

4 CHAMPIONSHIP TECHNICAL REGULATIONS

4.1 Introduction

- 4.1.1 It should be clearly understood that if the following texts do not clearly specify that you can do it **you must work on the principle that you cannot.**
- 4.1.2 A signed entry to this championship determines that the following technical regulations have been accepted by drivers, owners and all team representatives.
- 4.1.3 The onus is on the Competitor to provide documentation, acceptable to the Organizers, to support the compliance of any part of the vehicle with these regulations.
- 4.1.4 Technical passports are mandatory and are issued by the ATCUAE.
- 4.1.5 The Organizers reserve the right to exclude any vehicle, which, in their opinion, does not comply with the spirit of the Series/Regulations. They also reserve the right in their absolute discretion to reallocate a car to an alternative class within the Series in the interests of fair competition.
- 4.1.6 Where an entry is deemed by the organizers to have an advantage over the rest of the entries in its class it may be either reclassified or a penalty imposed on the vehicle over and above any success penalties, at the discretion of the organisers. (i.e. additional weight or ride height). A review of the penalties/weights will be carried out on a regular basis in the light of performance or expected performance. Competitors will be formally notified in writing of any increased weight or ride height in advance of the next round in the series. Any ballast weight must be fitted in accordance with these Technical Regulations.
- 4.1.7 All vehicles must comply with FIA Safety Requirements and these Technical Regulations as relevant and as clarified in writing by the Organizers at all times while competing in practice sessions and races that are part of the Series. The driver is responsible for the conformity of his car at all times before, during or after an event.
- 4.1.8 The organizers will appoint the official rolling road dynamometer for the **2017/18** season.
- 4.1.9 Any future technical bulletins issued by the organizers may supersede these regulations.

4.2 General Description of Vehicles

- 4.2.1 The Dubai Autodrome Motor Sports Club UAE Touring Car Championship is open to competitors driving mass production based closed roofed Saloon Cars complying with Art 254 of the ISC which are prepared and raced in compliance with these regulations and segregated into the following groups;

1. 2000cc Turbo cars, Super Touring, S2000 – 2 wheel drive *
 2. 1601cc – 2000cc – 2 wheel drive (including Renault Clio Cup see appendix A)
- * Normally aspirated vehicles (2 wheel drive) up to 2998cc may be considered eligible by the DAMC on application only.
Over 2000cc cars complying within the power to weight range (e.g. VW Golf GTi) may be considered for Class 2 subject to approval by the organisers.
In all cases the DAMC has the sole right to determine vehicle eligibility.

Super Touring and S2000 cars will not be eligible for Class 2 regardless of engine choice or power output.

Any engines with a forced induction system will be subject to an engine capacity co-efficient of 1.7:1 and be classified accordingly by the organizers.

In order to bring the cars performance closer, in Class 1 all cars will have a hp cap of 260 wheel hp and for Class 2 all cars a hp cap of 200 wheel hp for the start of the season. This cap may be reviewed during the season if the cap is deemed too great or too small.

In order to police this all Class 1 and Class 2 cars will be placed on the rolling road dynamometer designated by the organisers.

If during the season any modifications to the car are made that may alter the wheel hp the car must again be placed on the designated rolling road dynamometer and a new certificate presented to the organizers prior to the next race immediately after the modifications are made.

The vehicle brake horsepower will be that measured at the wheels, with all car doors, bonnet and boot closed, tyre pressures at 2.1bar.

The organizers reserve the right to amend the class structure to reflect more accurately the type of vehicles actually entered for the series and to create sub-classes at their discretion in order to more accurately reflect the series entries and level of competition. The organizers reserve the right in their absolute discretion to re-classify any vehicle into the class they deem most appropriate in the interests of fair competition within the series.

4.2.2 Examination of Vehicles

The organizers, in addition to any other powers they may have under these Regulations, reserve the right before or after any race in the championship to designate any one or more of the competing cars for special eligibility scrutineering. Upon such selection being made the competitor shall immediately place the car under the control of the organizers and be deemed to have permitted all such scrutineering, examination and testing as the organizers may responsibly require undertaking. The organizers have the right to:

- a) Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- b) Will send car to the official rolling road dynamometer.
- c) Retain the car for detailed examination at premises chosen by the organizers. If the organizers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship unless the car is found to be in breach of these regulations and/or
- d) Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organizers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.
- e) The competitor must complete the Technical Passport before their first race in the championship. No points will be awarded until this passport is provided and all data and information filled in correctly.

The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

The organizers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either aspect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organizers of the championship/series at least seven days prior to the event entered, to permit a ruling in advance of any meeting at which it is intended to complete.

4.2.3 Any Protests/ Disputes that cannot be agreed will be policed by the final figures produced on a Rolling Road. The Rolling Road will be designated by the Championship organisers, the car will be sealed and transported to the Rolling Road, tested and returned to the competitor in a timeframe set by the organisers. All costs will be paid for by complainant, in advance, both the complainants' car and the disputed car will be tested and both costs charged.

4.2.4 On accepting entry to the UAETCC you are accepting that power testing of your vehicle will be carried out at the competitors cost. Due to the nature of rolling road power testing any weaknesses or defects to the power train or driveline may be exacerbated by this.

If the championship scrutineer or rolling road operators are unhappy with the condition of the vehicle they may decline to test unless rectification is carried out.

However they may not be able to foresee every mechanical defect on your vehicle and for this reason power testing will only be carried out at your own risk.

Union Properties, Dubai Autodrome, its agents nor the rolling road operators can or will be held responsible for any failures howsoever caused.

4.3 Safety Requirements

The following requirements are based upon FIA Appendix J Article 253 Safety Equipment and apply as relevant and as clarified below. Copies of the specific, detailed FIA requirements are available from the FIA website or ATCUAE upon request.

4.3.1 Lines and pumps – Must be in accordance with Article 253 Article 3.

4.3.2 Braking safety system – Must be in accordance with Article 253 Article 4.

4.3.3 Additional fasteners – Must be in accordance with Article 253 Article 5.

4.3.4 Safety Belts – Must be in accordance with Article 253 Article 6 and ATCUAE Bulletin 2015/T01 dated 17.06.2015.

4.3.5 Fire Extinguishing Systems – Must be in accordance with Article 253 Article 7.

4.3.6 Safety Cage – Must be in accordance with Article 253 Article 8.

4.3.7 Rear view mirrors – Must be in accordance with Article 253 Article 9.

4.3.8 Towing eyes – Must be in accordance with Article 253 Article 10.

4.3.9 Windows – The front windscreen must be made out of laminated glass or impact-withstanding polycarbonate (on condition that it's thickness is not less than 6.0 mm and that its external surface is treated to resist wear). The front and rear windscreens may be fitted with metal safety strips to keep the windscreens into place. In order to protect

the windscreen, the addition of a maximum of 4 translucent films on the external face may be fitted.

A sun strip is allowed on the windscreen at the organizer's discretion but all other tinting or filming that affects the transparency levels of any glass surfaces is not permitted. If windows are required to be open at any time when the car is running on track then window nets to FIA specification must be fitted.

4.3.10 General Circuit Breaker– Must be in accordance with Article 253 Article 13.

4.3.11 Fuel Tanks – Must be in accordance with Appendix J 253 Article 14.

4.3.12 Exception to above may be made if the car, based on a production road model, was built by the manufacturer or the manufacturer's agent as a race car e.g. Cup Cars or Challenge Cars and this can be verified via valid documentation which must satisfy the ASN's Senior Technical Officer and must be submitted at least 20 days prior to the first race entered. In this instance the car must have the original fuel tank and lines fitted.

4.3.13 Protection Against Fire – Must be in accordance with Article 253 Article 15.

4.3.14 Seats, Anchorage Points and Supports – Must be in accordance with Article 253 Article 16.

4.4 DRIVERS SAFETY EQUIPMENT

At all times whilst practicing for or competing in events for the championship, drivers must use safety equipment meeting the following requirements.

4.4.1 CLOTHING – Clean flame-resistant overalls, gloves, long underwear, balaclava, socks and shoes meeting the FIA 8856-2000 standard.

4.4.2 Substances which may circulate in any cooling system worn by drivers are restricted to water or air at atmospheric pressure. Water systems must not require the saturation of a garment in order to function.

4.4.3 CRASH HELMET – As per Technical Lists No 25 and 49 of the FIA.

4.4.4 Any decoration, cleaning or modification made to this equipment must only be done strictly in accordance with the manufacturer's instructions.

4.4.5 This equipment is designed to save lives and if it is damaged in any way or is involved in an accident that gives any possible concern of damage then it should be replaced immediately. Organizers reserve the right to impound or render inoperative any equipment which may or may not have been compromised.

4.4.6 Equipment will be checked prior to competing in an event and the organizers reserve the right to impound and render inoperative any equipment which gives cause for concern by its apparent condition.

4.4.7 The use of a FHR device FIA standard 8858-2002 is mandatory.

4.5 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

The General Description and Safety Requirements above must be complied with in addition to the following regulations, and together they will form the Technical Regulations of the Series.

Unless otherwise specifically stated or otherwise agreed in writing by the organizers the Technical Regulations of the Series apply to cars in all classes. Any variance between classes is only allowed where specifically stated.

Unless specifically authorized in these Regulations, the use, substitution of, and/or addition of any parts, or materials, is prohibited.

Welding or repair materials may be added, manufacturers, or other approved, replacement parts may be fitted for the sole purpose of restoring the vehicle to the manufacturers' standard specification or to comply with the safety requirements of these Regulations.

4.6 Chassis

4.6.1 Modifications permitted;

- a) Seam welding is allowed providing the material used follows the original shape and is in contact with it.
- b) A single brace may be fitted between struts but not connected to the bulkhead.

4.6.2 Modifications prohibited;

Any other modification, unless specifically approved in writing by the organisers, is prohibited.

4.7 Bodywork

4.7.1 Modifications permitted;

- a) Strengthening sections on boot, bonnet and doors only may be removed.
- b) Glass sunroofs where fitted must be replaced by a non-shattering solid material in a fixed closed position and this may be permanently fitted in place.
- c) Wheel arches may be extended above the centre line of the wheel by not more than 75mm from the outermost point of the original wing. Large wheel boxes are specifically excluded.
- d) Raising the rear edge of the engine cover by not more than 25mm from its original position and/or adding additional ventilation slots is permitted to provide additional airflow and cooling. Any additional ventilation slots must have protective mesh or louvers type coverings.
- e) The fitment is permitted of additional or replacement for the originally manufacturer fitted aerodynamic devices is allowed as follows;
 - Front spoilers/air dams/splitters are permitted below the level of the road wheel centres, up to 15 cm beyond the overall plan periphery of the existing bodywork, excluding bumpers.
 - Rear spoilers are permitted within the overall plan periphery of the original vehicle excluding bumpers.
 - Any new devices must be constructed and fitted in a sturdy manner and satisfy the organizers that they do not present additional hazards.
 - Ultimately the organisers reserve the right to reject the design of any new devices that they do not accept are within the spirit of the series regulations.
- f) Any under tray fitted must be provided with drainage holes to prevent accumulation of liquids.
- g) All interior trim, including carpets and soundproofing, may be removed. If the inner door trims are removed they must be neatly replaced with aluminium, Kevlar or similar materials. The dashboard must be retained or replaced with a neatly fitted replacement.

- h) Air bags must be removed.
- i) Any central locking system must be isolated during competition use. Doors must be able to be opened in the event of an emergency.
- j) Air conditioning systems may be disconnected and removed however suitable ventilation systems must be put in place to ensure cooling of the driver given the climatic conditions that exist in the UAE.
- k) Steering wheels are free providing they have a continuous rim.
- l) Mud flaps may be removed.
- m) Headlight glass must be protected with tape.
- n) Accessories and equipment which have no influence upon the performance or reliability of the vehicle may be freely removed or added.
- o) The roofs used to close open cars must be a genuine hard top offered as an option for the car by the manufacturer, or be from a recognised manufacturer. It must be made of the same materials and have the same weight as the manufacturers' hard top option, otherwise the organisers reserve the right to add additional ballast to the car.

4.7.2 Modifications prohibited:

- a) Where parts of the vehicles (other than the sunroof) were non-metallic as supplied by the manufacturer they may be retained as original or replaced by a similar material to the same design.
- b) The silhouette and plan view of the original vehicle must be retained except as defined in 4.7.1 c), d) and e). Any other modification, unless specifically approved in writing by the organisers, is prohibited.

4.8 Engine

4.8.1 Permitted Modifications;

- a) Except as prohibited by these regulations, all modifications are permitted.

4.8.2 Prohibited Modifications;

- a) The cylinder block must be from the same manufacturer and be of the same configuration. i.e. if originally fitted with a 4 cylinder can only be replaced with a 4 cylinder.
- b) Engines cannot be replaced once signing-on procedures are completed.

4.8.3 Location;

The engine must be installed in the original engine compartment and the crankshaft axis must be retained in the original orientation. The number of mounting points must remain the same but the type of mounting may be amended.

4.8.4 Oil and Water Cooling Systems

- a) The oil system is free.
- b) An oil cooler may be fitted within the overall periphery of the bodywork.
- c) Any engine oil tank breather or overflow tube venting into the atmosphere must be led into catch tanks with transparent inspection possibilities capable of being readily emptied. These catch tanks must be a minimum of 2 litre capacity or minimum 3 litre capacity for engines in excess of 2 litre capacity.
- d) Heaters/Air conditioners may be removed in their entirety.

4.8.5 Induction Systems;

- a) Forced induction is only permitted on cars where it was fitted as standard by the manufacturer.
- b) Forced induction system must be of the same operating type as fitted originally by the manufacturer.

- c) The organizers reserve the right to specify that a restrictor of a nominated size to FIA specification be fitted to specific models. All air feeding the engine must pass through the restrictor in such circumstances.
- d) Nitrous oxide injection systems are not permitted.
- e) An air filter must be fitted.

4.8.6 Exhaust Systems;
Free provided the silencing requirements of these regulations article 4.17 must be respected at all times.

4.8.7 Ignition Systems;
Free.

4.8.8 **The ECU must not contain an electronic map** which is capable of delivering more power than that which is allowed within the vehicles class.

4.8.9 Fuel Delivery Systems;
Free. Fuel injection may be replaced by carburettor(s) and vice versa.

4.9 Suspensions

4.9.1 Permitted Modifications;

- a) Substitution of the shock absorbers/coil springs/torsion bars by up rated versions is permitted.
- b) McPherson strut mountings make and type are free but must locate to the original mountings. At the top mounting, the strut centre must be within the radius of 25 mm of its original locations.
- c) Turretting of the rear suspension is permitted within the limits of the bodywork.
- d) Up-rated or replacement bushes may be fitted. The use of spherical rod end bearings (eg rose joints) is permitted.
- e) The anti-roll bars are free.

4.9.2 Prohibited Modifications;

- a) Suspension parts must not be fabricated or manufactured of composite materials unless originally fitted as OEM standard parts. Optional or variant parts are not permitted.
- b) Ground clearance – no part of the car must touch the ground when all the tyres on one side are deflated when the car is in race specification with the driver on board.

4.9.3 Wheelbase/Track

The wheelbase and track must remain as standard except for the effects of the permitted adjustments in camber/castor and the permitted wheel spacers.

4.9.4 Camber/Castor;

To achieve a change in camber/castor the lower inner mounting points of the suspensions track control arm or lower wishbone may be repositioned by a maximum of 13mm. Alternatively the track control arm, upper or lower wishbone (but not both) may be lengthened or shortened by a maximum of 13mm.

4.10 Transmission

4.10.1 Permitted Modifications;

- a) The internals of the gearbox and final drive are free except as specified within the Regulations and for the Clio Cup cars.

- b) Traction or stability control systems fitted by the manufacturer may be disconnected.

4.10.2 Prohibited Modifications;

- a) The casings of the gearbox and final drive must be retained in their original locations.
- b) Manufacturer fitted four wheel drive systems must be retained. A four wheel drive system must not be added to a model originally built by the manufacturer as a two wheel drive vehicle.
- c) Sequential gearboxes are allowed.

4.10.3 Transmission and Final Drive Ratios

- a) No more than the original number of gear ratios is permitted.
- b) Reverse gear must be retained as one of the gear ratios and must be operable by the normally seated driver.

4.10.4 Clutch and Flywheel are free

4.11 Electricals

4.11.1 Exterior Lighting;

The exterior lighting system must be complete and in full working order, however auxiliary lighting may be removed, e.g. front fog lights.

4.11.2 Batteries;

The battery may be relocated but must be suitably enclosed and secured. The earth lead must be identified by yellow marking.
Terminal posts must be covered.

4.11.3 Windscreen Wipers;

Windscreen wiper(s) must be fitted and operate as a complete system. Single wiper systems are allowed.

4.11.4 Generators;

Charging systems must be fitted in their original location and functioning.

4.11.5 Radio transmission;

Pit to car or car to pit radio transmissions are permitted, provided the user has a licence to own and operate said system in the UAE. This documentation must be present and available for viewing at any time during the entirety of the meeting.

4.11.6 On Board Video Cameras

Cars may only carry video cameras on the race track with the express permission of the event organizers. Permission will be subject to the approval of the use that will be made of the video footage gained by the circuit operator, approval of the camera fitment by the event scrutineers and final sign off by the Clerk of the Course.

4.12 Brakes

4.12.1 Permitted Modifications;

- a) Brakes are free except as detailed within these regulations.
- b) Ducting for the purpose of cooling brakes is permitted beneath the car and from the front bumper/spoiler.

- c) The use of a high specification competition brake fluid capable of withstanding high temperatures is highly recommended.

4.12.2 Prohibited Modifications;

- a) Carbon brake discs are only allowed if supplied on the car originally.

4.13 Wheels and Steering

4.13.1 Prohibited Options;

- a) Wheels made partially or entirely from composite materials are prohibited, as are wheels made from forged magnesium.
- b) Pressure control valves on the wheels are forbidden.

4.13.2 Dimensions;

The wheel and tyre combination must be covered by the bodywork of the vehicle so that the upper part of the complete wheel, located vertically over the wheel hub centre, must be covered by the bodywork when measured vertically.

4.13.3 Steering;

- a) Steering movement must be controlled to avoid fouling of wheels on chassis or bodywork. Rear wheel or four wheel steering is only permitted if fitted as standard on the production vehicle.
- b) The steering system must retain the original mechanism but the internals and ancillaries are free.

4.14 Tyres

4.14.1 Slick racing tyres are permitted in all classes. FIA Homologated Dunlop tyres with compounds LA720 or any other Dunlop tyre deemed equivalent by the manufacturer.

4.14.2 No alteration to any of the tyres from the manufacture's specification is permitted. Re-cutting, re-grooving, buffing, or in any other way modifying the tread pattern is not permitted. Any form of chemical treatment is prohibited and all of the manufacture's data must be clearly visible. Buffing of sidewalls to remove data is prohibited. It is forbidden to use and/or the mere presence of tyre-warmers or any other method to artificially increase or lower the tire temperature throughout the event. The fitting of valve caps is compulsory.

4.14.3 Exemption can only be granted if Dunlop is unable to supply suitable tyres (as judged by DAMC). If exemption is granted the cost per event amounts to Dhs2000/-

4.15 Weight

4.15.1 The minimum weight of all cars will be stipulated by the organisers and may be varied at the discretion of the organisers. Such variations will be agreed in advance of events in writing.

4.15.2 The minimum weight of each entry must be declared prior to the entries first race and this weight must be maintained, as a minimum, throughout the season ~~plus any success balance added as per Sporting Regulations Appendix A article 3~~ and will be checked post qualifying and post race. The specified minimum weight is;

Class 1: Seat Supercopa	1260kg
All others	1160kg
Class 2:	1100kg

4.15.3 The specified weight is with driver on board with full race clothing.

The organisers also reserve the right to make exceptions to any individual car/driver combination in the interest of competitive competition.

~~4.15.4 BALLAST – The organizers reserve the right to impose additional ballast weights in addition to any Success Ballast on particular cars in order to equalize performance and encourage close racing. Any attached ballast must be secured to the shell/chassis via at least 4 mounting points using bolts with a minimum diameter of 8 mm each with steel counter plates of at least 400 sq.mm surface area and 3 mm thickness. Provision must be made for the fixation of seals by scrutineers if deemed necessary.~~

4.15.5 Weight Removal – Any replacement or removal of vehicle parts to achieve a lower weight or to redistribute weight that in the opinion of the organisers could possibly prejudice safety will not be permitted. IF IN DOUBT DO NOT DO IT.

4.16 Fuel

Only commercial petrol or diesel as defined by the FIA Appendix J Article 252, Article 9 may be used, without any additive other than that of a lubricant on current sale. The organizers reserve the right to nominate a specific source from which all fuel used by competing cars must be purchased. The organisers reserve the right to take fuel samples at any stage during an event to check that the fuel being used is correct.

4.17 Silencing

Vehicles must at all times during an event be silenced to meet a maximum level of 105 dB(A) at $\frac{3}{4}$ maximum rpm, measured at 0.5m from the end of the exhaust pipe with the microphone at exhaust outlet level at an angle of 45 degrees. Where more than one exhaust outlet is present the test will be repeated for both outlets and the higher reading taken. The inclusion of temporary parts to achieve silencing requirements is prohibited.

4.18 Transponders

All competing vehicles must have fitted for all practice, qualifying and race sessions, a working electronic self-identification module (transponder) of a suitable type. Types of transponder are: **AMB personal TRANX 260 direct powered transponder, AMB Pro Transponder** and **AMB Driver ID Transponder**. **It is the responsibility of the competitor to provide** and fit the module in a safe and appropriate position as recommended by the manufacturer.

4.19 Numbers and Championship Decals

4.19.1 All cars must be identified by competition numbers displayed on each side of the vehicle, angled to the right-hand side. The numbers must be classic type European style digits in black with a minimum height of 23 cm and a minimum stroke width of 3.8cm mounted on a white rectangular background measuring at least 48 cm x 33 cm and extending at least 5 cm beyond the numbers. For light coloured cars, there will be a black line 5cm wide all around the white rectangular background. The race number must be displayed in the top right hand corner of the front windscreen in a high visibility colour.

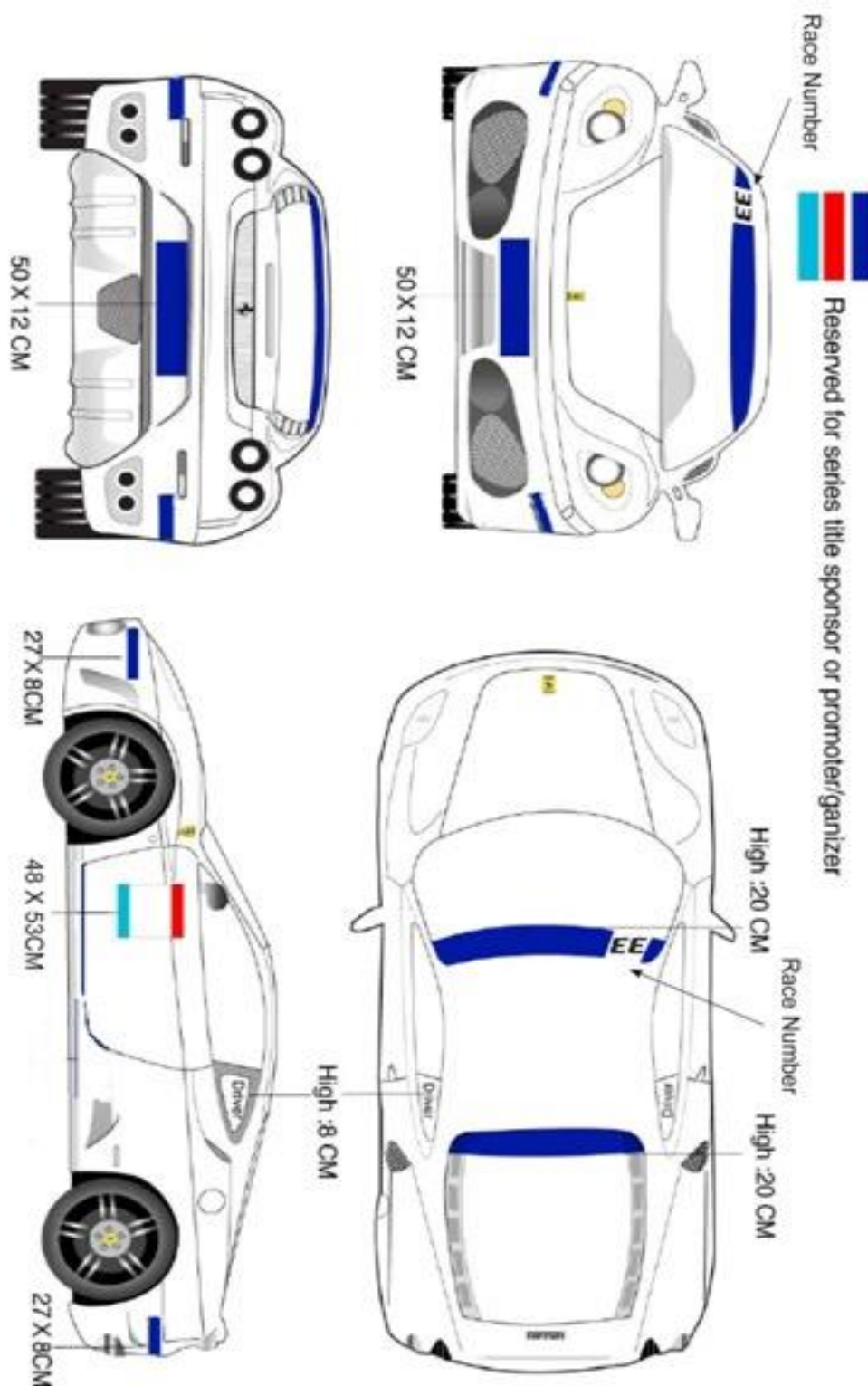
4.19.2 The Dubai Autodrome reserves the right to nominate sponsors decals which must be displayed in un-obscured positions on both sides of the car and on the top part of the screens to qualify for awards. The diagrams demonstrating the required positions of the decals are below and form part of these Regulations.

4.19.3 The Dubai Autodrome sponsors decals will be provided by the Championship Organizers.

4.19.4 The first set of decals will be provided within the registration fee there after all decals will be charged for.



4.19.5 The DAMC reserves the following spaces on all cars for series sponsors/partners.



Appendix A

CLIO CUP

All DAMC Sporting and UAETCC Technical regulations apply with only exceptions as follows;

1. All Clio Cup Cars are eligible subject to them complying with the Clio Cup Technical Regulations relevant to that model.
2. All cars must comply with the Clio Cup Technical Regulations NOMENCLATURE with exceptions to;
Article 5.2 – Regard "Sales, repair or servicing of an engine"
Article 7 – Engine Lubrication
3. Technical passports must be produced.
4. Any intervention on the E.C.U. is strictly prohibited. Some screws of the aluminium body are sealed with stickers. The damaging of these stickers is a technical non conformity.
5. Original sealed ECU must be fitted and the organizers reserve the right to rotate ECU's between competitors.

