if the leader has completed two laps or less, half points will be awarded if the leader has completed

more than two laps but less than 75% of the original race distance and full points will be awarded if the leader has completed 75% or more of the original race distance.

- 4.6 The drivers finishing first, second and third in the Championship must be present at the annual TTASA Prize Giving Ceremony.

5. DEAD HEAT

If two or more drivers finish the season with the same number of points, the higher place in the Championship (in either case) shall be awarded to:

- 5.1 The holder of the greatest number of first places.
- 5.2 If the number of first places is the same, the holder of the greatest number of second place.
- 5.3 If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.
- 5.4 If this procedure fails to produce a result, the TTASA will nominate the winner according to such criteria as it deems appropriate.

6. COMPETITOR APPLICATIONS

- 6.1 Applications to compete in the Championship may be submitted to TTASA or via the competitors ASN based on The ASR's for the Event. TTASA shall set a fee for entry to the Championship.

- 6.2 Applications shall include:

- a) Confirmation that the applicant has read and understood the Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them.
- b) The name of the driver.
- c) The make of the competing car.
- d) The make of the engine.
- e) The competition numbers
- f) Group car to be entered in.

- 6.3 Should a foreign competitor have the same competition number as a local competitor, preference primarily will be given to the host country.

6 CAR LIVERY

Each car will carry the race number of its driver as published by TTASA at the beginning of the season or the respective race number of a replacement driver. The car numbers must be clearly visible from the front and sides of the car or bike and on the rider crash helmet or leathers. (SEE ASR's)

7 LAP RECORDS

Can only be set during a TMD Event. Race lap times are the only times for Lap Record consideration.

9. TTASA DELEGATES

9.1 For each Event, TTASA will nominate the following delegates:

- a) Steward Delegate.
- b) Technical /Safety Delegate.

9.2 The role of the TTASA delegates is to help the officials of the Event in their duties, to monitor within their fields of competence that all the Regulations governing the Championship are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the Event.

9.3 The technical delegate nominated by TTASA will be responsible for scrutineering and will have full authority.

10. OFFICIALS

10.1 In the case of an international event the following officials will be nominated by the host ASN:

Three stewards one of whom will be appointed Chief Steward.

The event organizer will provide:

- a) Race Director.
- b) Race Starter, if needed.
- c) Clerk of the Course
- d) Chief Medical Officer
- e) An Observer
- f) Media Representative

10.2 The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

- a) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the stewards to modify the timetable in accordance with the Code or Sporting Regulations.
- b) The stopping of any car in accordance with the Code or Sporting Regulations.
- c) The stopping of practice or suspension of the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- d) The starting procedure.
- e) The use of the safety car.

10.3 The Race Director, the Clerk of the Course and the technical delegate must be present at the Event no less than 1 hour before initial scrutineering. The Stewards shall be present one hour qualifying on the same day. This will be controlled by the Schedule at each point.

10.4 The Race Director must be in radio contact with the Clerk of the Course and the chairman of the Stewards at all times when cars are permitted on the track. Additionally, the Clerk of the Course must be at Race Control and in radio contact with all marshal's posts during these times.

- 10.5 The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to the starting procedure may result in the exclusion of the car and Driver concerned from the Event.

11. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

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

12. PROTESTS AND APPEALS

- 12.1 Protests shall be made in accordance with the FIA International Sport Code and accompanied by a fee of US\$100. Protests must be made within one hour of the completion of the race in which the action or infringement being protested was committed on the day of the event.
- 12.2 Appeals cannot be made by a group of drivers in any one class. Appeals may not be made against decisions concerning the following:
- a) Penalties imposed under Regulations, Article 27: Penalties.
 - b) Any drop of grid positions imposed under Regulations, Article 13: Sanctions.
- 12.3 Appeals against penalties imposed on a driver may be brought to the Stewards within one hour of the decision to impose a penalty. The Stewards decision can only be adjudicated by the Race Committee.

13. SANCTIONS

- 13.1 The Stewards may apply the penalties specifically set out in these Sporting Regulations in section 27 or may apply penalties available to them under the FIA International Sporting Code.
- 13.2 Any driver who receives three reprimands in the same Championship season will, upon the imposition of the third, be given a ten-grid place penalty at that Event. If the third reprimand is imposed following an Incident during a race the ten-grid penalty will be applied at the driver's next Event. The ten-grid place penalty will only be

imposed if at least two of the previous reprimands were the result of driving infringements.

14. MEETINGS

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

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

15. GENERAL CAR AND PERSONNEL REQUIREMENTS

During the entire Event, no screen, cover or other obstruction which in any way obscures any part of a car will be allowed at any time in the paddock, garages, pit lane or grid, unless it is clear any such covers are needed solely for mechanical reasons, which could, for example, include protecting against fire. In addition to the above the following are specifically not permitted:

- a) Engine, gearbox or radiator covers whilst engines are being changed or moved around the garage.

The following are permitted:

- b) Covers which are placed over damaged cars or components.
- c) Warming or heat retaining covers for the engine and gearbox on the grid.
- d) A cover over the car in the parc fermé overnight.
- e) A cover over the car in the pit lane or grid if it is raining.

16. GENERAL SAFETY

16.1 Official instructions will be given to drivers by means of the signals laid out in the FIA Sporting Code. Competitors must not use flags or lights similar to those used in a Race Event.

16.2 Save where these Sporting Regulations require otherwise; pit lane / track discipline and Safety measures will be the same for all practice sessions as for the race.

16.3 Other than by driving on the track, Competitors are not permitted to attempt to alter the grip of any part of the track surface

16.4 If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors. Under no Circumstances may a driver stop his car on the track without justifiable reason. If any mechanical Assistance received during the race results in the car re-joining same, the stewards may exclude him from the race.

16.5 A driver who abandons a car must leave it in neutral or with the clutch disengaged, and with the steering wheel in place. Once a driver leaves his or her car, he or she must get behind the safety barriers or to the safest point of the track.

- 16.6 Same as specifically authorized by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the team's designated garage area, the pit lane or on the starting grid
- 16.7 During the period commencing fifteen minutes prior to and ending five minutes after every practice session and the period between the commencement of the formation lap which immediately precedes the race and the time when the last car enters the parc ferme, no one is allowed on the track, the pit entry or the pit exit with the exception of:
- a) Marshals or other authorized personnel in the execution of their duty.
 - b) Drivers when driving or on foot, having first received permission to do so from a marshal.
 - c) Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
 - d) Team personnel when assisting marshals to remove a car from the grid after the start of the race.
- 16.8 During a race, the engine may only be started with the starter except in the pit lane or the team's designated garage area where the use of an external starting device is allowed.
- 16.9 Drivers taking part in Practice, Qualifying and Race shall always wear the requisite safety clothing, helmet and head and neck support specified in the Code.
- 16.10 A speed limit of 20km/h will be imposed in the pit lane during the entire Race Event. However, this limit may be amended by the stewards following a recommendation from the ASN safety delegate. Any team whose driver exceeds the limit during any practice session will be fined US\$100 for each km/h above the limit, up to a maximum of US\$1000. However, in accordance with Article 18 the stewards may apply an additional penalty if they suspect a driver was speeding in order to gain any sort of advantage. During the race the stewards may impose either of the penalties on any driver who exceeds the limit.
- 16.11 The Race Director, the Clerk of the Course or the Organizers medical delegate can require a driver to have a medical examination at any time during an Event
- 16.12 The organizer must make fire extinguishers of 5kg capacity available in the Pit areas and ensure that they work properly
- 16.13 Animals, except those which may have been expressly authorized by TTASA for use by security services, are forbidden on the track, in the pit lane, in the paddock or in any spectator area.

17. SCRUTINEERING

- 17.1 Specific to event ASR's
- 17.2 Unless a waiver is granted by the Stewards, competitors who do not keep to these time limits will not be allowed to take part in the Event.
- 17.3 No car may take part in the Event until it has been passed by the scrutineers

17.4 The scrutineers may:

- a) Check the eligibility of a car or of a competitor at any time during an Event.
- b) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
- c) Require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail
- d) Require a competitor to supply them with such parts or samples as they may deem necessary.

17.5 The Race Director or the Clerk of the Course may require that any car involved in an accident be stopped and checked.

17.6 Checks and scrutineering shall be carried out by duly appointed officials who shall also be Responsible for the operation of the parc ferme and who alone are authorized to give instructions to the competitors.

17.7 The Stewards will publish the findings of the scrutineers each time cars are checked during the Event. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.

18. DRIVING

18.1 The driver must drive the car alone and unaided.

18.2 Drivers must observe the provisions of the Code relating to driving behavior on circuits at all times.

18.3 Drivers must make every reasonable effort to use the track at all times and may not be deliberately leave the track without a justifiable reason. Drivers will be judged to have left the track if no part of the car remains in contact with it and, for the avoidance of doubt, any white lines defining the track edges are considered to be part of the track but the curbs are not. Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any lasting advantage. At the absolute discretion of the Race Director a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track.

18.4 At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person.

19. PIT ENTRY, PIT LANE AND PIT EXIT

19.1 The section of track between the track and the beginning of the pit lane will be designated the "Pit Entry".

19.2 The section of track between the end of the pit lane and the track will be designated the "Pit Exit".

19.3 The pit lane will be divided into two lanes; the eastern lane will be designated the "fast lane" and may be no more than 3.5 meters wide, the western lane will be designated the "inner lane". Other than when cars at the end of the pit lane the western lane is the only area where any work can be carried out on a car. However, no work may

be carried out in the fast lane if it is likely to hinder other cars attempting to leave the pit lane.

19.4 The Organizer will allocate garages and an area in the pit lane on a strictly equal basis where each team may work

19.5 All cars must be driven from the team's designated garage area to the end of the pit lane. For Practice and Qualifying, all cars must form a line in the fast lane and leave in same order unless another car is unduly delayed.

19.6 When cars are permitted to leave the pit lane, they must do so in the order that was established unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.

19.7 Other than drying, sweeping of any tire debris left by other cars, competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed to by the TTASA safety delegate.

19.8 Competitors must not paint lines on any part of the pit lane.

19.9 Other than under section 19.3 above no equipment shall be left in the fast lane.

19.10 Under exceptional circumstances the Race Director may ask for the pit entry to be closed during the race for safety reasons. At such times drivers may only enter the pit lane in order for essential and entirely evident repairs to be carried out to the car. A penalty will be imposed on any driver who, in the opinion of the stewards, entered the pit lane for any other reason whilst it was closed.

20. WEIGHING

20.1 After any free practice session or qualifying session, cars will be weighed as follows:

- a) When signaled to do so the driver will proceed directly to the designated weighing station and stop his engine. A reprimand will be imposed on any driver who fails to stop when signaled to do so, provided the car is then brought back to the weighing station without delay and that the TTASA technical delegate is satisfied the car has been brought back in exactly the same condition it was in when it was driven into the pits. Any driver who fails to stop when asked to do so, and then fails to bring the car back to the weighing station, or if work is carried out on the car before it is returned, will be required to start the race from the back of the grid.
- b) At the end of the qualifying session all cars will be weighed. If a driver wishes to leave his car before it is weighed, he must ask the technical delegate to weight him in order that this weight may be added to that of car.

- c) If a car stops on the circuit during the qualifying session and the driver leaves the car, he must go to the Scrutineer's garage immediately on his return to the pit lane in order for his weight to be established.
- 20.2 After the race any classified car may be weighed. If a driver wishes to leave his car before it is weighed, he must ask the technical delegate to weigh him in order that this weight may be added to that of the car.
- 20.3 The relevant car may be excluded should its weight be less than that specified as per Appendix III, Classification & Technical Regulations when weighed under a) or b) above, save where the deficiency in weight results from the accidental loss of a component of the car.
- 20.4 No substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing procedure. (Except by a Scrutineer when acting in his official capacity).
- 20.5 In the event of any breach of these provisions for the weighing of cars the stewards may drop the driver such number of grid positions as they consider appropriate or exclude him from the race.

21. REFUELING

- 21.1
- a) Refueling is only permitted in the team's designated garages.
 - b) Fuel may not be added to or removed from a car after it has left the pit lane to start the first reconnaissance lap permitted.
 - c) Fuel may not be added to nor removed from a car during a race unless allowed under a specific ASR.
- 21.2 The driver may not remain in his car throughout refueling and the engine must be stopped.
- 21.3 During all refueling a second person must be on stand-by with a fire extinguisher.

22. PRACTICE SESSIONS

- 22.1 A competitor may start in the race without taking part in at least one practice session.
- 22.2 During Practice Sessions, Cars may only leave the pit lane when the Marshalls gives the go-ahead. Additionally, these marshals will advise drivers leaving the pit lane of any on-coming traffic.
- 22.3 Any driver taking part in any practice session who, in the opinion of the stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in Article 27: Penalties.
- 22.4 Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags to be shown at

all marshal posts and the abort lights to be shown at line. When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to the pit lane, and all cars abandoned on the track will be removed to a safe place at the end of each practice session no driver may cross the Line more than once.

22.5 The clerk of the course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. However, only during qualifying practice will the session be extended as a result. Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

23. FREE PRACTICE

There will be a free practice session prior to the qualifying session at racing events.

24. QUALIFYING SESSION

24.1 There will only be one (1) Qualifying session for each Group.

24.2 Any driver whose car stops on the circuit during the qualifying session will not be permitted to take any further part in the session. Any car which stops on the circuit during the qualifying session, and which is returned to the pits before the end of the session, will be held in parc-fermé until the end of the session.

24.3 At the end of qualifying practice the times achieved by each driver will be officially published.

25. THE GRID

25.1 Any driver whose best qualifying lap exceeds 107% of the fastest time set during that session, or who fails to set a time, will only be allowed to take part in the race under exceptional circumstances however, which may include setting a suitable lap time in a free practice session. The stewards have the final decision to permit a car to start the race. Any driver accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied. Should there be more than one driver accepted in this manner they will be arranged on the grid in the order specified by the stewards.

25.2 The grid will be drawn up as follows:

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

- i) Any driver who attempted to set a qualifying time by starting a flying lap.
 - ii) Any driver who failed to start a flying lap.
 - iii) Any driver who failed to leave the pits during the period.
 - c) Once the grid has been established in accordance with a) and b) above, grid position penalties will be applied to the drivers in question in the order the offences were committed.
 - d) If more than one driver falls into a single category in b) or d) above they will be arranged on the grid in the order they entered the event.
- 25.3 The starting grid for the **first race** will be published no less than thirty minutes before the start of the grid formation. Any competitor whose car is unable to start for any reason whatsoever (or who has good reason to believe that their car will not be ready to start) must inform the stewards accordingly at the earliest opportunity or no later than half an hour before the start of the grid formation. If one or more cars are withdrawn the grid will be closed up accordingly. The final starting grid formation shall be as per order of qualifying times with the fastest car on pole position.
Race 2 shall be Reversed Grid using inverted order of Race 1 finish results. Race 3 shall be gridded according to the finish results of the Race 2.
- 25.4 The grid formation will be a staggered 1 x 1 (1st row) followed by 1 x 1 x 1 (2nd row) the again 1 x 1 (3rd row) and continue is same formation. The distance between rows on the grid shall be no less than 16ft minimum.

26. RACE PROCEDURES

- 26.1 **Starting Procedure** – The methods of Starting will be standing starts for all groups unless otherwise determined by the Race Director
- 26.2 **Start Signal** – The Race may be started either with the National Flag of the host country or by the use of Start Lights or the Green Flag. The type of Start Signal to be used will be as communicated by the Race Director on the day of the Event.
- 26.3 Grid Formation will be followed by display of a green flag. The cars leave the grid on the warm up lap/s at the pole cars-controlled pace without a pace car. On completion of the warm up lap/s the cars will return to the Grid Formation Area and reassemble in the predetermined order on the grid. The number of warm up laps will be as directed by the ASR's of the Organizers hosting the event.
- 26.4 **Stopping of Races** – The following procedure will apply to circuit races that have been stopped prior to their completion by the use of the red flag.
- a) All vehicles shall proceed slowly to the start area with no passing being permitted.
 - b) If a race is to be restarted, normal start procedure will apply from this point.
 - c) As soon as conditions permit thereafter, the starting procedure will recommence

26.5 Restarting a Race Stopped Prematurely

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

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

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

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

- a) If, during a race, the checkered flag is inadvertently displayed before the leading car completes the scheduled number of laps, the race will nevertheless be deemed to have ended when the leading car crossed the Line before the signal was given, providing that 75% of the race distance was complete
- b) If, during a race, the checkered flag is inadvertently displayed after the race is scheduled to end, the race will nevertheless be deemed to have ended when it was due to end.
- c) After receiving the end-of-race signal the first 5 cars must proceed on the circuit directly to the designated post-race weighing area without any

unnecessary delay, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary). The winning car will proceed on a Lap of Honor before proceeding to the Weight Station.

- 26.8 Any classified car which cannot reach the post-race weighing area under its own power will be placed under the exclusive control of the marshals who will take the car to the post-race weighing area
- 26.9 To be classified as a finisher, a vehicle must have completed not less than 75% of the distance of the race (rounded down to the nearest whole number of laps) under its own power.
- 26.10 The race ends when the leading car crosses the Start/Finish Line

27. PENALTIES

- 27.1 Unless it is clear to the stewards that a driver was wholly or predominantly to blame for an Incident no penalty will be imposed.
- 27.2 If an Incident is under investigation by the Stewards, the relevant team(s) shall be informed regarding which drivers are involved. Relevant team(s) shall be informed no later than 60 minutes after the race finish. The driver(s) concerned may not leave the circuit without the consent of the stewards.
- 27.3 The stewards may impose any one of the below penalties on any driver involved in an Incident:
 - a) A five second time penalty will be added to the elapsed race time of the driver concerned.
 - b) A ten second time penalty will be added to the elapsed race time of the driver concerned.
 - c) If any of the two penalties above are imposed upon a driver and that driver is unable to serve the penalty due to retirement from the race, the stewards may impose a grid place penalty on the driver at his next race. Either of the two penalties above can be imposed after the end of a race.
 - d) An additional time penalty.
 - e) A reprimand.
 - e) A drop of any number of grid positions at the driver's next Event. If any of the five penalties above are imposed they shall not be subject to appeal.
 - f) Exclusion from the results.
 - g) Suspension from the driver's next Event.
- 27.4 The stewards will give written notification of the penalty imposed to the competitor concerned and will inform the relevant teams via the official messaging system.

- 27.5 Abuse of official, i.e. obscene language, fighting, damage to property:
Disqualification
- 27.6 Willfully damaging TTASA property: Disqualification/Bond
- 27.7 Underweight: Disqualification
- 27.8 Enhanced fuel for GPI and Miatas: Disqualification
- 27.9 Under the influence of alcohol and prohibited substances while competing:
Disqualification
- 27.10 Allowing personal crew members at the point of weighing after a race:
Disqualification
- 27.11 Illegal car found after the race: Disqualification
- 27.12 Failure to leave the car after breakdown and position yourself behind a safe a
barrier: Warning Letter
- 27.13 Disobeying any flag/official: Warning Letter
- 27.14 Unsafe re-entry unto the race course: Warning Letter
- 27.15 Waving a car to pass: Warning Letter
- 27.16 Irresponsibility for children under the age of 12 years: Warning Letter
- 27.17 Disrupting the flow/organization of the event: Warning Letter
- 27.18 Impeding during qualifying: Grid Penalty
- 27.19 Deliberately cutting the race course with all four wheels or two wheels to gain an
advantage: 5 Second Penalty
- 27.20 Constantly weaving under race conditions, i.e. more than twice: 5 Second Penalty
- 27.21 False start: 5 Second Penalty.

28. GENERAL SAFETY

- 28.1 Official instructions will be given to drivers by means of the Flag or light Signals described at the Drivers Meeting. Competitors must not use flags similar to these.
- 28.2 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position
- 28.3 During practice and the race, drivers may use only the track and must at all times observe the conduct relating to driving behavior on the circuit.

- 28.4 If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors.
- 28.5 A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place
- 28.6 It is strictly forbidden for a competitor to affect any "on track" repairs to his race car during the running of a race. Repairs are only permitted in the competitor's designated Pit Area.
- 28.7 Refueling is only permitted in the competitor's designated Pit Area.
- 28.8 If a race is suspended for any reason refueling is forbidden unless the car is returned to its designated Pit Area.

APPENDIX I: SAFETY REGULATIONS

1. General

- 1.1 A car, the construction of which is deemed to be dangerous, may be excluded by the Clerk of the Course or Stewards of the Meeting.
- 1.2 A Vehicle can only compete in a TTASA event if it has been scrutineered by a TTASA official or the Chief Scrutineer of TTASA. Any major damage to the vehicle or fundamental change in the specification as governed by these Safety Regulations would require re-scrutineering and the Clerk of the Course advised.
- 1.3 It must be emphasized that these are minimum requirements only. The onus is on the competitor to ensure that their vehicle is adequately prepared for its intended use.

2. Lines and Pumps

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

3. Braking System

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

4. Safety Belts

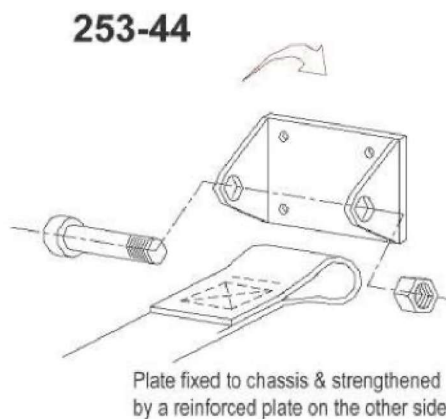
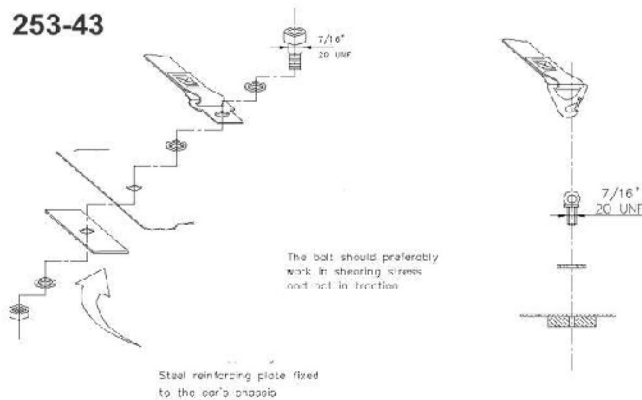
- 4.1 Wearing of two shoulder straps and one lap strap is mandatory. They must be attached to anchorage points on the body shell: two for the lap strap, two or possibly one symmetrical about the seat for the shoulder straps.
- 4.2 Belts must be equipped with turn buckle, over-center or push-button release and be manufactured by a recognized seatbelt manufacturer.

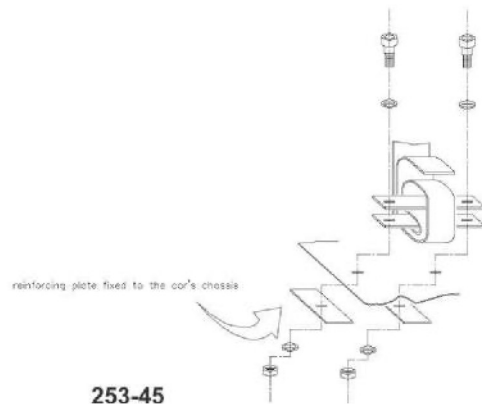
- 4.3 Belts must have a minimum of 3" shoulder straps unless they are labeled to be used with a HANS Device and are being worn in conjunction with said device.
- 4.4 If installation on the series anchorage points is impossible, new anchorage points must be installed on the body shell or the chassis. The shoulder straps may also be fixed to the safety roll cage or to a reinforcement bar by means of a loop. For each new anchorage point created, a steel reinforcement plate with a surface area of at least 40 cm² and a thickness of at least 3 mm must be used.
- 4.5 Principles of mounting to the chassis/monocoque :

General mounting system: **See drawing 253-43**

Shoulder strap mounting: **See drawing 253-44**

Crotch strap mounting: **See drawing 253-45**





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

5. Extinguishers

5.1 The use of the following products is prohibited: BCF, NAF.

5.2 All cars must carry at least one hand held extinguisher.

5.3 Permitted extinguishants: AFFF, FX G-TEC Zero 360, Viro3, powder and any other FIA approved extinguishants.

5.4 Minimum quantity of extinguishant: AFFF: 2.4 litres; FX G-TEC: 2.0 kg; Viro3: 2.0 kg; Zero 360 2.0 kg; Powder: 2.0 kg;

5.5 Pressure: AFFF - 12bar, Powder - 8-13.5bar. Extinguishers must be equipped with a means of checking the pressure of the contents.

5.6 The following information must be visible on each extinguisher: capacity, type of extinguishant, weight or volume of the extinguishant.

5.7 Extinguishers must be adequately protected. Their mountings must be able to withstand a severe deceleration. Only quick-release metal fastenings with metal straps will be accepted on hand-held extinguishers.

5.8 Extinguishers or their actuating devices must be easily accessible for the driver.

6. Rollover Structure

6.1 Club scrutineers may accept competition car roll cages if:

The roll cage specifications are as listed in this section and the installation and welding is of satisfactory quality. Roll cage designs must be authorized by the club Scrutineer in writing before fitting, or,

The roll cage is installed in an FIA homologated car, is in its original specification and the vehicle homologation papers are presented to the Scrutineer for confirmation, or,

The roll cage has been homologated by a National Governing Body (ASN) in accordance with FIA regulations regarding same and the homologation form for the roll cage is presented to the Scrutineer.

6.2 Definitions:

Safety cage: A structural framework designed to prevent serious body shell deformation in the case of a collision or roll.

Roll bar: Structural frame or hoop and mounting points

Roll cage: Structural framework made up of a main roll bar, front roll bar (or of two lateral roll bars), their connecting members, one diagonal member, backstays and mounting points. (Drawings 253-3 and 253-4).

Main roll bar: Near-vertical frame or hoop located across the vehicle just behind the front seats. **Front roll bar:** Similar to main roll bar but its shape follows the windscreen pillars and top screen edge.

Lateral roll bar: Near-vertical frame or hoop located along the right or left side of the vehicle. The rear legs of a lateral roll bar must be just behind the front seats. The front leg must be against the screen pillar and the door pillar such that it does not unduly impede the entry or exit of driver and co-driver.

Door Bar: Bar or bars welded or bolted horizontally between the front and main roll bars. If bolted, bolts must not be in shear.

Longitudinal member: Longitudinal tube which is not a part of the main, front or lateral roll bar and linking them with the backstays.

Diagonal member: Transverse tube between a top corner of the main roll bar or upper end of a backstay and a lower mounting point on the other side of the roll bar or backstay.

Framework reinforcement: Reinforcing member fixed to the roll cage to improve its structural efficiency.

Reinforcement plate: Metal plate fixed to the body shell or chassis structure under a roll bar mounting foot to spread load into the vehicle structure.

Mounting foot: Plate welded to a roll bar tube to permit its bolting or welding to the body shell or chassis structure, usually onto a reinforcement plate.

Removable members: Structural members of a safety cage which must be able to be removed.

6.3 **Specifications:** A Safety Cage must be designed and made so that, when correctly installed, it substantially reduces body shell deformation and the risk of injury to occupants. The essential features of safety cages are sound construction designed to suit the particular vehicle, adequate mountings and a close fit to the body shell. Tubes must not carry fluids. The safety cage must not unduly impede the entry or exit of the driver and co-driver. Members may pass through the dashboard and front trim, as well as through the rear trim and rear seats.

6.4 **Diagonal Members:** at least one diagonal member must be fitted as per drawings 253-3 to 253-5. The combination of several members is permitted according to drawings 253-3 and 253-5. The fitting of a second diagonal member, according to drawing 253-4, is recommended and they must be straight, not curved. The attachment points of the diagonal members must be so located that they cannot cause injuries. They may be removable. The lower end of the diagonal must join the main roll bar or backstay not further than 100 mm from the mounting foot. The upper end must join the main roll bar not further than 100 mm from the junction of the backstay joint, or the backstay not more than 100 mm from its junction with the main roll bar.

6.5 Mounting of roll cages to the body shell (minimum):

- 1 for each leg of the main or lateral roll bar;
- 1 for each of the front roll bar;
- 1 for each backstay

Each mounting foot of the front, main and lateral roll bars must include a reinforcement plate at least 3mm thick. Each mounting foot must be attached by at least three bolts on a steel reinforcement plate at least 3mm thick and of at least 120 cm² which is welded to the bodyshell. Bolts must be of at least M8 size of ISO standard 8.8 or better. Fasteners must be self J-locking or fitted with lock washers.

In addition to these minimum requirements, more fasteners may be used, the roll bar legs may be welded to reinforcement plates or the roll cage may be welded to the bodyshell. Roll bar mounting feet must not be welded directly to the bodyshell without a reinforcement plate.

- 6.6 Backstays are compulsory and must be attached near the roof line and near the top outer bends of the main roll bar on both sides of the car. They must make an angle of at least 30 degrees with the vertical, must run rearwards and be straight and as close as possible to the interior side panels of the bodyshell. Their mountings must be reinforced by plates.
- 6.7 Reinforcement of bends and junctions: It is permitted to reinforce the junction of the main roll bar or the front roll bar with the longitudinal struts (drawings 253-10 and 253-16), as well as the top rear bends of the lateral roll bars and the junction between the main roll bar and backstays.

- 6.8 Except for circuit and drag racing, longitudinal extensions from the main roll cage to suspension mounts are allowed but must not extend beyond the front and rear axle center-lines.
- 6.9 All welding should be of the highest possible quality with full penetration and preferably using a gas shielded arc. Although good external appearance of a weld does not necessarily guarantee its quality, poor looking welds are never a sign of good workmanship.

6.10 Material Specifications:

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

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

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

Lateral Hoop, Door Bars – 38 x 1.6 mm

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

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

Main Hoop – 41.30 x 1.6mm

Lateral Hoop, Door Bars – 38 x 1.4mm

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

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

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

The welding process must be MIG or TIG only.

- 6.11 Technical specifications of main, front and lateral roll bars: These frames or hoops must be made in one piece without joints. Their constructions must be smooth and even, without ripples or cracks. All joints must be profiled. The vertical part of the main roll bar must be as straight as possible and as close as possible to the interior contour of the body shell. The front leg of a front roll bar or of a lateral roll bar must be straight, or if it is not possible, must follow the windscreen pillars and have only one bend with its lower vertical part. Where a main roll bar forms the rear legs of a lateral roll bar (drawing 253-4), the connection to the lateral roll bar must be at roof level.

6.12 For vehicles not fitted with steel doors a double door bar installation is required (diagonal or parallel bars). To achieve an efficient mounting to the bodyshell, the original interior trim may be modified around the safety cages and their mountings by cutting it away or by distorting it.

7 Tow Eyes

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

8 Electrical

8.1 Vehicles must have a general circuit breaker which must cut all electrical circuits, battery, fuel pumps, alternator or dynamo, lights, ignition, electrical controls, etc. and must also stop the engine. It must be a spark-proof model, and be accessible from inside and outside the car. The external triggering system of the circuit breaker must be situated at the lower part of the windscreen. It must be marked by a red spark in a white-edged blue triangle with a base of at least 12cm (4.75in). The internal triggering system must be accessible to the driver while seated and strapped in.

8.2 Batteries, if located in the cockpit, must be secured in a sealed box that is vented to the exterior of the car unless it is a sealed battery. In either case it must be firmly secured, located behind the front seats and the terminals must be shielded with nonconducting material.

9 Protection Against Fire

9.1 The occupants' compartment must be completely sealed in a fire-proof manner from the engine compartment and the luggage compartment if it contains an original fuel tank that does not meet the requirement laid out in Section 14, Fuel Tanks.

9.2 Fuel pumps, filters or lines located in the luggage or passenger compartment must be protected against damage from loose objects.

10 Seats, Attachments and Supports

10.1 Seats must be either original, modified only through the addition of accessories with a registered trade mark, or manufactured by an approved manufacturer and not modified. In all these cases a headrest must be present for each occupant.

10.2 If the original seat or attachments or supports are changed, the new parts must either be approved for that application by the scrutineer or must comply with the following specifications.

Supports must be attached to the shell/chassis via at least 4 mounting points per seat using bolts with a minimum diameter of 8mm and backing plates, according to the drawings 253-43 to 45 inclusive.

The minimum area of contact between support, shell/chassis and backing plate is 40cm² for each mounting point

If rails for adjusting the seat are used, they must be those originally supplied with the car or with the seat. The minimum thickness of the supports and backing plates is 3mm for steel and 5mm for light alloy materials. The minimum longitudinal dimension of each support is 6mm.

11 Protective Racing Equipment

11.1 Driving suits (cars) - occupants must wear one- or two-piece suits of single layer (minimum) Nomex. Shoes must be worn at all times by all occupants and must be laced and closed. Proban or other chemically treated cotton suits are forbidden. All under-clothing must be cotton or Nomex.

11.2 Helmets – Drivers must wear helmets that meet SNELL 2005 OR BS6658-85A/FR minimum standards and manufactured from 2005 onwards. Helmets that are damaged or show signs of repairs and/or repainting may be rejected by the scrutineer.

Name, allergies and blood type must be clearly marked on helmet, 25mm minimum height.

11.3 Racing suits (bikes) – Riders must wear riding leathers designed for bike racing that are suitably padded.

11.4 Helmets – Drivers must wear helmets that meet or exceed SNELL 2005 or other international rating, helmets showing signs of damage shall be rejected by the scrutineers.

11.5 Frontal Head Restraints (FHR): FHR systems must be worn by drivers in all Circuit race events. It is highly recommended during private test sessions. The FHR device must be worn in accordance with:

- a) The "Guide and Installation specification for HANS devices in racing competition",
- b) The "Guide and Installation specification for Hybrid & Hybrid Pro devices in racing competition"

12 OEM Fasteners & Locks

12.1 At least two external manual fasteners must be fitted to the bonnet and boot lid/hatch. The original locking mechanism must be rendered inoperative or completely removed.

12.2 The original locking mechanism on the driver and passenger doors must be rendered inoperative, either permanently or temporarily.

12.3 Steering column locks must be rendered inoperative or removed.

12.4 All articles or equipment which, if left loose, could present a hazard to occupants shall be properly secured or removed from the vehicle prior to competition.

13 Windows and Nets

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

14 Fuel Tanks

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

15 Exhausts & Sound Control

- 15.1 Maximum sound levels for vehicles competing in TTASA circuit racing events in certain countries, shall meet noise level requirements as follows:
- 15.2 Sound testing will be carried out before a vehicle is allowed to take part in any competition.
- 15.3 Measurements of exhaust noise will be made at 0.5m from the end of the exhaust pipe with a decibel meter at an angle of 45 degrees with the exhaust outlet and at a height of 0.5m to 0.1m above the ground with the engine running at 5,000 RPM. The maximum allowable reading is 120dbs. The testing location will be selected to ensure there are no reflective objects as walls, buildings, etc., within a 20m radius. Where more than one exhaust outlet is fitted, the test will be repeated for each exhaust and the highest reading will be used.
- 15.4 All participants in motor sport (competitors, officials, marshals etc.,) should be aware of and protect themselves from the harmful effects of excessive noise.
- 15.5 Exhausts
 - a) Exhaust systems must be isolated from the driver / passenger compartment (eg., Be beneath the floor or secured in a casing of solid material.

- b) No part of the exhaust system can protrude to the rear more than 10cm from the bodywork
- c) Exhaust outlet must terminate behind the mid-point of the wheel base of the vehicle and outside the bodywork periphery in Plan View. Side exhausts must not protrude more than 10cm (4in), they must be no closer than 10cm to the ground or touch the ground if both tires on that side are flat and no higher than 45cm (18in).

16 **Mirrors:** Cars shall carry a minimum of a single interior mirror or two wing mirrors

APPENDIX II: GENERAL REGULATIONS

No regulation hereafter shall supersede these General Regulations except where specifically stated

COMPETITORS ARE ADVISED THAT THE EVENT ORGANISER RESERVES THE RIGHT TO CHECK SPECIFICATIONS OF ANY VEHICLE WITHOUT THE VEHICLE BEING OFFICIALLY PROTESTED.

1. **PRODUCTION** – the word production will be taken to mean any car or part thereof listed in the Glass's Guide (UK), Japanese Motor Vehicles Guide (Japan), Used Car Buyers' Guide (US: Kelley Blue book or N.A.D.A. yellow book) or any other source for used car sales that the organizers deem fit including internet sources.
2. **Eligibility:** Unless otherwise stipulated, the following information needs to be available to the organizers in such form as to convince them of its authenticity, or will be obtained from other technical sources as determined by the organizers, before any vehicle can be eligible for competition: Original Manufacturers' brochure, owners' manual and/or FIA Homologation papers, listing in Buyers' Guide. All material that is used to confirm the specification of a vehicle must be presented on demand.
3. **Diesel Engines:** Diesel engine types are not allowed.
4. **Displacement Variance:** 0.25% variance in total declared engine CC's will be allowed either due to measurements/maintenance purposes.
5. **Modifications:** All modifications are forbidden unless expressly stated in the regulations specific to the group in which the car is entered, by the general regulations or "Safety Equipment".
6. **Competitor's Duty:** It is the duty of each competitor to satisfy the Scrutineers and the Stewards of the Meeting that his vehicle complies with these regulations in their entirety at all times during the event.
7. **Minimum Weights:** Minimum weight is the real weight of the car as it competes. Cars will be weighed with driver onboard and a "driver factor" of 180 LBs must be added to all minimum weight calculations. A scale error of 0.25% is allowed. It is permitted to complete the weight of the car by one or several ballasts provided that they are strong and unitary blocks, fixed by means of bolts, nuts and washers with the possibility to fix seals, placed on the floor of the cockpit, and visible to the scrutineers.
8. **Suspension Parts:** Suspension parts or wheels made partially or entirely from composite materials are prohibited.

9. **Original Equipment Manufacturer, Air Bags:** The Original Equipment Manufacturer (OEM) air bags shall be removed.
10. **Approved Fuel Tanks:** Approved fuel tanks manufactured by a recognized manufacturer, baffled or foam filled, are strongly recommended for all internally mounted tanks. There must be an orifice to evacuate any fuel which may have spread into the tank compartment. The position and the dimension of the filler hole as well as that of the cap may be changed as long as the new installation does not protrude beyond the bodywork and guarantees that no fuel shall leak into one of the interior compartments of the car. If the filler hole is situated inside the car, it must be separated from the cockpit by a liquidtight protection. Tanks may be ventilated through the car roof.
11. **FUEL** – Any pump fuel and racing fuels that is publicly available for purchase are allowed. Methanol or any other types of exotic fuel is not allowed as a primary source of fuel.
12. **BRAKES:** - Carbon brake discs are forbidden; brake lines, pipes and fittings may be replaced.
13. **Electronic Control Unit:** Only Electronic Control Unit management of engines is free as specified per car Classification. Electronic controls of differentials, suspension, transmission etc., are allowed only if supplied by the OEM manufacturer for same specific car model. No cross family-type conversions are allowed.
14. **Wheel Arch:** The wheel arch when viewed in Plan View must cover the entire wheel.
15. **Fasteners and Hoses:** Throughout the car, any nut, bolt, screw, pipe or hose may be replaced and have any kind of locking device (washer, lock nut, etc.)
16. **Interior Trim:** Interior insulation, lining, padding and interior trim are recommended to be removed. External decorative strips may be removed. Any parts following external contour of the bodywork and less than 25 mm thick / wide will be considered as decorative strips. Hubcaps must be removed. The inner door and side panels may be replaced.
17. **Jacking Points:** Jacking points may be strengthened, moved, and increased in number.
18. **Windshields:** Laminated front windshields are mandatory unless when deemed allowable otherwise as per Group Classification. Additional safety fastenings for the windscreen and the Side windows may be fitted provided they have no aerodynamic effect.
19. **Windows:** Windows, front and rear may be replaced with polycarbonate or window nets, all Classes.
20. **Suspension Parts:** Strengthening of suspension parts is allowed.
21. **Inversion of Driving Side:** Inversion of the driving side is possible if the original car and the modified car are mechanically equivalent and the parts used are available from the manufacturer for the model in question.
22. **Wiring:** All wiring may be replaced; switches, fuses and relays are unrestricted. Battery location is unrestricted. If mounted in the cockpit, the battery must be securely mounted

in a battery box or clamped and must be firmly bolted to the chassis, away from fuel tanks and lines. Battery lug connections must be in good condition and insulated to prevent short circuits.

- 23. Roof Vents:** Roof vents and any other mechanisms for increasing cockpit airflow are unrestricted.
- 24. Engine Starter:** A functional starter must be fitted and be operable by the driver when seated.
- 25. Gearbox:** Cars must be fitted with a gearbox including a reverse gear and be able to be operated by the driver when he/she is normally seated.
- 26. Pedal Controls:** All the controls i.e. Brake pedals, can be replaced by aftermarket products, their location must be in the same general location. Original items can be modified to make them more accessible or more easily usable; for example, the addition of an extension to the handbrake lever, or an additional flange to the brake pedal, etc.
- 27. Fuel Lines:** If original fuel lines are changed, they must be of a braided type, using compression fittings.
- 28. Fluid Reservoirs:** Fluid reservoirs are unrestricted as long as they are secured and sealed.
- 29. Composite Body Panels:** will be allowed as a replacement for metal bonnet, front fenders, doors, rear wheel arches, trunk lid and tail gate, provided that the minimum weight restriction is respected at all times.
However, cars cannot be lightened below the minimum weight and then have ballast put back to make up the weight.
- 30. Replacement Composite Bonnet:** The replacement composite bonnet, doors, trunk lid and tail gate must match the original metal panels exactly otherwise the Scrutineers may reject them at their sole discretion. The shape of the wheel arch/fenders are free but must cover the wheel as per Item 14, above.
- 31. Window Net:** In the case where it is not possible to wind up or have permanently fixed in place the driver's door glass, a net of proper quality must be securely affixed in the space normally allocated to the glass. The net must be attached to either the original door/window frame or, in the case of a composite door, must be secured to the roll cage.
- 32. APPEARANCE & LIVERY:**
 - 32.1 Cars shall be neat and clean. Cars which are dirty either externally or in the engine and passenger compartments, or that show bodywork damage, or that are partially or totally in primer, or that do not bear the prescribed identification marks may not be approved for competition.
 - 32.2 All cars must display the first name (or initial) and surname of the driver on both rear side windows of the competition car at all times. Letters shall be 100mm high minimum. All colors are allowed provided same results in high contrast and visibility.

- 32.3 All cars shall carry three competition/sponsor number panels. Two panels measuring 18" X 18" shall be placed on both front doors of the vehicle. They must be placed as high up and as far forward as possible on the doors and should fixation require cutting of the panel to accommodate vehicle gap lines, it must be achieved without defacing the competition number or any Championship sponsor's logo.
- 32.4 Competition numbers must be placed on the panels and be at least 8" tall with a 1" thick. All numbers shall have a sharply contrasting background and the distance between two numbers shall be at least as wide as the stroke of the numbers.
- 32.5 A smaller version, not necessarily including the Sponsors Logo, shall be placed on the front left-hand corner of the roof at 45 degrees to the front windscreen readable when standing on the left side facing towards the rear of the car.
- 32.6 Competition/sponsor number panels may be fixed to the car using tape so they can be removed when driving on public roads, but they must remain neatly on the car for the entire day of racing. No car will be allowed to take part in the competition without displaying the competition numbers in the correctly prescribed manner. The Stewards will disqualify the driver of any car not having the Championship sponsor's logo in place on their car.
- 32.7 All Championship Sponsor logos must be on the car at all times in the prescribed manner and highly visible.

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

- 33.1 TTASA Motor Racing Championship Circuit Sporting Regulations
- 33.2 Additional Supplementary Regulations of each event.
- 33.3 Instructions from Officials and Marshals

34. Tires: Groups 1, 2 and 3 shall use only 6 tires for Qualifying and 3 Group races per Event

APPENDIX III: CLASSIFICATION & TECHNICAL REGULATIONS

III.1 See TMD Technical Regulations for TMD Academy, TMD Touring, TMD Unlimited and TMD Super Unlimited (TTASA Approved)

1. SECTION A:

Safety Regulations for Time Attack:

- 1. Vehicle Bodywork – No loose panels, rusted parts or heavily cracked windshields whereby Scrutineering deems vision-restricted. General body work must be in good condition.

- Interior – Factory seats are allowed but must be in good condition, have good side bolstering and properly bolted down. OEM / Factory 3-point seat belts are allowed and must be in good working condition. No loose objects.
2. A fire extinguisher of ABC rating, 2.0 KG min. capacity must be bolted to the floor and shall be within easy reach of the driver and easily accessible during an emergency.
 3. Suspension – Must be in good working condition.
 4. Brakes – No cracked rotors, brake fluid condition must be good and topped up. No leaks, brakes must be in good working condition.
 5. Steering Rack – Good Condition.
 6. Rims – Must be in good condition.
 7. Lug Nuts/ wheel studs – Lug nuts must be steel, no aluminum lug nuts allowed. No missing or damaged wheel studs.
 8. All fluids must be capped off.
 9. Battery – Must be properly clamped.
 10. Driver Attire – A Fire Resistant long sleeve jacket/top or better (eg., oilfield compliant Nomex, FlashGuard, rated NFPA 2112) is recommended. Long pants and closed-toe shoes are mandatory. When used, Nomex racing suits shall be minimum SFI 3.2A/1 rated. Racing gloves and shoes are recommended but not mandatory.
 11. Drivers Helmet – Must be Snell 2005 (SA 2005) or later. Driver's name and blood type clearly indicated on the Helmet is recommended.
 12. "Head and Neck Restraint" device (HANS) of SFI 38.1 / FIA 8858-2002 / FIA 8858-2010 certification is recommended.
 13. In addition to the above guidelines, for Time Attack Cars that are capable of sub 45 second lap times at the FBWIR:
 - a) Cars shall be equipped with roll protection
 - b) Driver Attire – Nomex racing suits required and shall be minimum SFI 3.2A/1 rated.
 - c) Head and Neck Restraint" device (HANS) of SFI 38.1 / FIA 8858-2002 / FIA 8858-2010 certification shall be used

SECTION B:

Time Attack Competition, Speed-related Safety Regulations and Championship Rules:

- d) To qualify for the Time Attack Competition
- a) The vehicle must be in compliance with all the safety requirements for competition.
 - e) Format: Time Attack sessions shall be of 8 minutes duration, with up to 9 cars per group starting from the Pit Exit. Drivers are free to run as many laps as they wish and can exit and re-enter the track (re-entry at Pit Exit) within the 8 minute period. Your fastest lap counts as your official Time Attack time.
 - f) Griding of the cars where possible will be done fastest at the front using the competitors best practice lap time. Cars will be staggered approximately 7 seconds apart.
 - g) Overtaking is allowed ONLY on the main straightaway during the Time Attack competition in the event of cars "bunching" together.
 - h) At least 3 cars are required to constitute a Group. Where there are less than 3 cars per group, that group will merge up with the next faster group.

- i) Timing will be done by a MYLAPS timing system. In the event of an issue, the Organizers will revert to manual timing.
- j) There will be three (3) Time Attack sessions per Event.
- k) Below are the awarding of Championship points for finishing Positions:

1st Place: 25 points
 2nd Place: 18 points
 3rd Place: 15 points
 4th Place: 12 points
 5th Place: 10 points
 6th Place: 8 points
 7th Place: 6 points
 8th Place: 4 points
 9th Place: 2 points 10th
 Place: 1 point.

- l) The number of Time Attack Championship Events will mirror TMD Circuit Schedule. A Class Champion will be declared for each Class.
- m) Only Driver is allowed in the vehicle during competition.

SECTION C:

Driver Conduct and Competition Penalties:

1. Drivers are expected to conduct themselves in a Sportsmanlike manner on and off the track. Unsportsmanlike behavior may lead to disqualification as determined by a RACE CONTROL.
2. Drivers shall follow instructions from Marshalls.
3. Drivers shall be knowledgeable of the Flag Convention.
4. Consumption of alcohol is prohibited during Competition event. Any driver in violation shall be disqualified and all race results will be forfeited.

Appendix IV: MOTORCYCLES

SEE TMD MotoTT TECHNICAL REGULATIONS (TTASA Approved)