



GROUP B

TECHNICAL REGULATIONS CLASS 86

Season 2026 / 2027

Issued by the Promoter

For Circulation – Pending FIA Approval

Supersedes Class 86 Regulations v1.3 (23.08.2026)

Single-Model Touring Car Class (Stock FA20) – FIA App J Art. 277 (Group E) on the Art. 253 safety base

Standalone document. To be read with the Sporting Regulations of the Championship only.

Regulatory text only. Annexes A to C are omitted from this version.

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1. SCOPE AND ELIGIBLE CARS – CLASS 86

- 1.1** The Series is organised in conformity with the provisions of the International Sporting Code (the “Code”) and its appendices and the FIA General Prescriptions on Circuits. It will be run in conformity with the Sporting Regulations and these Technical Regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J.
- 1.2** These Technical Regulations apply to all Cars entered in Class 86 (the “Class”) of The Gulf Championship (the “Championship”). They form one continuous set of articles; there are no separate class appendices and no other technical document applies to the Class.

In case of doubt, contradiction or dispute, the Sporting Regulations, the Supplementary Regulations of the specific Event, the Balance of Performance Publication of the specific Event and any bulletin issued by the Promoter prevail over this document.

- 1.3** Class 86 is a national single-model touring car class regulated by the Promoter under the authority of the ASN and submitted to the FIA as part of the Championship’s International Series application under Appendix P to the Code. It is not an FIA Group N or Group A category.

For the purposes of FIA App J Art. 277 (Free Formula Technical Regulations – Group E) and FIA Appendix P Art. 16, the Cars of the Class are declared under FIA App J Art. 277-1 as vehicles comparable to Category II-SH of FIA App J Art. 251-1.1 (Group E-II, silhouette-type cars: cars with the appearance of a large production road car with at least two seats).

The eligible models (art. 2.2) are 2+2 coupés within the meaning of the footnote to FIA App J Art. 277-1 and are raced with a single occupant. They therefore do not meet the four-seat criterion of the Category I definition, and Category II-SH is the declaration that fits the text. The declaration governs eligibility and the declaration made to the FIA only; the safety standard applied to every Car in the Class is that of art. 4, which is the Category I standard (art. 4 chapeau and art. 19.1).

- 1.4** The Class is a single-model, rear-wheel-drive touring car class running on a single nominated tyre. All Cars are of the same model family and are fitted with the same engine. Performance is held together by the Original-part requirements of these Regulations and, where necessary, by the Balance of Performance.
- 1.5** Only the Promoter decides about the admission of a Car and upon possible waivers. The Promoter publishes and maintains the Eligible Model Register (art. 2.9). A Car model that is not on the Register may be admitted only by written acceptance of the Promoter, in consultation with the ASN, following a technical assessment at the competitor’s cost; acceptance is at the sole discretion of the Promoter and the model is then added to the Register.
- 1.6** The Promoter, in consultation with the ASN, reserves the right to accept or refuse any individual Car, including where the Car is judged inconsistent with the performance window of the Class, or where the entry is considered disproportionate relative to the field.

2. ELIGIBLE VEHICLES AND DEFINITIONS

- 2.1** The Promoter decides upon the eligibility of the vehicles. A Car is eligible only if it satisfies art. 2.2, is a Production Car within the meaning of art. 2.3 and is fitted with an FA20 Engine within the meaning of art. 2.4. The Promoter will decide upon possible waivers.

2.2 GENERAL REQUIREMENTS

- A Production Car (art. 2.3) of a model delivered by its manufacturer with a naturally aspirated FA20 Engine (art. 2.4) as Original equipment
- Closed coupé bodywork with the Original fixed steel roof. Convertible, targa and open-bodied Cars are not eligible
- 4 non-aligned wheels, the rear two driven only

- The Original Chassis retained (art. 2.5), so that the original structure remains identifiable at any time (FIA App J Art. 277-1)
- The overall external appearance of the production model retained (art. 14)
- The Eligible Model Register (art. 2.9) comprises every production model delivered by its manufacturer with the naturally aspirated FA20 / 4U-GSE engine, namely the Toyota 86 / GT86, the Scion FR-S and the Subaru BRZ of the first generation (chassis designations ZN6 and ZC6, model years 2012 to 2021 inclusive), in coupé bodywork, in any market specification and in any factory trim or special edition

2.3 Production Car: a passenger Car of a model that has been series-produced by a motor manufacturer for road use and that is or was type-approved for use on the public road in any country, evidenced by a manufacturer Vehicle Identification Number (VIN) stamped on the bodyshell. Proof is furnished by a road registration document, a record of prior road registration, or a certificate of conformity or individual type approval covering that VIN. Cars built from kits, replicas, and Cars of a model never offered for road use are not Production Cars.

2.4 FA20 Engine: the naturally aspirated 1,998 cc horizontally opposed four-cylinder petrol engine of the Subaru FA20 family fitted as Original equipment to the models listed on the Eligible Model Register, bearing the manufacturer engine code FA20 (Subaru) or 4U-GSE (Toyota) and equipped with the manufacturer's combined direct and port injection system. Turbocharged and supercharged variants of the FA20 family, including FA20DIT and FA20F, the FA24 engine and any other engine are not FA20 Engines for the purposes of these regulations.

2.5 Original Chassis: the Original bodyshell or monocoque of the Car as produced by the manufacturer, including the floor, the transmission tunnel, the front and rear bulkheads, the roof, the pillars, the sills, the inner wings, the front and rear chassis rails and the Original front and rear suspension subframes, bearing the manufacturer VIN. A Car whose bodyshell has been replaced by, or grafted to, the shell of another vehicle is not in its Original Chassis.

2.6 Original (or Standard): as produced by the manufacturer for the model, model year and engine code declared in the Car's Technical Passport, and as verifiable from the manufacturer's published specifications, parts catalogue or workshop documentation. A part is Original only if it is a part supplied by the vehicle manufacturer, or by that manufacturer's appointed supplier, under the manufacturer's own part number for the model concerned. Removal, obliteration or alteration of a manufacturer identification mark on a component required to be Original renders the Car non-compliant. Machining, lightening, polishing, coating, resurfacing and re-profiling of such a component are forbidden except where expressly permitted.

2.7 Cars delivered with the FA24 engine, including the second-generation Toyota GR86 and Subaru BRZ (chassis designations ZN8 and ZD8), are not eligible. Cars delivered with a turbocharged or supercharged engine of the FA family are not eligible. Fitting an FA20 Engine into a chassis that was not delivered with an FA20 Engine does not make that Car eligible; engine swaps of every kind are forbidden (art. 5.1).

A Car delivered by its manufacturer with the Original six-speed automatic transmission is eligible only where it has been converted to the Original six-speed manual gearbox of the same model using manufacturer parts (art. 8.2).

2.8 TECHNICAL PASSPORT

2.8.1 Every Car must hold a valid ASN Technical Passport (technical sheet / vehicle logbook) before it takes part in any on-track session. The Technical Passport records the VIN, the Original model and engine code, the safety cage certificate, the safety fuel tank details, the seat, harness and extinguisher system details, and the declared specification against which the Car will be scrutineered.

2.8.2 The Technical Passport must be presented at scrutineering at every Event, together with the safety cage certificate (art. 4.6), the safety fuel tank certificate (art. 19.1) and the fire extinguisher certificate, where the system carries one (art. 4.5).

2.8.3 A Technical Passport issued by an FIA-affiliated ASN other than the issuing ASN of the Championship is accepted as evidence of the Car's identity and of its safety installation. The Promoter will in addition record

the Class-specific declared specification on a Class eligibility record attached to the Technical Passport. That record states the VIN, the engine number, the gearbox number, the final drive ratio, the ECU identification and calibration reference, the ballast, the aerodynamic devices and the rear wing angle presented at scrutineering.

- 2.8.4** Any change to the declared specification recorded in the Technical Passport or in the eligibility record – engine, cylinder head, gearbox, final drive ratio, ECU or its calibration, safety cage, safety fuel tank, seat, harness or extinguisher system – must be notified to the Technical Delegate in writing before the Car is next presented at scrutineering. A change of engine or gearbox during an Event is permitted only with the prior written approval of the Technical Delegate. The competitor must, on request, produce the VIN and the road-registration evidence relied on for Production Car status (art. 2.3) and evidence that the Car was delivered with an FA20 Engine.
- 2.8.5** The Cars of this Class are not homologated with the FIA. In accordance with the opening paragraph of FIA App J Art. 277, the Class is admitted under Art. 277 as free formula and the technical prescriptions applicable to it are those of these Regulations together with the FIA provisions expressly referenced herein.

2.9 DEFINITIONS

Unless otherwise stated, the definitions set out in FIA App J Art. 251-2 apply. The following definitions apply specifically to this Class:

- **Bodywork:** all entirely sprung parts of the Car in contact with the external air stream, except parts associated with the mechanical functioning of the engine, transmission and running gear. Any air intake is considered part of the bodywork.
- **Bodywork Styling:** the Original external form of the Car – its outline, profile, surfaces, glazing apertures, lighting apertures, overall length, overall width and overall height – as delivered by the manufacturer for the model concerned, disregarding only those aerodynamic devices and cooling apertures expressly permitted by art. 14 and art. 15.
- **Cockpit:** the volume which accommodates the driver, as defined in FIA App J Art. 251-2.5.4.
- **Wheel:** flange and rim. Complete wheel: flange, rim and tyre.
- **Supercharging:** increasing the weight of the charge of the fuel/air mixture in the combustion chamber over the weight induced by atmospheric pressure, ram effect and dynamic effects in the intake and exhaust systems, by any means whatsoever. Turbocharging is supercharging. Supercharging is forbidden in this Class (art. 5.10).
- **Engine Capacity:** 1,998 cc, the Original swept volume of the FA20 Engine. It may not be altered (art. 5.4).
- **Racing Weight:** the weight of the Car in running order with the driver aboard, wearing full racing equipment, and with the fuel tank empty, including any ballast then fitted.
- **Minimum Weight:** the Racing Weight below which a Car may not be at any time during an Event, measured in accordance with art. 21.
- **Reference Plane:** the horizontal plane on which the Car stands, the Car being placed on a flat surface with the tyres inflated to the pressures declared at scrutineering and with the driver aboard.
- **Eligible Model Register:** the list of Car models admitted to the Class, published and maintained by the Promoter and updated by bulletin (art. 2.2).
- **Sealed Component:** a component to which the Technical Delegate has applied a seal, marking or paint witness (art. 3.12).
- **Telemetry:** the transmission of data between a moving Car and any party connected with the entry of that Car.
- **Scrutineer / Technical Delegate:** any official appointed by the Promoter, the ASN or the Local ASN to verify the technical compliance of a Car with these regulations and with its Technical Passport.

3. GENERAL REGULATIONS

- 3.1** The Promoter reserves the right to amend the present Regulations at any time. Amendments are communicated by bulletin and take effect from the date specified in the bulletin. Amendments made for safety reasons may take effect without notice.
- 3.2** To be eligible, all Cars must comply with the prescriptions of the present Regulations at all times during an Event.
- 3.3** It is the duty of each competitor to satisfy the Scrutineers and the Stewards that the Car complies with these Regulations in their entirety at all times during an Event. The burden of proof of compliance rests with the competitor.
- 3.4** Cars must be presented in a good, clean general condition with no loose or damaged bodywork. A Car the construction or condition of which is deemed to be dangerous may be excluded by the Stewards (FIA App J Art. 253-1).
- 3.5** Anything which is not expressly authorized by the present Regulations is forbidden. Any modification to a Car relative to its Original specification that has, or may have, a positive influence on the performance of the Car is forbidden, except where expressly permitted in these regulations.
- 3.6** Modifications that clearly do not have any influence on the performance of the Car are permitted, provided they do not conflict with any article of these regulations. Authorized modifications must not result in forbidden modifications by combination.
- 3.7** Any part worn through use or accident may be replaced only by a part identical to the Original, unless an alternative is expressly permitted by these regulations.
- 3.8** Where these regulations state that a component is “free”, the component may be replaced or modified without restriction as to design, material or origin, subject only to (a) any express limitation stated in the same article, (b) the safety requirements of art. 4, and (c) the material restrictions of art. 3.10.
- 3.9** All measurements taken to verify compliance are made with the Car in the condition in which it presented itself to scrutineering, save where these regulations specify a different reference condition. The Promoter or the Technical Delegate may at any time request the disassembly of any part of the Car for verification, and may take samples of any fluid, fastener or component for analysis. The competitor bears the cost of disassembly and reassembly unless the part is found to be non-compliant, in which case the Promoter may assess additional costs. The competitor must, on request, provide the manufacturer documentation, parts catalogue references or reference components necessary to establish the Original specification of any part of the Car.
- 3.10** Material restrictions. The use of titanium is forbidden in the construction of any suspension component, wheel mounting, braking system component or fastener subject to a safety-critical load. The use of magnesium alloy is forbidden for wheels and for any component within the braking system. Carbon-carbon, ceramic and metal-matrix composite materials are forbidden in the braking system.
- 3.11** The wheels (flange + rim + tyre) must be housed within the original bodywork; the upper part of the complete wheel, located vertically over the wheel hub centre, must be covered by the bodywork when measured vertically and with the wheels turned straight (FIA App J Art. 277-4).
- 3.12** Sealed Components. The Technical Delegate may apply a seal, marking or paint witness to the engine, the cylinder head, the intake manifold, the throttle body, the engine control unit and the gearbox of any Car in the Class. Breaking, removing or disturbing a seal without the prior written authority of the Technical Delegate renders the Car non-compliant, and the Car will be reported to the Stewards. The Promoter may require any Car finishing an Event in the first three positions of the Class to submit its engine or gearbox for inspection or dismantling, at the Promoter’s cost where the Car is found to be compliant.

4. SPECIAL TECHNICAL REGULATIONS AND SAFETY REGULATIONS

FIA App J Art. 253 (Safety Equipment for Cars in Groups N, A and R-GT) and the safety list of FIA App J Art. 277-2 for vehicles comparable to Category I apply in full to every Car in the Class, in the editions current at the date of the Event. Where an FIA provision is summarised in this article, the FIA text prevails.

This applies to every Car whatever category it is declared under in art. 1.3. Cars declared as comparable to Category II-SH are held to the Category I safety list, to the Category I safety fuel tank requirement of art. 19.1, and to the Category I cockpit access, egress and wheel coverage provisions of FIA App J Art. 277-4 reproduced in art. 4.16 and art. 3.11. The Category II-SH alternatives of FIA App J Art. 277-2 — in particular the safety tank to Art. 259-6.3 or to Art. 257A-6.3 of the 2015 Appendix J — are not admitted in this Class. Where the Category II-SH list contains a requirement that the Category I list does not, that requirement applies in addition to Cars declared as Category II-SH; see art. 5.12.3.

The provisions of this article are mandatory and may not be waived except in writing by the Promoter, in consultation with the ASN, and only where an alternative arrangement provides an equivalent or higher level of safety.

Where a device is optional under these regulations, it must nevertheless be fitted in a way that complies with them (FIA App J Art. 253-2).

4.1 WINDOW NET

- 4.1.1** A racing net fixed to the safety cage, in compliance with FIA Standard 8863-2013 (FIA Technical List n°48), is compulsory on the driver's side and must be mounted according to FIA App J Art. 253-11.2.
- 4.1.2** Nets must have strips of at least 19 mm width and mesh openings of minimum 25 mm × 25 mm and maximum 60 mm × 60 mm, and must close up the window opening to the centre of the steering wheel. The net must be releasable by the driver when seated and harnessed, and by a rescue operator from outside the Car.

4.2 SAFETY HARNESS

- 4.2.1** A harness in compliance with FIA Standard 8853-2016, with a minimum of six attachment points and equipped with a turnbuckle release system, is compulsory. The harness must be within its FIA validity period as marked on the label.
- 4.2.2** It is prohibited for the safety harness to be anchored to the seat or its supports. Installation must comply with FIA App J Art. 253-6.2: crotch straps through the dedicated seat slots; lap straps through the seat with the geometry of Drawing 253-61-b; shoulder straps with the pivot point within the zone of Drawing 253-61-c and an angle of 10° to 25° between the straps in plan view (Drawing 253-61-d).
- 4.2.3** Anchorage points may be: the series anchorage points of the Car; new anchorage points reinforced by a steel plate of at least 40 cm² and 3 mm thickness capable of withstanding 15 kN (FIA App J Art. 253-6.2.4.3); a transverse reinforcement tube of at least 38 mm × 2.5 mm or 40 mm × 2 mm cold-drawn seamless carbon steel with a minimum tensile strength of 350 N/mm² fitted between the backstays of the safety cage (Drawings 253-66 and 253-67); or the safety cage itself by means of a loop. Bolts must be M12 8.8 (ISO) or 7/16" UNF minimum.
- 4.2.4** Harnesses must be used in their homologation configuration without modification or removal of parts. Elastic devices attached to the shoulder straps are forbidden. Harnesses must be replaced after every severe collision and whenever the webbing is cut, frayed or weakened, or metal parts or buckles are bent, deformed or rusted.

4.3 COMPETITION SEAT

- 4.3.1** The driver's seat must be homologated by the FIA to Standard 8855-1999, 8855-2021 or 8862-2009 and must not be modified. It must be situated ahead of the main rollbar, or ahead of the rear pillar of the

lateral rollbar. Any cushion between seat and driver must not exceed 50 mm thickness. Surface or cladding materials added to the seat must be non-flammable (ISO 3795, speed of combustion ≤ 75 mm/min).

- 4.3.2** Validity: seats to 8855-1999 may be used for 5 years from the date of manufacture on the label, extendable by 2 years by the manufacturer with an additional label. Seats to 8855-2021 and 8862-2009 may be used for 10 years from the year of manufacture.
- 4.3.3** Seats to 8855-2021 and 8862-2009 must be used with supports homologated with the seat (FIA Technical List n°91 or n°40); a single solid steel or aluminium spacer of maximum 20 mm is permitted at each contact point. For 8862-2009 seats the driver must be able to demonstrate the seating position of FIA App J Art. 253-16.1.1: the eye line between the top and bottom edges of the side head support, and a helmet-to-side-head-support clearance of ≤ 50 mm measured 150 mm from the support face.
- 4.3.4** Seat supports must be fixed either on the Original seat anchorages, directly onto the shell in accordance with Drawing 253-65, or on anchorages conforming to Drawing 253-65B, via at least four mounting points per seat using bolts of at least 8 mm diameter. The minimum contact area between support, shell and counterplate is 40 cm² per mounting point. Supports and counterplates must be at least 3 mm thick for steel or 5 mm for light alloy, with a minimum longitudinal dimension of 6 cm. The seat must be attached to the supports via four mounting points (two front, two rear), each withstanding 15,000 N. Quick-release systems must withstand 18,000 N horizontal and vertical, applied non-simultaneously. Sliding rails must be those supplied by the seat or Car manufacturer with the homologation.

4.4 GENERAL CIRCUIT BREAKER

- 4.4.1** A spark-proof general circuit breaker in compliance with FIA App J Art. 253-13, cutting all electrical circuits (battery, alternator, lights, hooters, ignition, electrical controls) and stopping the engine, is compulsory.
- 4.4.2** It must be accessible to the driver seated normally with the harness fastened and the steering wheel in place, and from outside the Car by a trigger situated at the lower part of the windscreen mounting on the driver's side, marked by a red spark in a white-edged blue triangle with a base of at least 12 cm.

4.5 EXTINGUISHERS AND EXTINGUISHING SYSTEMS

- 4.5.1** FIA App J Art. 253-7 applies. For circuit competitions, either an extinguishing system in accordance with art. 4.5.2 to 4.5.5, or manual extinguishers in accordance with art. 4.5.6 to 4.5.10, must be fitted (FIA App J Art. 253-7.1.2). Extinguishing systems and manual extinguishers in compliance with FIA Standard 8865-2015 (FIA Technical List n°52) are recommended. The use of BCF and NAF is prohibited.
- 4.5.2** Where an extinguishing system is fitted, it must comply with the FIA Standard for Plumbed-in Fire Extinguisher Systems in Competition Cars (1999) or with FIA Standard 8865-2015. The system must be used in accordance with the manufacturer's instructions and with FIA Technical List n°16 or n°52.
- 4.5.3** The extinguisher container must be adequately protected and must be situated within the Cockpit. It may also be situated in the luggage compartment on condition that it is at least 300 mm from the outer edges of the bodywork in all horizontal directions. It must be secured by a minimum of two screw-locked metallic straps and the securing system must be able to withstand a deceleration of 25 g. Anti-torpedo tabs are required. The material of the securing system must operate within the -15 °C to $+80$ °C temperature range. All extinguishing equipment must withstand fire, including the attachments of lines and nozzles. Plastic pipes are prohibited and metal pipes are obligatory, unless specified otherwise.
- 4.5.4** The driver, seated normally with the safety harness fastened and the steering wheel in place, must be able to trigger the extinguishing system manually. The electric activation box must be installed in a location where its status lights are visible to a competition official without dismounting any vehicle component when the occupant is seated normally; it may not be installed under the seat. A means of triggering from the outside must be combined with the circuit-breaker switch and must be marked with a letter "E" in red inside a white circle of at least 10 cm diameter with a red edge.
- 4.5.5** The system must work in all positions. Extinguisher nozzles must be suitable for the extinguishant and must be installed in such a way that they are not directly pointed at the occupants' heads.

- 4.5.6** Where manual extinguishers are fitted, the Car must be equipped with one or two extinguishers in compliance with FIA App J Art. 253-7.3.2 to 7.3.5, reproduced in art. 4.5.7 to 4.5.10, or with FIA Standard 8865-2015, in which case art. 4.5.7 to 4.5.9 do not apply.
- 4.5.7** Permitted extinguishants: AFFF, 4F Universal, Ecolife Plus, FX G-TEC, Viro3, Novec 1230, FK 5-1-12, powder, or any other extinguishant homologated by the FIA. Minimum quantity of extinguishant: AFFF 2.4 litres, 4F Universal 2.4 litres, Ecolife Plus 2.4 litres, FX G-TEC 2.0 kg, Viro3 2.0 kg, Novec 1230 2.0 kg, FK 5-1-12 2.0 kg, powder 2.0 kg.
- 4.5.8** All extinguishers must be pressurised according to their contents: AFFF, 4F Universal, Ecolife Plus, FX G-TEC, Viro3 and Zero 360 in accordance with the manufacturer's instructions; powder minimum 8 bar, maximum 13.5 bar. Each extinguisher filled with AFFF, 4F Universal or Ecolife Plus must be equipped with a means of checking the pressure of the contents.
- 4.5.9** The following information must be visible on each extinguisher: capacity; type of extinguishant; weight or volume of the extinguishant; and the date the extinguisher must be checked, which must be no more than two years after either the date of filling or the date of the last check, or the corresponding expiry date.
- 4.5.10** All extinguishers must be adequately protected. Their mountings must be able to withstand a deceleration of 25 g. Only quick-release metal fastenings, two minimum, with metal straps, are accepted. Anti-torpedo tabs are required. The extinguishers must be easily accessible for the driver.

4.6 ROLLOVER STRUCTURE

- 4.6.1** The fitting of a safety cage is compulsory. For Cars which do not hold an FIA homologation, the applicable safety structure regulations are those of FIA App J Art. 277-2.1 for Cars built before 01.01.2016 and of FIA App J Art. 277-2.2 for Cars built as from 01.01.2016. Under both Articles, Cars declared as comparable to Category I and Cars declared as comparable to Category II-SH (art. 1.3) must comply with FIA App J Art. 253-8, so the date of construction does not affect which Article applies to a Car in this Class.
- 4.6.2** The cage must comply with FIA App J Art. 253-8 in the edition determined by the date of homologation of the Car, which for the Cars of this Class is the date on which the Technical Passport was first issued (art. 2.8.5):
- Technical Passport first issued before 01.01.2017: Art. 253-8 of the 2016 Appendix J
 - Technical Passport first issued as from 01.01.2017 and before 01.01.2021: Art. 253-8 of the 2020 Appendix J
 - Technical Passport first issued as from 01.01.2021: the current Art. 253-8
- 4.6.3** The cage must be either (a) homologated or certified by an ASN in accordance with the FIA Homologation Regulations for Safety Cages, with an authentic copy of the certificate bearing matching numbers, approved by the ASN and signed by qualified technicians of the cage manufacturer, presented at every Event, and with an identification plate that cannot be moved or affixed temporarily; or (b) homologated by the FIA as an extension of an FIA homologation form.
- 4.6.4** Any modification to a homologated or certified cage is forbidden. Repairs must be carried out by, or with the approval of, the cage manufacturer. Chromium plating is forbidden. Dismountable joints must not be welded once assembled.
- 4.6.5** Cage tubes must not carry fluids or any other item. Inside the Cockpit, the passage of electric cables, fluid lines (except windscreen washer fluid) and extinguishing system lines between the side members of the bodyshell and the safety cage is forbidden. Members may intrude into the occupant's space in passing through the dashboard and trims.
- 4.6.6** Padding to FIA Standard 8857-2001 Type A (FIA Technical List n°23) is compulsory on all tubes identified on FIA Drawing 253-68 and on all roof reinforcements, and wherever the driver's body could come into contact with the cage. Each padding must be fixed so that it is not moveable relative to the tube. The cage must not unduly impede the entry or exit of the driver.

4.7 LIGHTING AND RAIN LIGHT

- 4.7.1** Headlights, tail lights, brake lights and direction indicators must be Original in position and appearance and must be in working order at all times during any on-track session. Removal or repositioning of headlights is forbidden. Light units may be replaced by units of the same outline; LED or HID replacement of the light source is permitted provided the unit does not blind or obstruct other competitors. Headlight lenses must be protected by a transparent film.
- 4.7.2** A rear rain light approved to FIA Standard 8874-2019 and listed in FIA Technical List n°76 is compulsory (FIA App J Art. 277-2). It must be installed at the rear centreline facing rearwards, in accordance with FIA App J Art. 259-8.4.2, and must be illuminated whenever the Race Director or a track signal so requires.

4.8 VIDEO CAMERAS

- 4.8.1** The Scrutineers must approve the fixation of any video camera to the Car at initial scrutineering. Cameras must be mounted according to FIA App J Art. 253-2:
- Cameras must not protrude beyond the surface of the bodywork
 - Mountings must be by screwing, metal screw clamp, express clamp or metal inserts; bonding, double-sided tape, adhesive material and suction devices are forbidden
 - Mountings must withstand a minimum deceleration of 25 g
 - The installation must be complete before scrutineering
 - The camera must not hinder the driver's visibility, exit or extrication in case of emergency

4.9 REAR VIEW

- 4.9.1** Two external rear-view mirrors, one on the left-hand and one on the right-hand side, in compliance with FIA App J Art. 253-9, are compulsory. Each mirror must have a reflecting surface of at least 90 cm². They may be the series mirrors. An inside rear-view mirror is optional. A cut-out of maximum 25 cm² per mirror housing is permitted for Cockpit ventilation.

4.10 TOWING EYES

- 4.10.1** A front and a rear towing eye in compliance with FIA App J Art. 253-10 are compulsory. Each must be clearly visible and painted yellow, red or orange, must permit the passage of a 60 mm cylinder, and must allow the Car to be towed on a dry surface by traction in a plane parallel to the ground at $\pm 15^\circ$ to the longitudinal centreline.

4.11 LINES, PUMPS AND AUTOMATIC FUEL CUT-OFF

- 4.11.1** Fuel, oil and brake lines must be protected externally against any risk of deterioration and internally against all risks of fire and deterioration. This is obligatory where the series production fitting is not retained, or where the lines pass inside the vehicle and their protective covering has been removed. Metal parts of fuel lines isolated from the shell by non-conducting parts must be electrically connected to the shell.
- 4.11.2** Where the series fitting is not retained, fuel, lubricating oil and pressurized hydraulic lines must comply with FIA App J Art. 253-3.2: when flexible, threaded, crimped or self-sealing connectors and an outer braid resistant to abrasion and flame; minimum burst pressure 70 bar (1,000 psi) at 135 °C for fuel lines and 70 bar at 232 °C for lubricating oil lines; 280 bar (4,000 psi) at 232 °C for hydraulic lines under pressure, or at least twice the operating pressure where that exceeds 140 bar.
- 4.11.3** Lines containing fuel or hydraulic fluid may pass through the Cockpit, but without any connectors inside it except on the front and rear bulkheads in accordance with FIA Drawings 253-59 and 253-60, and on the braking and clutch circuits. All fuel lines situated inside the Cockpit must be continuous. Pressurized fuel lines, fuel pumps, fuel filters and fuel pressure regulators inside the Cockpit must be shielded from the driver by a fire-resistant cover.

- 4.11.4** All fuel feed pipes going to the engine must be provided with automatic cut-off valves located directly on the fuel tank, in compliance with FIA App J Art. 253-3.3. All fuel pumps must operate only when the engine is running, except during the starting process.
- 4.11.5** The fuel tank ventilation line, as far as the valves, must meet the specification of art. 4.11.2 and must be fitted with a gravity-activated roll-over valve, a float chamber ventilation valve and a blow-off valve with a maximum over-pressure of 200 mbar (FIA App J Art. 253-3.4). Where the internal diameter of the breather venting tube exceeds 20 mm, an FIA-homologated non-return valve as defined in FIA App J Art. 253-14.2 must be fitted.

4.12 PROTECTION AGAINST FIRE

- 4.12.1** An efficient protective screen must be placed between the engine and the driver's seat to prevent the direct passage of flames in case of fire (FIA App J Art. 253-15). Where any part of the fuel system is located behind the driver, an equivalent fire-resistant bulkhead must separate it from the Cockpit. If this screen is formed by the rear seat position or trim, it must be covered with a flameproof coating. Insulating material may be added to the existing bulkhead.

4.13 ADDITIONAL SAFETY FASTENERS

- 4.13.1** At least two additional safety fasteners must be fitted for each of the bonnet and boot lids. The Original locking mechanisms must be rendered inoperative or removed.
- 4.13.2** Large objects carried on board the vehicle must be firmly fixed. Spare wheels, tools and jacks must be removed.

4.14 IMPACT DATA RECORDER

- 4.14.1** The installation of an Impact Data Recorder (IDR) in accordance with FIA App J Art. 253-20 and FIA Technical List n°113 is recommended for all Cars. Where fitted, it must be in working order at all times and must be replaced before the end of its two-year validity.
- 4.14.2** In the event of an accident the recorded data may be taken only by an authorised representative of the FIA, of the ASN or of the Promoter. The data ownership rights of all data recorded are assigned to the FIA and/or the ASN. The Promoter reserves the right to make the IDR compulsory by bulletin.

4.15 AIRBAGS AND PYROTECHNIC DEVICES

- 4.15.1** All airbags, seat-belt pre-tensioners and other pyrotechnic devices must be removed. Warning lights associated with them may be disabled.

4.16 COCKPIT ACCESS AND EGRESS

- 4.16.1** All closed Cars must have at least one opening on each side in order to allow access to the Cockpit.
- 4.16.2** Every Car must be designed so as to allow the driver to get out from the normal driving position in 7 seconds through the driver's opening and in 9 seconds through the passenger's opening (FIA App J Art. 277-4). The Technical Delegate may require a timed demonstration at scrutineering.

4.17 WINDSCREEN WIPER AND DEMISTING

- 4.17.1** A windscreen wiper in working order is mandatory. An efficient windscreen demisting system is mandatory (FIA App J Art. 277-2, by reference to Art. 279-10.2.2).

4.18 REVERSE GEAR

- 4.18.1** Every Car must have a reverse gear in working order which, at any time during the Event, can be selected while the engine is running and used by the driver when seated normally (FIA App J Art. 275-9.4).

4.19 OIL CATCH TANK

- 4.19.1** Where the engine breather is not returned to the intake, an oil catch tank complying with FIA App J Art. 255-5.1.14 of the 2019 Appendix J is compulsory, of minimum 2 litres capacity for engines up to 2,000 cc and 3 litres above 2,000 cc, made of translucent plastic or including a transparent panel.

4.20 PRESSURE CONTROL VALVES

- 4.20.1** Pressure control valves on the wheels are forbidden (FIA App J Art. 253-17).

5. ENGINE

- 5.1** Only the FA20 Engine (art. 2.4) is permitted, in the specification in which it was delivered by the manufacturer, subject only to the modifications expressly permitted by this article and by art. 18.5. Engine swaps of every kind are forbidden. The engine must bear its Original manufacturer identification and engine number in a legible condition.
- 5.2** The engine must be installed in the Original engine bay, in the Original position, orientation and inclination, on the Original engine mounting brackets and Original chassis mounting points. Displacement of the engine within the engine bay is forbidden. Engine mounting bushes are free in material – rubber, polyurethane or metal – provided the Original mounting points and the Original engine position are retained.
- 5.3** The following components must be Original, unmodified, and must carry their manufacturer part or casting numbers: cylinder block; crankshaft; connecting rods and rod bolts; pistons, piston rings and piston pins; main and big-end bearings; cylinder heads; valves, valve seats, valve guides, valve springs, retainers and shims; camshafts, camshaft sprockets and the timing chain, its guides and its tensioner; the variable valve timing units and their control solenoids; the oil pump; the water pump; the intake manifold; the throttle body; the direct-injection high-pressure pump and its drive; the direct and port fuel injectors and both fuel rails; the exhaust manifolds up to their outlet flanges; and all engine sensors of the Original type in their Original positions.
- 5.4** Engine Capacity must remain the Original 1,998 cc. Reboring, stroking, sleeving to a different bore and any other change to the swept volume are forbidden. Honing to restore the Original bore within the manufacturer's service limits is permitted; the finished bore must remain within the manufacturer's standard-size specification.
- 5.5** The compression ratio must remain Original. Machining of the cylinder head gasket face, of the cylinder block deck, of the combustion chambers or of the piston crowns is forbidden. The cylinder head gasket must be the Original part or the manufacturer's service replacement of Original thickness.
- 5.6** The number of valves per cylinder, their location, their angle and their Original lift and timing must be retained. Alternative valve springs, retainers, camshafts, lifters and shims are forbidden. The variable valve timing system must remain Original and operative; disabling, locking or removing it is forbidden.
- 5.7** Balancing, blueprinting, lightening, polishing, port matching, gas-flowing, knife-edging, coating including DLC and ceramic coatings, and any other machining or surface treatment of an engine component required by this article to be Original are forbidden. Components must be assembled within the manufacturer's published tolerances; selection of parts within those tolerances is permitted.
- 5.8** Repairs and rebuilds must be carried out using manufacturer parts of the Original specification. A component of a different model year may be used only where the manufacturer supersedes the Original part number by that component for the model concerned; the superseding part number must be produced on request.
- 5.9** The following, and no others, are free: the air filter and the air filter housing and ducting upstream of the throttle body, subject to art. 5.11.2; spark plugs of the Original heat range or one grade colder; the ignition coils, provided they are of the Original type and mounting; the accessory drive belt; the alternator pulley, provided the Original alternator output is maintained; the engine oil, the oil filter and the coolant specification; fasteners not subject to art. 3.10; and gaskets and seals other than the cylinder head gasket.

5.10 FORCED INDUCTION

- 5.10.1** Forced induction of any kind is forbidden. Turbochargers, superchargers, pressure-wave chargers and any device increasing the weight of the charge over that induced by atmospheric pressure and normal ram and dynamic effects are forbidden.
- 5.10.2** Nitrous oxide, water or methanol injection, charge chilling by any means other than ambient air, and any oxidant other than air are forbidden.
- 5.10.3** Any hybrid, electric or energy-recovery system is forbidden. Where such a system is Original to a Car, that Car is not eligible for the Class.

5.11 INTAKE AND INJECTION

- 5.11.1** The intake manifold and the throttle body must be Original (art. 5.3). Variable-length and variable-geometry intake systems other than the Original system are forbidden. Individual throttle bodies are forbidden.
- 5.11.2** The intake must draw air only from within the bodywork or through an aperture permitted by art. 14.6 or art. 14.7, and no part of the intake may protrude beyond the bodywork.
- 5.11.3** The Original combined direct and port injection system must be retained and both injection circuits must remain operative. Conversion to port injection only, to direct injection only, or to any other injection arrangement is forbidden. Additional injectors are forbidden.
- 5.11.4** The fuel pump, the low-pressure fuel lines, the fuel filter, the fuel pressure regulator and a swirl pot between the safety fuel tank (art. 19) and the Original high-pressure pump are free, subject to art. 4.11. The Original high-pressure direct-injection pump, fuel rails and injectors must be retained (art. 5.3).
- 5.11.5** Where an air restrictor is specified for the Class or for an individual Car in the Balance of Performance Publication of the specific Event, it must be fitted in accordance with that publication and must be capable of being sealed by the Technical Delegate.

5.12 LUBRICATION

- 5.12.1** The Original wet-sump system must be retained. Dry-sump systems are forbidden. Baffles may be fitted inside the Original sump, and the Original sump may be replaced by a baffled sump of the same external dimensions and of the same or greater capacity, provided the Original mounting face and the Original oil pump pick-up geometry are retained. An oil accumulator charged at high oil pressure and discharged at low pressure is permitted.
- 5.12.2** An engine oil cooler is permitted, mounted within the bodywork, with lines complying with art. 4.11. Oil coolers are also permitted for gearbox oil and differential oil, provided no cooler is external to the bodywork. An oil catch tank per art. 4.19 is compulsory.
- 5.12.3** The Cars of this Class are declared as comparable to Category II-SH (art. 1.3) and must in addition comply with FIA App J Art. 275-7.2 (longitudinal location of the oil system), which is required by the Category II-SH safety list of FIA App J Art. 277-2.

5.13 COOLING SYSTEM

- 5.13.1** The water radiator may be replaced by a radiator of free design provided that it is located in the Original position and that the Original under-bonnet sheet metal is not modified other than by local trimming to accommodate it. Additional water radiators are forbidden. Hoses, thermostat, radiator cap, expansion tank and electric cooling fans are free. Ducting to improve airflow through the radiator is permitted within art. 14.6 and art. 14.7.
- 5.13.2** Devices that spray water or any other fluid or gas as a cooling agent onto the outer surface of any radiator, cooler or brake are forbidden.

- 5.13.3** Heat shielding of engine or manifold components is permitted, using manufacturer-standard shielding plate or heat-shield wrap.

5.14 ENGINE SPEED

- 5.14.1** The maximum engine speed is that specified for the Class or for an individual Car in the Balance of Performance Publication of the specific Event. Where no figure is published, the maximum engine speed is the limit of the Original manufacturer calibration.
- 5.14.2** Engine speed is monitored by the data logger prescribed in the Sporting Regulations; the logged figure is definitive. Exceeding the applicable maximum engine speed by more than the tolerance published with it in any session will be reported to the Stewards.

6. EXHAUST SYSTEM

- 6.1** The exhaust manifolds must be Original (art. 5.3). Downstream of the manifold outlet flange the exhaust system, including the front and over pipes, the catalytic converter, the mid pipe, the silencer and the tailpipe, is free, subject to art. 7 and to art. 4.12.
- 6.2** All Cars must be fitted with at least one silencer. Open exhausts are forbidden.
- 6.3** The exhaust outlet or outlets must be located behind the mid-point of the wheelbase, must not protrude beyond the perimeter of the bodywork viewed from above, and must be directed rearwards or sideways at no more than 45 degrees to the longitudinal axis of the Car, with the outlet no more than 450 mm and no less than 100 mm above the ground.
- 6.4** Exhaust components may not pass through the Cockpit.
- 6.5** All Cars are recommended to be fitted with a catalytic converter.
- 6.6** The Promoter may nominate a control exhaust system for the Class by bulletin, in which case only that system may be used from the date stated in the bulletin.

7. NOISE LIMITATIONS

7.1 NOISE LIMITS

- 7.1.1** The noise limitations and regulations of local authorities and circuits always take precedence over the limit described below. In such a case, the applicable noise limitation will be described in the Supplementary Regulations of the specific Event, and the competitor is responsible for fitting such silencing as is necessary to comply.
- 7.1.2** The following noise limit value may not be exceeded, for all Events: 120 dB(A) at 0.5 m, measured according to the measuring method described in art. 7.2.

7.2 MEASURING METHOD

- 7.2.1** Noise measurement is performed at 0.5 m from the end of each exhaust outlet, with the microphone at exhaust outlet level, at an angle of 45 degrees (± 10 degrees) to the longitudinal axis of the exhaust outlet. Where more than one exhaust outlet is fitted, each is measured separately and the highest reading is used for compliance.
- 7.2.2** Where the exhaust outlet is not directly accessible, the test may be performed at 2.0 m from the centreline of the Car, with the microphone 1.2 m above the ground.
- 7.2.3** Measurements are performed outdoors with no large reflecting object within 3.0 m for the 0.5 m test, or within 10.0 m for the 2.0 m test. Background noise must be at least 10 dB(A) below the measured level.

- 7.2.4** The noise generated must not exceed the prescribed level at 3,800 rpm, or at three-quarters of maximum engine speed, whichever is lower. The engine must be at racing operating temperature at the time of measurement.

7.3 PENALTIES FOR NOISE INFRINGEMENTS

- 7.3.1** First offence during practice or qualifying: the lap times achieved up to the moment of the infringement may be cancelled, and the Car must be brought into compliance before further track activity. Repeated or persistent offences may result in penalties as defined in the Sporting Regulations or imposed by the Stewards.
- 7.3.2** Offences detected during a race are referred to the Stewards for sanction in accordance with the Code and the Sporting Regulations.

8. DRIVE TRAIN

- 8.1** The gearbox must be the Original six-speed manual gearbox supplied by the manufacturer for the model, complete and unmodified: Original casing, Original gear sets, Original individual ratios, Original synchromesh assemblies and Original selector mechanism. Sequential gearboxes, dog-engagement gear sets, aftermarket gear sets, alternative individual ratios, straight-cut gears and any conversion of the Original gearbox are forbidden.
- 8.2** A Car delivered by the manufacturer with the Original six-speed automatic transmission must be converted to the Original six-speed manual gearbox of the same model in order to be eligible, using manufacturer parts. Automatic, automated-manual and dual-clutch transmissions may not be used in competition in this Class.
- 8.3** Gearbox internals must be repaired or replaced only with manufacturer parts of the Original specification (art. 5.8). The gearbox must remain in its Original location and may be sealed by the Technical Delegate (art. 3.12).
- 8.4** The following are free: the gear lever, the gear lever knob, the shift-linkage bushes and a short-shift lever assembly, provided the Original gearbox selector mechanism inside the casing is unmodified; the gearbox mounting bushes, provided the Original mounting points are retained; and the gearbox oil.
- 8.5** The Original differential housing must be retained, in its Original position, on its Original mountings and with its Original mounting points on the shell and rear subframe. Replacement, relocation and modification of the housing are forbidden; differential housing mounting bushes are free in material. The differential centre is free: mechanical limited-slip differentials of any type, including plate, helical and viscous units, and a solid centre, are permitted provided the unit fits within the Original housing without modification of that housing. Electronically controlled differentials, active torque-vectoring systems and any electronic torque-biasing system are forbidden; where Original, they must be removed or permanently disabled. The final drive ratio is free and must be declared in the eligibility record.
- 8.6** Driveshafts, the propeller shaft and their joints are free. The propeller shaft must be fitted with at least one steel safety hoop preventing contact with the ground or the floor in case of failure.
- 8.7** Hubs and wheel bearings are free, but centre-lock hubs are forbidden (art. 9.1.4).
- 8.8** The clutch friction plate, pressure plate and release bearing are free, provided the clutch is of the single-plate type and operates on the Original spline count and diameter of the gearbox input shaft. Multi-plate and carbon clutches are forbidden. Clutch actuation must be by driver-operated pedal; automatic, electronic and paddle-operated clutch actuation are forbidden. The clutch master and slave cylinders are free.
- 8.9** The flywheel is free provided that it is of steel and that its weight, complete with ring gear, is not less than the minimum specified in the Balance of Performance Publication. Where no minimum is published, the Original flywheel must be fitted. Aluminium, titanium and composite flywheels are forbidden.

8.10 A reverse gear is compulsory, see art. 4.18.

9. WHEELS AND TYRES

9.1 WHEELS

- 9.1.1** Wheel rims must be manufactured from steel or aluminium alloy only, of homogeneous metallic material in accordance with FIA App J Art. 275-12.2. Magnesium, carbon and composite wheels are forbidden.
- 9.1.2** Wheel diameter must be 17 inches. The maximum rim width is that specified for the Class in the Balance of Performance Publication of the specific Event. All four wheels must be of the same design, diameter and width.
- 9.1.3** Wheel design is otherwise free provided the complete wheel remains housed within the bodywork in accordance with art. 3.11.
- 9.1.4** Wheel retention must be by a minimum of five studs or bolts per wheel; centre-lock fixing is forbidden. Wheel studs may be used in place of bolts. Wheel nuts must be open-ended and of steel.
- 9.1.5** Wheel spacers are permitted provided that they are of a single piece of steel or aluminium alloy, are centred on the hub, do not exceed 20 mm in thickness, and that the complete wheel remains housed within the bodywork in accordance with art. 3.11.
- 9.1.6** Pressure control valves on the wheels are forbidden, see art. 4.20.

9.2 TYRES

- 9.2.1** Only the tyre nominated by the Promoter as the spec tyre for this Class, supplied by the official tyre supplier of the Championship and bearing the supplier's barcode or identification, may be used. The nominated dry tyre specification is published by the Promoter before the first Event of the season and may be changed only by bulletin.
- 9.2.2** The wet tyre specification, the number of tyres per Event and the tyre allocation procedure are laid down in the Sporting Regulations and in the Supplementary Regulations of the specific Event.
- 9.2.3** Any treatment of the tyre, chemical or mechanical, including heating by any means other than driving, is forbidden. Tyre warmers are forbidden.
- 9.2.4** Tyre pressure monitoring systems are permitted.

10. GROUND CLEARANCE

- 10.1** No part of the Car, with the exception of the rims and tyres, may touch the ground when both tyres situated on the same side of the Car are deflated (FIA App J Art. 252-2.1). The test is carried out on a flat surface under race conditions, with the occupants on board.
- 10.2** Ride height is 6cm

11. BRAKING SYSTEM

- 11.1** The braking system must be of the double-circuit type operated by the same pedal: in case of a leakage at any point of the brake system pipes or of any kind of failure in the brake transmission system, the pedal must still control at least two wheels. Where such a system is fitted in series production, no modification is necessary. Where a non-Original pedal box or master cylinder arrangement is fitted, the double-circuit function must be preserved.
- 11.2** The braking system is otherwise free within the limits of art. 11.3 to 11.9 and subject to the material restrictions of art. 3.10.

- 11.3** Calipers, front and rear, must have a maximum of four pistons each, must be made of aluminium alloy, steel or cast iron, and only one caliper is permitted per wheel. Caliper pistons must be of steel, stainless steel or aluminium.
- Calipers must be mounted at the Original mounting points. Adaptor brackets of steel or aluminium alloy are permitted.
- 11.4** Brake discs must be of ferrous material, cast iron or steel. Carbon, carbon-ceramic, aluminium and ceramic discs are forbidden. Floating discs are permitted. The maximum disc diameter is that specified for the Class in the Balance of Performance Publication of the specific Event; where no figure is published, disc diameter is free within the wheel diameter of art. 9.1.2.
- 11.5** Brake pad material is free.
- 11.6** Protector plates and dust covers may be retained or removed.
- 11.7** Brake cooling ducts may be fitted. Only air may be used as a cooling medium. Air may be collected from openings in the front bumper cover, the front spoiler or the wing ventilation holes of art. 14.7. Headlight units may not be removed or replaced by ducts.
- 11.8** Brake boosters and Original braking force distribution valves may be retained, disconnected or removed. A driver-adjustable brake bias valve or balance bar is permitted only where a twin-master-cylinder pedal box with two fully independent circuits is fitted.
- 11.9** A handbrake acting on at least two wheels must be retained and operational, unless the hydraulic system is of the twin-master-cylinder type with two fully independent circuits, in which case it may be removed. A “fly-off” handbrake may be installed.
- 11.10** The Original ABS system may be retained, disabled or removed. Non-Original, aftermarket and motorsport ABS systems are forbidden in this Class.

12. STEERING

- 12.1** The steering rack and the Original electric power steering assistance must be Original and operative. Alternative racks, alternative steering ratios, conversion to hydraulic or manual steering and the removal of power assistance are forbidden.
- 12.2** The steering column may be replaced by a column of free design provided that the Original rack input geometry is retained and that art. 12.4 is respected.
- 12.3** Steering track-rod ends and steering arms must be Original, save that adjustable track-rod ends of steel are permitted in order to set toe within the range permitted by art. 13.
- 12.4** The steering may not act on the rear axle. Four-wheel steering and any rear-wheel steering device are forbidden.
- 12.5** The anti-theft steering lock must be removed or permanently rendered inoperative. Any steering column adjustment system must be locked and adjustable only by means of tools (FIA App J Art. 253-4).

13. SUSPENSION AND SHOCK ABSORBERS

- 13.1** The Original suspension type and layout must be retained for each axle: MacPherson strut at the front and double wishbone at the rear, as delivered by the manufacturer for the model. Conversion from one suspension type to another is forbidden. The suspension pick-up points on the bodyshell and on both subframes must remain in their Original location; the attachment points on the shell may be reinforced. Both subframes are part of the Original Chassis (art. 2.5) and must be Original and unmodified.
- 13.2** Suspension arms, links and uprights must be Original, save that they may be replaced by parts of free design in steel or aluminium alloy only, in application of FIA App J Art. 275-10.3 and 275-10.4.1, provided

the Original pick-up points and the Original suspension type are respected. Composite suspension members are forbidden.

- 13.3** Springs are free but must be of steel. Bump rubbers and helper springs are free.
- 13.4** Shock absorbers are free, including their method of fixing, provided the attachment points on the bodyshell are not changed. The Original spring seat may be removed. Coil-over units, where not Original, may be fitted.
- 13.5** Remote-reservoir and externally adjustable dampers are permitted, with a maximum of two external adjustments per damper. Cockpit-adjustable damping and electronically controlled, active or semi-active damping are forbidden and, where Original, must be removed or permanently disabled.
- 13.6** Anti-roll bars, their drop links and mountings are free, including adjustable types, provided they attach at the Original mounting points. Cockpit-adjustable anti-roll bars are forbidden.
- 13.7** Suspension mounting bushes are free, including the use of spherical bearings, provided they are fitted to the suspension components without any additional machining of the suspension components other than that necessary to fit the bearing housing.
- 13.8** Strut tower braces and chassis braces are free provided they attach to existing bodyshell points or to points created by bolting, are demountable, and do not form part of the safety cage.
- 13.9** Adjustable upper mounts (camber and caster plates) are permitted at the front provided the Original upper mounting points on the shell are used. Wheel alignment is free, subject to art. 10.

14. BODYWORK

- 14.0** The Bodywork Styling of the Original model (art. 2.9) must be retained. The Car must be recognizable at all times as the production model from which it derives. Wide-body conversions, panel or lighting transplants from another model, changes to the roof line or to the glazing apertures, and any change to the Original external outline are forbidden, except for the cooling apertures of art. 14.6 and art. 14.7 and the aerodynamic devices expressly permitted by art. 15.
- 14.1** The Original bodyshell or monocoque must be retained. Local reinforcement of the shell by the addition of material is permitted provided the added material follows the Original shape and is in contact with it. Seam welding is permitted. Removal of material from the shell is forbidden except as expressly permitted for the fitting of the safety cage, seat mountings, harness anchorages, the fuel system, wheel arch clearance and cooling ducts.
- 14.2** Overall body width must remain the Original width of the model, measured at any point excluding mirrors. Overall length and overall height must remain Original, save for the aerodynamic devices permitted by art. 15 and for the effect of ride-height adjustment permitted by art. 13.
- 14.3** All external bodywork panels must be in place at all times. The bonnet, the boot lid, the front wings and the front and rear bumper covers may be replaced by panels of alternative material, including glass-reinforced plastic or carbon fibre, provided each panel retains the Original external shape, outline and dimensions within a tolerance of ± 10 mm and is fitted at the Original mounting points.
- 14.4** The doors must be the Original steel doors, retaining the Original hinges, the Original external door handle on the driver's side and sufficient structure to carry the door bars of the safety cage where the cage design relies on them. Replacement door skins, composite doors and replacement rear quarter panels are forbidden.
- 14.5** The roof, floor, pillars, sills and bulkheads must remain of the Original material and Original shape.
- 14.6** The bonnet may be modified to include one or more air intakes or cooling vents. No part of any duct, vent or scoop may extend more than 100 mm above the Original bonnet line. Openings must be meshed or otherwise arranged so that no part of the engine is visible in side view. The boot lid may be vented.
- 14.7** Ventilation holes in the front wings and in the bumper cover are permitted for brake and engine-bay cooling, provided they are meshed with a maximum aperture of 10 mm and do not exceed 250 cm² per wing.
- The apertures permitted by art. 14.6 and art. 14.7, together with apertures in the front bumper cover for radiator, oil-cooler and brake cooling air within the Original grille and lower-intake apertures or created below the front bumper beam line, are the only apertures permitted. Apertures in the roof, the doors, the sills, the rear quarter panels and the rear bumper cover are forbidden. No aperture may be positioned or shaped so as to produce an aerodynamic effect beyond the conveyance of cooling air; the Technical Delegate may require the removal or blanking of any aperture judged contrary to this article.
- 14.8** Front and rear bumpers and their covers must retain the Original outline. Internal bumper beams and crash structures may be removed or replaced; where removed, the bumper cover must be supported so as not to deform at speed.

14.9 WHEEL ARCHES

- 14.9.1** Wheel arches may be modified to provide tyre clearance by folding or trimming the inner lip and by rolling the outer edge. Sharp-edged bodywork parts in the area of the wheel arch which might damage the tyres or other rotating parts may be folded back.
- 14.9.2** Wheel-arch extensions, flares and spacer-mounted arch widening are forbidden. The external arch profile must not be altered.

15. AERODYNAMIC DEVICES

- 15.1** Any aerodynamic device not expressly permitted in this article is forbidden. Movable aerodynamic devices of any kind are forbidden.

15.2 FRONT SPLITTER, AIR DAM OR CHIN SPOILER

- 15.2.1** One device may be fitted below the front bumper, of plastic or composite material including carbon fibre, bolted or riveted to the Car. Bonding or tape alone is not acceptable.
- 15.2.2** The device must not protrude more than 100 mm forward of the frontmost point of the Original bumper cover in plan view, must not extend rearward beyond the front face of the front wheel-well opening, must be flat in its lower surface, and must have no part more than 50 mm below the lowest point of the bodywork.
- 15.2.3** Splitter end plates and vertical fences of maximum 50 mm height are permitted within the plan-view footprint of the splitter.

15.3 CANARDS AND SIDE SKIRTS

- 15.3.1** Canards (dive planes) may be fitted to the front bumper cover, to a maximum of two per side. Side skirts may be fitted, one along each sill. Neither may protrude beyond the Original body width of art. 14.2, nor forward of the frontmost point of the Original bumper cover, and a side skirt may extend no lower than the lowest point of the Original sill by more than 50 mm.

15.4 REAR DIFFUSER

- 15.4.1** One device may be fitted below the rear bumper, extending forward no further than the front face of the rear tyre, with strakes of maximum 150 mm depth, and not protruding rearward beyond the Original bumper cover in plan view.

15.5 REAR WING OR SPOILER

- 15.5.1** One rear wing or one deck spoiler is permitted. Standard spoilers may be removed.
- 15.5.2** A rear wing must be rigidly attached to the main structure of the vehicle – the bodyshell, the rear chassis rails, the boot floor reinforced to the shell, or the safety cage where certified for the purpose – and not just to the bodywork (FIA App J Art. 277-5). Wing end plates may touch the bodywork but must not transfer any load to it.
- 15.5.3** A deck spoiler bonded or bolted only to the boot lid skin is permitted provided it has no end plates and does not exceed the Original boot lid outline by more than 150 mm.
- 15.5.4** Only single-element wings are permitted. Multi-element wings, swan-neck mountings, gurney flaps exceeding 20 mm, and any wing adjustment from the Cockpit or by remote means are forbidden.
- 15.5.5** End plates must not exceed 300 mm × 200 mm, must have a minimum thickness of 10 mm and must not have any sharp edges.
- 15.5.6** The device must not protrude more than 150 mm rearward of the rearmost point of the Original bodywork viewed from the side, and must not be wider than the Original bodywork at its point of attachment.
- 15.5.7** No part of the device may be higher than the highest point of the roof of the Car, except that on hatchback and fastback bodies the device may extend above the roofline by no more than 100 mm.

15.6 UNDERBODY

- 15.6.1** A flat floor of composite or aluminium may be fitted between the front and rear axle lines, flat and parallel to the Reference Plane, provided no fins, strakes, ducts, tunnels or other air-channelling features are incorporated. The floor must not extend beyond the bodywork in plan view.
- 15.7** Brake cooling ducts are permitted in accordance with art. 11.7.

- 15.8** The Technical Delegate may require the removal or modification of any device judged to be dangerous, insecurely mounted or contrary to the intent of this article.
- 15.9** The rear wing or spoiler angle as presented at scrutineering is recorded in the eligibility record (art. 2.8.3) and may not be changed during an Event without the approval of the Technical Delegate.
- 15.10** The Promoter may nominate a control aerodynamic kit for the Class by bulletin, comprising the front splitter, the rear wing and the rear diffuser. Where such a kit is nominated, it becomes the only permitted aerodynamic specification for the Class from the date stated in the bulletin, and this article applies to it as the limits of that kit.

16. GLASS SURFACES AND MATERIAL

- 16.1** The windscreen must be made of laminated glass and must be Original or a road-certified replacement of identical shape. Polycarbonate windscreens are forbidden.
- 16.2** The windscreen may be fitted with one or more transparent and colourless films of 400 microns maximum total thickness on its outer surface, and with a sun strip that allows the driver to see the marshal signals. Windscreen safety fixing devices in accordance with FIA App J Art. 253-12 may be used freely.
- 16.3** Side and rear windows may be either (a) the Original road-certified glass, in which case a transparent and colourless anti-shatter film of maximum 100 microns must be applied to the inner surface of all side and rear glass; or (b) replaced by polycarbonate windows of at least 4 mm thickness, 3 mm for rear quarter windows, of the same shape and outline as the Original glazing, retained at all edges by a bonded joint plus mechanical fasteners, and not protruding beyond the exterior surface of the Original glazing.
- 16.4** Tinted glass or tinted film is permitted on side and rear windows provided that a person situated 5 m from the Car can see the driver and the contents of the Cockpit under all circumstances. Synthetic screens may not be tinted.
- 16.5** The driver's door window must be either operable, manually or electrically, or fitted with an aperture allowing the driver to make hand signals.

17. COCKPIT

- 17.1** Seats. The driver's seat must comply with art. 4.3. The passenger seat and the rear seats may be removed; the passenger seat, if retained, must comply with art. 4.3.
- 17.2** Dashboard. The dashboard may be replaced or modified; it must retain no sharp edges and must not impede driver extrication. Additional measuring instruments, gauges, displays and switch panels may be freely installed in place of, or in addition to, the Original units.
- 17.3** Pedals and the pedal box are free provided the double-circuit braking requirement of art. 11.1 is maintained.
- 17.4** The steering wheel is free, including quick-release types. The steering wheel must not incorporate any airbag.
- 17.5** Doors and side trim. The doors must be clad so as to obscure the window winder mechanism and any wiring where retained. The method of cladding is free, provided it protects the driver from entanglement. Original door trims may be replaced by panels of any material.
- 17.6** Electric window winding mechanisms may be replaced by manual systems, or removed where polycarbonate windows are fitted.
- 17.7** It is permitted to remove all interior trim, including the roof lining, carpets and sound-deadening materials. Where trim is removed, all sharp edges thereby exposed must be covered.
- 17.8** Heating, air-conditioning, audio and infotainment systems and their components may be removed, provided the windscreen demisting requirement of art. 4.17 is met.

- 17.9** Central locking systems must be disconnected. They may be removed in their entirety and replaced with manually operated door locks. Doors must be openable from inside and outside.
- 17.10** Air pipes may only pass through the Cockpit if they are intended for the ventilation of the Cockpit. Lines containing cooling water or lubricating oil must be outside the Cockpit.
- 17.11** All additional accessories and equipment are allowed without restriction on the express condition that they do not influence, in the opinion of the Technical Delegate, even in a secondary manner, the roadholding or the strength of the structure of the Car.

18. ELECTRICAL SYSTEM

- 18.1** Wiring looms, relays and fuse boxes are free. The alternator must be Original or a replacement of the Original output and mounting. Engine sensors must be Original and in their Original positions (art. 5.3).
- 18.2** The general circuit breaker of art. 4.4 is compulsory.

18.3 BATTERIES

- 18.3.1** The make and capacity of the battery are free and its position is free, provided that it is securely fixed and covered to avoid any short-circuiting or leaks (FIA App J Art. 277-2).
- 18.3.2** The battery must be secured by a metal cradle and at least two metal straps with insulated fastenings, capable of withstanding a deceleration of 25 g. The positive terminal must be insulated.
- 18.3.3** Wet lead-acid batteries are forbidden in the Cockpit. A dry-cell, AGM, gel or lithium battery may be located in the Cockpit provided it is contained in a sealed, vented, leak-proof box.
- 18.3.4** Lithium batteries must be of a type intended for automotive use with integral battery management, and their position must be declared in the Technical Passport.
- 18.4** The ignition system must be of the Original type and mounting (art. 5.9). Spark plugs are subject to art. 5.9.

18.5 ENGINE CONTROL AND DRIVER AIDS

- 18.5.1** The Original engine control unit (ECU) for the model must be retained, with its Original hardware, its Original part number and its Original connector. Standalone and aftermarket engine control units, piggyback modules, auxiliary injection or ignition controllers, and any device that intercepts or modifies a signal between a sensor and the ECU are forbidden.
 - 18.5.1.1** The calibration held in the Original ECU is free, subject to art. 5.14 and to any engine power management map imposed by the Balance of Performance Publication. The competitor must, on request, allow the Technical Delegate to read out the complete ECU calibration and must supply the calibration file and any tool or licence necessary to read it. The ECU may be sealed (art. 3.12) and the Promoter may require a calibration checksum to be recorded in the eligibility record.
 - 18.5.1.2** The Promoter may nominate a single control calibration for the Class by bulletin, in which case only that calibration may be loaded in the ECU from the date stated in the bulletin.
- 18.5.2** Traction control, launch control, engine braking control and any other electronic driver aid are permitted only where they form part of the Original manufacturer system and are operated through the Original ECU. Aftermarket traction control and launch control systems of every kind are forbidden. Active or driver-assist systems that take control of the steering, active suspension, active aerodynamics and electronically controlled differentials (art. 8.5) are forbidden.
- 18.5.3** Production lane-keeping, collision-avoidance and similar driver-assistance systems must be disabled.
- 18.6** External lighting is subject to art. 4.7.

19. FUEL TANKS

- 19.1** An FIA approved safety fuel tank is compulsory for every Car, in compliance with FIA App J Art. 253-14 and homologated to specification FT3-1999, FT3.5-1999, FT5-1999 or to FIA Standard 8875-2025. The marking, the limits for use and the recertification laid down in FIA App J Art. 253-14.1.1 must be respected. The Original fuel tank must be removed.
- 19.1.1** This is the safety fuel tank requirement of the Category I list of FIA App J Art. 277-2 and it applies to every Car in the Class, including Cars declared as comparable to Category II-SH under art. 1.3. The Category II-SH alternatives — a tank to FIA App J Art. 259-6.3, or to Art. 257A-6.3 of the 2015 Appendix J for GT-type cars — are not admitted in this Class.
- 19.2** No safety fuel tank may be used more than five years after its date of manufacture unless inspected and recertified by the manufacturer for a period of up to two further years. A leak-proof, non-flammable, tool-removable cover must allow the validity date to be checked. Safety foam is compulsory in FIA 8875-2025 tanks and recommended in FT3, FT3.5 and FT5 tanks.
- 19.3** The safety fuel tank must be installed in the Original tank location or in the luggage compartment, and in either case must be contained in a leak-proof and flame-proof housing separated from the Cockpit by a bulkhead in accordance with art. 4.12. The installation requirements of FIA App J Art. 253-14.3 apply; no part of a fuel bladder, including its flanges, may be rigidly fixed to the housing containing it.
- 19.4** Where a filler neck passes through the Cockpit, an FIA-homologated non-return valve of the “one or two flaps” type (FIA Technical List n°18) must be installed in the filler neck on the tank side (FIA App J Art. 253-14.2).
- 19.5** Tank fillers and caps must comply with FIA App J Art. 259-6.4: filler and breather openings must not protrude beyond the bodywork, must be leak-proof and must be located outside the Cockpit.
- 19.6** The construction of collector tanks and anti-surge (swirl) pots with a capacity of less than 1 litre is free, provided they are located outside the Cockpit.
- 19.7** Fuel lines, pumps, filters and the tank ventilation are subject to art. 4.11.

20. FUEL TANK CAPACITY AND FUEL

- 20.1** The total fuel capacity of the Car is not limited by these Technical Regulations. Where a capacity limit applies to an Event or to an individual Car, it is set out in the Sporting Regulations or in the Balance of Performance Publication of the specific Event.
- 20.2** The designated fuel, its specification and its supply, together with the refuelling equipment and the refuelling procedure, are laid down in the Sporting Regulations.
- 20.3** Additives, fuel cooling and any oxidant other than air are forbidden.
- 20.4** The taking, sealing and analysis of fuel samples are laid down in the Sporting Regulations. The competitor must make the Car and the necessary access available promptly upon request of the Technical Delegate.

21. MINIMUM WEIGHT AND BALLAST

21.1 MINIMUM WEIGHT

- 21.1.1** The reference Minimum Weight of the Car is 1,270 kg. The Minimum Weight applicable at an Event is the reference Minimum Weight as adjusted by the Balance of Performance Publication for that Event; where that publication states a Minimum Weight for an individual Car, that figure prevails for that Event.

CLASS	ENGINE	REFERENCE MINIMUM WEIGHT (RACING WEIGHT)
Class 86	FA20 / 4U-GSE, 1,998 cc, normally aspirated	1,270 kg

- 21.1.2** Minimum Weight is the Racing Weight (art. 2.9): measured with the driver aboard wearing full racing equipment, with the fuel tank empty and all other fluids at their normal operating levels.
- 21.1.3** In no case may the weight of the Car without the driver be less than the minimum weight of FIA App J Art. 277-3 for vehicles comparable to Category II-SH of the cylinder capacity concerned. That FIA minimum lies substantially below the Minimum Weight of art. 21.1.1 and is therefore satisfied at all times.
- 21.1.4** Minimum driver weight: [TBD – PROMOTER TO CONFIRM]. Where the driver in full racing equipment weighs less than the figure to be confirmed, the difference must be made up by ballast fitted in accordance with art. 21.2.
- 21.1.5** Cars may be weighed at any time during an Event, including under parc fermé conditions following a session. Where the driver is not available, the Promoter may use the driver's recorded weight as published in the Event documents.
- 21.1.6** It is the competitor's responsibility to ensure that the Car can be positioned on the Championship scales, whose pad height is 67 mm, without the use of ramps other than those supplied by the Promoter and without any part of the Car other than the tyres contacting the scale platform.
- 21.1.7** No Car may be lightened by the removal of material from the Original Chassis, from any component required by these regulations to be Original, or from the safety cage. Acid dipping, chemical stripping and machining of the bodyshell are forbidden.

21.2 BALLAST

- 21.2.1** Where ballast is required to achieve the prescribed Minimum Weight, it must be: (a) of a single, dense material, typically lead, tungsten or steel; (b) fitted in a single block or in clearly identifiable blocks; (c) bolted to the floor of the Cockpit or to a passported ballast mounting point using a minimum of two M10 bolts of grade 8.8 or higher per block; and (d) sealed by the Technical Delegate where the ballast forms part of an Event-specific Balance of Performance measure.
- 21.2.2** The use of liquid ballast is forbidden. The use of consumable ballast, that is, ballast that may be jettisoned during an Event, is forbidden.
- 21.2.3** Ballast must be clearly accessible for inspection without disassembly of bodywork beyond the removal of carpets or trim panels. The quantity and position of ballast must be recorded in the eligibility record and may not be changed during an Event without the approval of the Technical Delegate.
- 21.2.4** FIA App J Art. 277-3 requires that ballast used to reach the minimum weight complies with FIA App J Art. 259-4.2, which provides that ballast may be used provided that it is secured in such a way that tools are required for its removal, and that it must be possible to affix seals if this is deemed necessary by the Scrutineers. The arrangement required by art. 21.2.1 to 21.2.3 satisfies that requirement.

22. DATA COMMUNICATION

- 22.1** Competitor data-logging is free.
- 22.2** Data communication from Car to pits is permitted, including live onboard video streaming, provided that the equipment is declared in the Technical Passport, that the radio frequencies used are registered with the Promoter, and that the installation complies with art. 4.8 for cameras and with the mounting requirements of art. 4.8 for the associated electronics.

- 22.3** Data communication from pits to Car is not permitted, with the exception of marshal-system signals and series-mandated safety systems.
- 22.4** Normal two-way radio communication to the driver is permitted.
- 22.5** The Promoter may require access to any car-to-pit data in connection with an investigation.

23. UNSPECIFIED MODIFICATIONS AND BULLETINS

- 23.1** Anything which is not expressly authorized by the present Regulations is forbidden. In case of doubt, the competitor must consult the Technical Delegate in writing in advance of the Event.
- 23.2** The Promoter reserves the right to authorize, by written waiver recorded in the Car's Technical Passport or by bulletin applicable to all Cars, modifications not specified in these regulations, in the interests of close racing, safety, cost containment or the interests of the Championship. No waiver may reduce a requirement of art. 4.
- 23.3** All bulletins issued by the Promoter constitute Official Documents and form part of these Regulations from their date of publication. Bulletins issued for safety reasons may take effect without notice. The competitor is responsible for ensuring that the Car complies with any bulletin in force at the date of the Event.