

## 1. INTRODUCTION

- 1.1. This version supersedes all previous versions. 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.
- 1.2. A signed entry to this championship determines that the following technical regulations have been accepted by drivers, owners and all team representatives.
- 1.3. The onus is on the Competitor to provide documentation, acceptable to the Organisers, to support the compliance of any part of the vehicle with these regulations.
- 1.4. Technical passports are mandatory and are issued by the EMSO.
- 1.5. The Organisers reserve the right to exclude any vehicle, which, in their opinion, does not comply with the spirit of the Championship and its Regulations. They also reserve the right in their absolute discretion to reallocate a car to an alternative class within the championship in the interests of fair competition.
- 1.6. Where an entry is deemed by the organisers to have an advantage over the rest of the entries in its class it may be reclassified at the discretion of the organisers. BOP (Balance of Performance) will be achieved by power to weight ratio (see Article 3). A review of the BOP will be carried out on a regular basis in the light of performance. Competitors will be formally notified in writing of any changes to the BOP in advance of the next round in the championship. Any ballast weight must be fitted in accordance with the FIA Safety Requirements.
- 1.7. All vehicles must comply with FIA Safety Requirements and these Technical Regulations as relevant and as clarified in writing by the Organisers at all times while competing in practice sessions and races that are part of the championship. The driver is responsible for the conformity of his car at all times before, during or after an event.
- 1.8. The organisers will appoint the official rolling road dynamometer for the 2019/20 season.
- 1.9. Any future technical bulletins issued by the organisers may supersede these regulations.

## 2. GENERAL DESCRIPTION OF VEHICLES

- 2.1. The UAE ProCar Championship (UAEPCC) is open to competitors driving
  - (a) mass production based closed roofed saloon cars complying with Art. 254 of the ISC
  - (b) closed roofed production-based GT cars such as
    - a. GT3 (complying with Art. 257 of the ISC)
    - b. GT4 (as approved by SRO Motorsports Group and homologated by the RACB in GT4)
    - c. Challenge and Cup Cars
  - (c) Silhouette-type and Sports cars (complying with Art. 277, Category SH & SC only of the ISC)

Vehicles will initially be classified into the following classes:

CLASS 1 (Super 2000):	2-wheel drive cars exceeding 2000 cc,
CLASS 2 (2 Ltr Cup):	2-wheel drive cars between 1601cc to 2000cc
CLASS 3 (GTA):	FIA homologated GT3 cars, complying with Appendix J – Art. 257
CLASS 4 (GTB):	Homologated GT4 cars, approved by the RACB/SRO
CLASS 5 (GTC):	Cup and Challenge cars
PROTO CLASS:	Silhouette cars complying with Appendix J – Art.277
TCR CLASS:	see Appendix A
CLIO CUP CLASS:	see Appendix B
CLASS 6 (Grand Sport):	Open to competitors whose cars do not comply with UAEPCC

Classes 1, 2, 3, 4 or 5 and driving either production GT cars or mass production based closed roof saloon cars:

(a) 1,600 – 2,000 cc

(b) 2,001 – 2,500 cc

(c) 2,500 cc and above

**TROPHY CLASS:**

Open to competitors whose cars do not comply with UAEPCC Classes 1, 2, 3, 4 or 5 and driving either production GT cars or mass production based closed roof saloon cars complying with FIA Safety Requirements but not complying to the full extent with these Technical Regulations (this class will not score any points)

- 2.2. 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 organisers.
- 2.3. In all cases, the DAMC has the sole right to determine vehicle eligibility and all cars must be approved by the organisers before acceptance of entry.
- 2.4. The organisers reserve the right to amend the class structure to reflect more accurately the type of vehicles actually entered for the championship and to create sub-classes at their discretion in order to more accurately reflect the championships entries and level of competition. The organisers 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 championship.
- 2.5. Should the organisers receive more than three season registrations of the same car, DAMC reserves the right to open a specific class for these cars.

### **3. BALANCE OF PERFORMANCE (BOP)**

- 3.1. To achieve a balance of performance in the different classes, competitors need to comply with the following:
  - a) Class 1: Horsepower cap of 360 wheel hp and minimum power to weight ratio of 3.8
  - b) Class 2: Horsepower cap of 200 wheel hp and minimum power to weight ratio of 5.0
  - c) Class 3: No horsepower cap, minimum power to weight ratio of 2.5
  - d) Class 4: No horsepower cap, minimum power to weight ratio of 3.0
  - e) Class 5: No horsepower cap, minimum power to weight ratio of 3.6
  - f) Proto Class: No horsepower cap, minimum power to weight ratio of 2.5
  - g) TCR Class: See Appendix A
  - h) Clio Cup Class: See Appendix B
- 3.2. In order to police this, it is the competitors' responsibility to place all cars of Classes 1 - 5 on the rolling road dynamometer designated by the organisers. The vehicle brake horsepower will be that measured at the wheels, with all car doors, bonnet and boot closed tyre pressures at 2.1bar and a dynamometer certificate should be presented along with the fully completed vehicle technical declaration prior to its first race.
- 3.3. On accepting entry to the UAEPCC you are accepting that power testing of your vehicle may be carried out at the competitors cost to establish the power to weight ratio. 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 series 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.
- 3.4. To establish weight, only the scales operated by the organisers will be official.
- 3.5. 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 organisers prior to the next race immediately after the modifications are made. If a car

needs to be re-classified following modifications that altered the hp, the points already received before the upgrade will not be transferred to the new class.

- 3.6. The cars weight and horsepower may be checked by Scrutineers at any time during the competition throughout the season and if changes are found, which would advantage the car, the organisers will require the competitor to either amend the weight or horsepower in order to maintain the co-efficient or penalties may be issued by the stewards.
- 3.7. The coefficient can be altered during the season by the Series organisers. Notification of changes will be given to all teams by official bulletin as per regulation.

#### **4. EXAMINATION OF VEHICLES**

- 4.1. The organisers, 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 organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require undertaking. The organisers 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 a car to the official rolling road dynamometer.
  - c) Retain the car for detailed examination at a premise chosen by the organisers. If the organisers elect to retain a 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 organisers 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.
- 4.2. 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 organisers 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 organisers of the championship 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.
- 4.3. 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.
- 4.4. 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. In addition to the Technical Passport issued by the EMSO, competitors in Classes 3 & 5 are also required to present the vehicle owner's certificate.

#### **5. SAFETY REQUIREMENTS**

- 5.1. 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 EMSO upon request:

- a) Lines and pumps – Must be in accordance with Article 253 Article 3.
- b) Braking safety system – Must be in accordance with Article 253 Article 4.
- c) Additional fasteners – Must be in accordance with Article 253 Article 5.
- d) Safety Belts – Must be in accordance with Article 253 Article 6 and ATCUAE Bulletin 2015/T01 dated 17.06.2015.
- e) Fire Extinguishing Systems – Must be in accordance with Article 253 Article 7.
- f) Safety Cage – Must be in accordance with Article 253 Article 8.
- g) Rear view mirrors – Must be in accordance with Article 253 Article 9.
- h) Towing eyes – Must be in accordance with Article 253 Article 10.
- i) Windows – The front windscreen must be made out of laminated glass or impact-withstanding polycarbonate (on condition that its 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 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.
- j) General Circuit Breaker– Must be in accordance with Article 253 Article 13.
- k) Fuel Tanks – Must be in accordance with Appendix J 253 Article 14.  
Exception to the above may be made if the car is based on a production road model and 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 Official 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.
- l) Protection Against Fire – Must be in accordance with Article 253 Article 15.
- m) Seats, Anchorage Points and Supports – Must be in accordance with Article 253 Article 16.

## **6. DRIVERS SAFETY EQUIPMENT**

- 6.1.** At all times whilst practicing for or competing in events for the championship, drivers must use safety equipment meeting the following requirements.
- 6.2.** CLOTHING – Clean flame-resistant overalls, gloves, long underwear, balaclava, socks and shoes meeting the FIA 8856-2000 standard.
- 6.3.** 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.
- 6.4.** CRASH HELMET – As per Technical Lists No 25, 33, 41, 49 and 69 of the FIA.
- 6.5.** Any decoration, cleaning or modification made to this equipment must only be done strictly in accordance with the manufacturer's instructions.
- 6.6.** 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 to its integrity then it should be replaced immediately. Organisers reserve the right to impound or render inoperative any equipment which may or may not have been compromised.
- 6.7.** Equipment will be checked prior to competing in an event and the organisers reserve the right to impound and render inoperative any equipment which gives cause for concern by its apparent condition.
- 6.8.** The use of a FHR device FIA standard 8858-2002 or 8858-2010 is mandatory.
- 6.9.** It is recommended that drivers of open top cars wear arm restraints whilst on track.



## **7. GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS**

- 7.1.** 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 Championship.
- 7.2.** Unless otherwise specifically stated or otherwise agreed in writing by the organisers the Technical Regulations of the Championship apply to cars in all classes. Any variance between classes is only allowed where specifically stated.
- 7.3.** Unless specifically authorized in these Regulations, the use, substitution of, and/or addition of any parts, or materials, is prohibited.
- 7.4.** 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.

## **8. CHASSIS**

- 8.1.** 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.
- 8.2.** Modifications prohibited;

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

## **9. BODYWORK**

- 9.1.** 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 from 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 organisers 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 championship 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.
- p) 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.
- q) The silhouette and plan view of the original vehicle must be retained except as defined in 9.1 c), d) and e). Any other modification, unless specifically approved in writing by the organisers, is prohibited.

## **10. ENGINE**

### **10.1. Permitted Modifications;**

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

### **10.2. 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.

### **10.3. 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.

### **10.4. 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.

### **10.5. 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 organisers 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.

### **10.6. Exhaust Systems;**

Free provided the silencing requirements of these regulations article 19 must be respected at all times.

#### **10.7. Ignition Systems;**

Free.

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

#### **10.9. Fuel Delivery Systems;**

Free. Fuel injection may be replaced by carburettor(s) and vice versa.

### **11. SUSPENSION**

#### **11.1. Permitted Modifications (Classes 1 & 2);**

- 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 (e.g. rose joints) is permitted.
- e) The anti-roll bars are free.

#### **11.2. Prohibited Modifications (Classes 1 & 2);**

- 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.

#### **11.3. Prohibited Modifications (Classes 3, 4, 5, 6 & Proto);**

- c) Ground clearance – a minimum ground clearance of 50mm in all classes. For reference this will be measured with tyre pressures at 1.5 bar. The reference tyre gauge will be the gauge used by the approved tyre supplier.

#### **11.4. 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.

#### **11.5. 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.

### **12. TRANSMISSION**

#### **12.1. Classes 1 & 2;**

##### **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.

##### **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.





## **12.2. Classes 3, 4, 5 & 6;**

### **1. Permitted Modifications**

- a) The transmission is free provided its orientation is as the road car equivalent.

### **2. Prohibited Modifications**

- a) 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.

## **12.3. 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.

## **12.4. Clutch and Flywheel are free**

## **13. ELECTRICALS**

### **13.1. Exterior Lighting;**

- a) The exterior lighting system must be complete and in full working order, however auxiliary lighting may be removed, e.g. front fog lights.
- b) For sessions running until after sunset, all cars must comply with the following:
  - Red light of any kind that is visible from the front of the car is strictly prohibited.
  - Door number panels must be illuminated on both sides of the car.
  - The use of High Beam lights is not allowed in pitlane

The organiser will inform competitors about sessions running after sunset in the Final Instructions ahead of the event or in an official notice in case of sessions being delayed on the day.

### **13.2. 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.

### **13.3. Windscreen Wipers;**

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

### **13.4. Generators;**

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

### **13.5. 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.

### **13.6. On Board Video Cameras**

Cars may only carry video cameras on the race track with the express permission of the event organisers. 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.

## **14. BRAKES**

### **14.1. 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.

#### **14.2. Prohibited Modifications;**

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

### **15. WHEELS AND STEERING**

#### **15.1. 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.

#### **15.2. 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.

#### **15.3. 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.

### **16. TYRES**

**16.1.** FIA homologated Hankook racing tyres supplied by the championship tyre partner (Dragon Racing LLC) are mandatory.

**16.2.** 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 tyre-warmers or any other method to artificially increase or lower the tyre temperature throughout the event. The fitting of valve caps is compulsory.

**16.3.** Exemption can only be granted at discretion and with express permission of the organiser.

### **17. WEIGHT**

**17.1.** The weight of each entry must be declared prior to the entries first race and may be adjusted to match the BOP criteria for the respective class.

**17.2.** Throughout the season the weight of all cars will be checked during initial scrutineering of the event and for selected cars post-qualifying and post-race.

**17.3.** The specified weight used to calculate the BOP is with driver on board with full race clothing. The weight of the driver will be taken as 100 kg.

**17.4.** 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.

### **18. FUEL**

Only commercial, unleaded petrol or diesel on current sale with a maximum of 98 octane may be used, without any additive other than that of a lubricant. The organisers 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.

## **19. 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.

## **20. 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 organizers and/or manufacturer.

## **21. NUMBERS AND CHAMPIONSHIP DECALS**

**21.1.** All cars must be identified by competition numbers displayed on each side of the vehicle, as per the Sticker Regulation. The competition number stickers will be provided by the Championship organiser.

**21.2.** 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 Sticker Regulation demonstrating the required positions of the decals form part of these Regulations.

**21.3.** The Dubai Autodrome sponsors decals will be provided by the Championship Organisers.

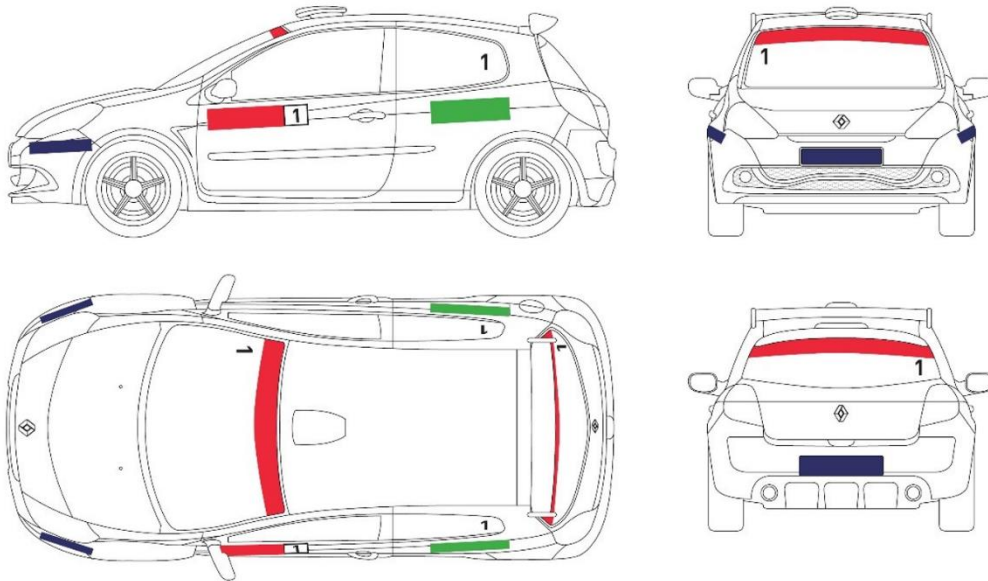
**21.4.** The first set of decals will be provided within the registration fee there after all decals will be charged for.

**21.5.** The DAMC reserves the following spaces on all cars for championship sponsors and partners.

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## 22. STICKER REGULATION

■ TITLE SPONSOR ZONES  
■ CATEGORY SPONSOR ZONES  
■ OTHER SPONSOR ZONES



## APPENDIXES

### APPENDIX A – TCR Class

All DAMC Sporting and UAEPCC Technical regulations apply with exceptions / additions as follows;

1. TCR Cars are eligible for the UAEPCC TCR Class subject to them complying with the TCR Technical Regulations, TCR Technical Bulletins and TCR Technical Form. The TCR Technical Bulletins are integral parts of the TCR Technical regulations and must be respected at all the time.
2. Each car must have the original TCR Technical form that is required at every Technical check and/or scrutineering.
3. Data logger is compulsory, and data must be downloaded at each event. WSC has the right to collect and store those data for TCR analysis.
4. Any intervention on the E.C.U. and Engine is strictly prohibited.
5. All TCR vehicles must conform to the TCR Technical regulations and TCR Technical Form and to all TCR Technical Bulletins issued by WSC. In case of doubt, the TCR Technical Regulations, TCR Technical Form and TCR Technical Bulletin prevail over the present Technical Regulations and Documents.
6. The TCR Technical Bulletins are issued by WSC to each Series Promoters and available on the private area of the TCR series website ([www.tcr-series.com](http://www.tcr-series.com)).
7. The Compensation Weight Formula will be sent to the Promoter at the beginning of the Series, updates shall be provided by WSC to the Promoter. The Promoter has the obligation to inform all the competitors taking part in the TCR Class of the weight formulas via hard and softcopy documentation.





## Appendix B – Clio Cup Class

All DAMC Sporting and UAEPCC Technical regulations apply with additions as follows;

1. All Clio Cup Cars are eligible subject to them complying with the Clio Cup Technical Regulations relevant to that model.
2. Any intervention on the E.C.U. is strictly prohibited.
3. Original sealed ECU must be fitted and the organisers reserve the right to rotate ECU's between competitors.
4. The engine and Electronic Control Unit (ECU) are sealed using metallic, sealing strips or paint sealing systems. It is the Entrant's/Driver's responsibility to maintain that the seals remain unbroken and to protect all such seals from damage or loss, as the eligibility of the relevant components and assemblies depends upon a full complement of seals being in place.
5. The seals may only be broken with the permission of the Championship Eligibility/Safety Scrutineer and/or his appointed representative.
6. Only engine Electronic Control Units that are numbered and carry unbroken seals are eligible for the Renault Clio Cup. The Championship Organisers retain the right to provide replacement, Electronic Control Units or fit data acquisition systems before free practice, qualifying session or race at any Event, or at any Championship official test day.
7. The only ECU map that is permitted within the Clio Cup is defined by Renault Sport Racing
8. Suspension
  - a) It is compulsory to use the original Clio Cup race car suspension as supplied
  - b) The suspension may not be modified in any way, other than as specified in these UAEPCC Technical Regulations and:
  - c) Adjustment of the suspension geometry is free, but only within the range of adjustment provided
  - d) Adjustment of camber and tracking angles are free, but only within the range provided by the part as detailed in the User Manual/Nomenclature for the Renault Clio Cup race car
9. Rear Camber and Tracking
  - a) It is not permitted to place the shims in opposing planes
  - b) The minimum number of shims must be used to achieve the desired adjustment. It is not permitted to use multiple smaller denomination shims to make up a larger shim.
10. Shock Absorbers
  - a) It is mandatory to use shock absorbers as supplied
  - b) Bump rubbers must be used as supplied from Renault Sport:
  - c) No modification to the damper valving is permitted
  - d) It is not permitted to apply any additional paint or surface treatment system to any suspension components. All components must remain as supplied.
11. Suspension Springs, Front and Rear
  - a) Use of spring as supplied is mandatory
  - b) Use of Bump rubber as supplied is mandatory
12. Wiring Loom
  - a) Compulsory use of the wiring loom as supplied.
  - b) No modifications are permitted to the wiring loom.
  - c) Compulsory use of the dashboard as supplied.
13. Brake Pads

- a) Brake pads must for in unmodified standard calipers
- b) The mandatory brake pad is:

Front: Ferodo DS1.11, No. FCP1667W-RUK

Rear: Ferodo DS1.11, No. FCP1491W-RUK

#### 14. Tyres

- a) Make: Hankook (as supplied by championship tyre supplier, see Article 16)
- b) Size: 215/615 R17

#### 15. Weight

- a) The principle is to equalise the performance of the car and Driver combination. The minimum car/Driver weights at the completion of every free practice, qualifying session and race must be in accordance with Appendix 3.2 and c).
- b) The minimum weights will be as follows:  
Minimum weight of car and Driver: 1,160kg.
- c) The minimum weight is in the condition in which the car and Driver (wearing his complete racing apparel) are presented at the end of each official session.
- d) If ballast is required to achieve the minimum weight, this must be in the form of approved ballast plates or excess fuel in the car. It must be possible for seals to be applied to the ballast, should the Championship Eligibility/Safety Scrutineer deem this necessary.

#### 16. Minimum weight can be checked at any time during an event, on the understanding that it is forbidden to add any oil, other liquids or extinguishant before weighing. Apart from the competitor or his/her representative, only the Scrutineers and Officials may enter the weighing area. No work whatsoever may be performed in this area unless it has been approved by Officials.

#### 17. Weighing

- a) Cars must comply at all times during an Event with the minimum weights set out above. All cars must exceed the minimum weight limitations at all times during qualifying and the races. No weight tolerance will be granted.
- b) The weighing equipment designated by the organisers will be the only scales considered as valid.
- c) After qualifying and/or the race every classified car may be weighed. If a driver wishes to leave his car before it is weighed he must ask the Eligibility Scrutineer to weigh him in order that this weight may be added to that of the car.
- d) The relevant car may be excluded should its weight be less than that specified in the Technical Regulations. Dispensation may be taken into account if the weight be less than specified due to the accidental loss of a component during a session.

#### 18. Silencing and Exhaust

- a) It is mandatory to use the standard exhaust system, catalytic converter and silencer, as supplied.
- b) The exhaust system, catalytic converter and silencer must remain unmodified and be fitted at all times.
- c) The complete exhaust system up to the end of the final pipe shall remain airtight at all times.
- d) The catalytic converter must be in good working order.