

# ***CLUB RACING RULES & REGULATIONS***

2022 Area 27 V.3



# GT 27 formerly Grand Touring Under (GTU)

Always Remember, unless it specifically says that you can do something, assume that you can't. **OEM parts mean model specific, no exceptions.**

## **GT 27 General Rules**

1. Eligible vehicles must have an original equipment manufacturer (OEM) engine of less than 250 crank shaft rated horsepower. **Maximum rear wheel dynamometer tested horsepower shall not exceed 230 with a tolerance of plus or minus 5hp. Power to weight ratio must not be better than 1 to 13. For example, a car with a measured rear wheel horsepower of 200 must not be lighter than 2,600 pounds including driver factor.** Vehicles must be of steel body or chassis with steel roll cage mounted directly to the steel chassis or unibody.
2. Modifications not described within these regulations are strictly forbidden.
3. Cars and drivers not conforming to these regulations will be disqualified and will not receive any prizes or be scored in the final race results.
4. Pump gas must be used, maximum 94 octane. If your engine requires race fuel, it's because you are cheating.
5. All competitors are responsible for their own transponders. Drivers whose transponders do not work will not be included in the race results.
6. Replacement parts must be of original type materials throughout, carbonfiber parts either aftermarket or OEM are prohibited.
7. All cars must be fitted with a forward facing camera with a clear view of the track ahead. Cameras must be recording during the race. Recording during practice and qualifying is optional. Any vehicle involved in an incident during a race without a properly recording camera may face additional penalty should fault be determined for the above mentioned incident.

## A. Tires & Rims

1. Continental Tire sponsors the **GT 27** Series. For points and prize eligibility competitors must use the Extreme Contact Sport tire with the UTQG tread wear rating of 340, tire pressure is open.
2. Tires may not exceed the OEM diameter by more than 1 inch.
3. Any tire width or profile is permitted providing that the tire does not rub the chassis, suspension, or body at any point of vehicle operation. Evidence of tire-rub is grounds for disqualification. Minor clearance may be allowed only with prior approval on a case- by-case basis.
4. Rims must be metallic in composition and must not deviate by more than 2 inches from the maximum offered OEM diameter.
5. Tire sizes are determined by weight as follows:

<u>Car weight no fuel in lbs.</u>	<u>Front &amp; Rear Section Width Total</u>
2,000 – 2,100	400
2,101 – 2,200	410
2,201 – 2,300	420
2,301 – 2,400	430
2,401 – 2,500	440
2,501 – 2,600	450
2,601 – 2,700	460
2,701 – 2,800	470
2,801 – 2,900	490
2,901 – 3,000	510
3,001 – 3,100	530
3,101 – 3,200	550
3,201 – 3,300	570
3,301 – 3,400	590
3,401 – 3,500	610
3,501 – 3,600	630

Various combinations of front and rear section width may be selected providing the total of the front and rear is less than the provided number

The driver's baseline weight is 180lbs. To determine vehicle total weight, drivers either add or subtract their difference from 180lbs.

For example, a 220lb. driver would add 40lbs to the vehicle baseline to determine which tire size category they fall into. Likewise, a 140lb driver would subtract 40lbs from their vehicle baseline. Competitors are free to add weight to their vehicles if a larger section width tire is desired. Drivers may be weighed separately to determine their baseline adjustment.

6. All car fitted with threaded body coil over suspensions not in compliance with the regulations will follow tire size guidelines minus 20mm. Non-conforming cars that do not meet the tire sizing requirements may race but will start at the back.
7. Cars from the factory under 200hp are exempt from the above tire rules. They may run any tire width or profile provided the tire does not rub the chassis, suspension, or body at any point of vehicle operation.

## **B. Chassis & Body**

1. Chassis and body must retain all OEM metal and panels, including backing structures and braces. Fender flares may not be added.
2. It is only permissible to remove the inner factory door panel sheet metal to facilitate side impact protection that is integral to the roll cage.
3. Only OEM aerodynamic parts are permissible that were available as factory options or over the OEM parts counter.
4. Wings or airfoil shaped components of aftermarket origin are strictly prohibited.
5. Composite replacement body panels and parts of any type are strictly prohibited.
6. The fuel tank or fuel cell must be 100% sealed off (by metal) from the interior compartment.
7. All factory suspension mounting points must be retained. Relocation is not permitted.
8. Battery may be relocated providing it is sealed off from driver's compartment.
9. Windshields, side windows, and rear windows must remain in the vehicle, the driver's window maybe removed or rolled down with window net in place. The

- front passenger window maybe rolled down or removed providing there is a window net in place. Side and rear windows may be substituted for polycarbonate or Lexan windows approved for racing use.
10. Cosmetic Interior panels and rear seats may be removed, the factory dashpad must be retained. Interior must present well and have a finished appearance.
  11. Factory sunroofs must be closed or sealed off with a similar metal to the roof structure. If open or in the case of an open cock pit vehicle then arm restraints are required.
  12. Cars that have been fitted with an aftermarket fuel cell, external aftermarket fuel pump, or have had the battery relocated, must now be fitted with a master switch of approved design and placement for motorsport use. Cars with the above modifications must also have a built in extinguishing system with at least two nozzles, engine compartment and fuel cell locations.

## **C. Suspension**

1. Only factory interchangeable components are allowed. Any swapped item must be mountable, or connected to the OE mount, or connected without modification.
2. Only springs, dampers, and sway bars of OE type fitment maybe substituted.
3. Aftermarket parts that require aftermarket mounts are prohibited.
4. Modification to increase the adjustability of the camber and caster are permitted.
5. Control arms, links, suspension arms, rods, and bars must be OEM in origin, bushings may be substituted for a higher durometer of similar design. On a case-by-case basis, through consultation with series scrutineer, some cars may substitute suspension arms for safety if replaced with arms of equal length.
6. Alignment is free.

## **D. Brakes**

1. Large sized brake rotors and calipers designed for racing purposes may be fitted.
2. Carbon ceramic brakes are not permitted.
3. Duct-work with holes in bodywork for cooling purposes are permitted.

## E. Engine

1. Must be of OEM origin as specified for the designated vehicle model with OEM type intake manifold and injection or carburation system. **The original model specific throttle body must be used in unmodified form with original inlet diameter.** Fabricated intakes are prohibited. Cold air kits are allowed. Power adders are not permitted.
2. Engine management must be of OEM sourced. Tuning of the OEM computer is allowed.
3. Ignition parts including plugs, wires, coils may be swapped.
4. Exhaust headers may be fitted providing decibel limits are not exceeded.
5. Factory location transmission and motor mounts specific to the model of vehicle must be retained. Durometer may be changed, including solid mounting, provided all locating dimensions remain the same.
6. Block, heads, and all engine internal parts must be either of OEM origin or meet OEM specifications.
7. Addition of turbo chargers, super chargers, nitrous oxide systems, and any alternate or secondary fuel or other injection systems are prohibited.
8. Accusump oiling systems and aftermarket oil pans are permitted.
9. Forced induction engines must be within 2psi of factory maximum boost limits. The factory waste gate must be retained in unmodified form. All boosted engines require a test port to be fitted to the intake manifold so boost levels can be verified by independent testing.

## **F. Drivetrains**

1. After market differential carriers may be substituted providing fitment is with the OE housing.
2. Aluminum driveshaft's may be substituted however carbon fiber is prohibited.
3. Final drive ratio may be altered.
4. The OEM transmission must be retained in its entirety. Short shift shifters may be substituted.
5. Automatics may install a 'shift kit'.
6. Aftermarket clutch assemblies may be substituted.
7. Aftermarket flywheels may be substituted.

## **GT 54**

### **GT 54 (formerly referred to as GTO)**

#### **GT 54 General Rules**

1. Eligible vehicles are purpose built race cars that are no longer eligible to be used as a road car. Maximum rear wheel horsepower is limited to 500 with a minimum weight to power factor of 5.6. For example a car with rear wheel measured 450hp must have a minimum weight of 2,520 pounds. ( $450 \times 5.6 = 2,520$ )
2. Engines may be one of the following two classifications. 1. Engines between 3 litres and 6.3 litres displacement must be naturally aspirated. 2. Engines under 3 litres displacement may have forced induction including turbo or superchargers. Maximum engine displacement is 6.3 litres or 383 cubic inches.
3. Tires are to be race slicks or rain specific tires. If a race is declared a wet race, only cars fitted with wet weather tires will be allowed to start.
4. Safety equipment will be to the highest standards as defined in the safety supplement. HANS device is mandatory for this class in conjunction with Snell 2010 or newer HANS compliant helmet. On board fires extinguishing systems are

required. Master switches are required and must be easily accessible. Approved safety fuel cells are required.

5. Aero dynamic devices such as splitters, spoilers, wings, canards, and diffusers are permitted so long as these items are securely attached. Vehicles that lose any of these devices during an event will be disqualified.

## Spec Radical SR3

### Spec Radical SR3 General Rules

1. The Radical Canada Cup series is a single-make racing championship for Radical: Prosport, Clubsport, SR3, models manufactured by Radical Sportscars Ltd.

### B. Vehicles Eligibility

1. The Radical Canada Cup series is a single-make racing championship for Radical: Prosport, Clubsport, SR3, models-Vehicles shall be powered by engines, defined below.
2. Sealed engines as outlined by Radical UK.

### C. Wheels & Tires

1. Radical specification **Hankook** racing tires model **F200** (260/16 Front and 265/16 Rear) are the official tire of the Radical Canada Cup series and are the only approved tire.
2. Competitors may be permitted to use tires produced by another manufacturer if the supply of **Hankook** is unavailable to all competitors.
3. Competitors are limited to a maximum of one new set tires for Saturday and Sunday competition sessions. Exceptions may be allowed at the discretion of the

series director providing that the competitor can show that the tire is unfit for competition, for example if it is punctured or flat spotted.

## **D. Aftermarket Components**

1. The use of any components not originally produced by Radical SportscarsLtd., their distributors and/or their suppliers is prohibited.
2. Older cars (Club Sport, Pro Sport, SR3, SR4, PR6) built prior to 2009 with aftermarket parts may be grandfathered at the discretion of the series director.

## **E. Series Sponsor Decals**

1. Display of the Radical Canada Cup series contingency decals, which will be distributed to all teams, shall be mandatory. The description and required orientation of the mandated decals shall be specified via special bulletin.

## **F. Fuel**

1. All cars shall run on commercially available fuels designed for vehicles on public roads (pump gas) with an octane rating of 94 or less. Any additives to this fuel are prohibited.

## **G. Data Systems & Display**

1. Only dash displays made by Radical Sportscar Ltd. or Aim Sports LLC are permitted. Only Data Acquisition systems made by Aim.

## **H. Engines**

1. The following engines are allowed:
  1. All Powertec/RPE four-cylinder production engines.
  2. Suzuki Hayabusa based “K7” and “K8” engines are eligible.

2. Maximum engine displacement is 1340cc. No modifications to these engines are allowed except where specifically authorized within these rules. This includes, but is not limited to, all fuel injection and engine management components, electrical, cooling, and lubrication systems. All systems are subject to test procedures and shall conform to OEM specifications as stated in the Suzuki workshop manual or as specified in these rules.
3. Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts.
4. All rubber fluid lines may be replaced with braided metal or fabric covered (Aeroquip type) lines. Hose clamps may be installed on the rubber oil lines.
5. No balancing, lightening, polishing or other modification of moving parts of the engine is permitted.
6. Only stock Suzuki manufactured gaskets and seals as specified in the Suzuki workshop manual are permitted including, but not limited to, head gasket, intake runner gaskets and O-rings, restrictor plate gasket, and intake and exhaust gaskets.
7. For any questions regarding this class please contact the class representative:  
**John Hughes - 780-995-9888**

## **I. Weight**

1. The weights or car & driver must be 1565 LBS or greater at the finish of the race.

# **RS1 Track Car**

## **RS1 Track Car General Rules**

1. RS1 competition vehicles must be raced as supplied by RS1 Motorsports. No major component substitutions or modifications allowed

2. Springs, Shocks, Sway Bars, Suspension Components, Rear Differential gear ratio, Transmission gear ratios, cannot be altered or substituted.
3. RS1 components or parts may not be removed to save weight. This would include but not limited to the passenger seat.
4. 1 set of new “sticker” Goodyear D2265 tires are permitted per race. If the race weekend includes 2 distinct RS1 racing categories, such as “Novice” and “Expert” classes, 1 set of “sticker” tires will be permitted for each class.
5. 1 new “sticker” or used emergency tire will be permitted as a substitute for a damaged tire with the approval of the RS1 technical staff.
6. Used tires will be permitted during “practice” session(s) only.
7. Only 94 octane pump gas will be permitted as competition fuel
8. Driver seat rear upper reinforcement seat pins must be installed
9. All drivers competing in the RS1 races must wear approved personal protection equipment in good condition, including such items as:
  - Fire Resistant Helmet
  - Head Restraint (Hans device or other)
  - Nomex outerwear: Suit, Gloves, Shoes. Balaclava Nomex underwear: suggested shirt and pant cool shirts are permitted

## **A. Permitted Adjustments**

1. Ride height
2. Sway Bar Pre-load
3. Training arm and 3rd link angles
4. Panhard bar height
5. Wing Angle
6. Front and Rear Air Pressures

## **B. Tech Inspections**

1. All cars must pass Avion/RS1 Tech Inspection prior to qualifying/ race. RS1 Motorsports Technical Director: Al Lebert.
2. For any questions regarding this class please contact Al at 1-613-266-0239

## Safety Equipment Requirements

### A. Rollcage

1. Roll-cages are mandatory in all closed cockpit cars and MUST be a six-point cage with a windshield header bar and in accordance with SCCA section 9.4. Formula car and sports racer's roll-bar / roll-cage must be a manufactured and not altered.
2. The top of the roll-cage must be a minimum of TWO inches (2") above the top of the driver's helmet.
3. The roll-cage must be approved by the Chief Technical & Safety Inspector and must meet the following:
  - Less than 1500 lb., tubing size; 1.50" dia x .120" wall thickness
  - 1500 lbs. - 2500 lbs., tubing size: 1.75 dia x .120" wall thickness
  - Over 2500 lbs., tubing size: 2.25" x .120 wall thickness
  - Fore/aft bracing must be at an angle of 30 degrees or more from the main hoop (measured from vertical).
  - One continuous length of tubing should be used for the main hoop member with smooth continuous bends and no evidence of crimping or wall failure.
  - The main hoop attaching point should not be less than 15" apart.
  - All bolts used in roll cage installations must be at least 3/8" diameter and of SAE Grade 5 or better.

- All mounting plates must be at least 3/16" thick & of sufficient size to spread the load.
  - Bolt-in bars must have back-up plates of the same dimensions as the mounting plates.
4. The dimensions given above are for mild steel tubing. Specifications for alloy tubing can be found in SCCA's "General Competition Rules" book, section 9.4.

## **B. Safety Harness**

1. All cars must have a five-point system which consists of a three (3) inch lap belt, a two (2) inch strap over-the-shoulder "H" type of shoulder harness, and an anti-submarine strap, OR, A six-point system which consists of either a two (2) inch or three (3) inch seat belt, a two (2) inch over-the-shoulder "H" type harness, and two anti-submarine straps.
2. All shoulder harness must be mounted behind the driver and no more than 40-degree angle from the horizontal (measured from the driver's shoulder).
3. The minimum acceptable bolts used in the mounting of all belts or harness is SAE Grade 5, 3/8" or larger in size.
4. Safety harness must be dated stating the year and month of manufacture and are not allowed to be older than five (5) years old at the start of race season. Safety harnesses newer than five (5) years may also be disallowed if deemed unsafe by tech.

## **Other Safety Requirements**

1. The recommended fire control is a SCCA or ASN Canada approved onboard fire system with a five (5) pound capacity (by weight) with a minimum of two (2) nozzle locations. The onboard fire system must be armed (safety pin or pins removed) any time the car is on the track or gridded preparing to enter the track. The club's minimum requirement will be hand-held chemical extinguishers of at

- least five (5) pounds and have a 10BC Fire Rating, securely mounted within a driver's reach.
2. All loose objects, including hubcaps, must be removed from the car. Headlights must be taped, if applicable.
  3. All drivers MUST wear a driver's suit with a minimum SFI 3.2A/5 rated or higher or a FIA rated. Drivers' shoes and gloves must be SFI rated or higher, or FIA rated. A fire-retardant hood is required if the driver has an open-faced helmet (only permitted in a closed cockpit car), long hair and/or beard and strongly recommended for everyone. In addition, Nomex socks are required; Nomex long underwear top and bottom are recommended.
  4. All drivers MUST wear a helmet bearing a Snell Foundation approval dated no later than ten years after the helmet's Snell rating. Effective 2018, SA2005 and newer are acceptable. The helmet shall carry the SA designation indicating that it is designed for automobile racing use. "M" (motorcycle) designated helmets are not allowed. Open-faced helmets are not permitted for drivers of open cockpit cars.
  5. All cars entered in racing events, must have a minimum of two rear-view mirrors.

## C. Race Event Regulations

1. All drivers must attend the drivers meeting.
2. All cars and drivers must pass tech each race prior to going on track.
3. Each event will be controlled by an appointed Chief Steward who will have the authority to decide protests, make exceptions, additions, or exclusions to the Supplementary Regulations for that event.
4. All protests involving questionable driving techniques will be brought to the attention of the Chief Steward for possible disciplinary action.
5. Elimination or removal from an event for "cause" by the Chief Steward will not require a refund of entry fees.
6. Any person operating a car in any way to create a dangerous situation may be immediately excluded from the event by the Chief Steward. This includes entered and non-entered cars on the track, in the pits, or paddock and all matters relating to driving in practice, qualifying or racing. Further penalties may be assessed by the Chief Steward.
7. Any driver who fails to comply with a flag or hand signal from an official or corner worker may result in immediate disqualification.
8. A race car may have more than one driver at an event. All drivers must attend the drivers' meeting and pay the regular entry fee.
9. Area 27 uses a transponder type (MyLaps) timing system. Any car/driver wishing to be timed MUST equip their racecar with a transponder. Transponders are available for purchase through the MyLaps website or Area 27.

\*The regulations in this section and any penalties applied are not subject to protest or appeal

## **D. Paddock Safety**

1. Parents and/or guardians will be responsible for the safety of children in the paddock area.
2. Team vehicles of any kind are to be driven in a safe manner at all times when at the race facility and no vehicle shall be driven faster than 15 kph in the paddock.
3. No person shall ride in or on a car or other vehicle in an unsafe manner.
4. When a car is being refueled or a device is being used that could precipitate a fire, such as a welding system, a crew-member shall stand by with a fire extinguisher.
5. Animals in the paddock must be restrained.
6. Drivers of all open cockpit cars must wear a helmet, properly worn with the visor down, at any time the vehicle is in motion.

## **E. Conduct During Race Starts**

1. Entrants, drivers or crew-members, which demonstrate a lack of compliance with race starting procedures, are subject to penalty.
2. A false start shall be deemed to occur when a driver at any time under starter's orders, unless instructed by an official, moves from the prescribed position, forward, backwards, or sideways in relation to the field before the display of the green flag, or green light, indicating the start of a race.
3. The following violations are subject to either a stop-and-go penalty after the start or restart of a race, or a one (1) lap penalty at the end of the race:
  - a. Attempting to make or making a false start.
  - b. Passing a pace car without being instructed to do so by the pace car official.

## **F. Conduct on the Race Track**

1. Drivers may use only the marked racetrack surface, and any curbing during any track sessions.
2. Drivers shall drive in a manner compatible with general safety, respecting at all times the right of competitors to space on the marked race track.
3. It is the responsibility of all drivers to avoid physical contact between cars on the racetrack.
4. Drivers shall follow the marked racetrack during a competition and shall not gain an advantage from an off-course excursion.

## **G. Competitor Conduct on The Race Track**

1. Engines must be started by means of an on-board starter using an on-board power supply, with or without a supplementary power supply.
2. It is not permitted to drive a racecar, at any time, in the opposite direction of race traffic without the permission of the Chief Steward or Chief Marshal. Infraction of this regulation may mean immediate exclusion.
3. If a driver is forced to stop on the track it is the driver's responsibility to place the car as far as possible off the race line of the track to cause the least obstruction to other competitors and preferably on the side of the track least used by race traffic.
4. The driver of a stalled car should raise one or both arms to indicate that the car will not move until the track is clear.
5. Cars shall not be driven under power of the on-board starting device while on the racetrack in order to maintain or improve a race position. Using the on-board starter to move a car to a safe location is permitted.

6. Push starts are permitted in the pre-grid area. They are also permitted in the pits with the approval of the Grid Marshal.
7. No vehicle is permitted on the marked racetrack at any time during an event without permission from the Grid Marshal or Chief Marshal.
8. Any driver who has left the marked track with all four (4) wheels must respond so as to regain control of the car, stop if necessary, and without driving against the direction of the race track, rejoin the track at the nearest point to that where the exit occurred, compatible with safety and obeying the direction of the corner marshals in the area.
9. A driver who goes off the marked race track, in the presence of corner marshals or not, and attempts to return to the track and in doing so causes a disadvantage to another competitor is subject to penalty.
10. The repetition of serious mistakes or the appearance of a lack of control over the car (i.e. leaving the marked race track) may entail exclusion or other penalty of the driver involved.
11. The Chief Steward may, during any practice, qualifying or race session, order any car removed from the race track which, in their opinion, constitutes a hazard to other competitors because of insufficient speed, fluid spilling, or any other reason. Such action is not subject to protest or appeal.
12. All major body components shall remain in the normal position throughout the competition. Loss of bodywork may result in a car being black flagged on instruction from the Chief Steward, Grid Marshal or Chief Marshal.
13. Before entering the pits from the track, the driver should signal by raising an arm.
14. A driver may not improve a race position by entering or traversing through the pits, regardless of whether or not a stop is made.
15. A driver may not improve a race position by entering or traversing through the pits, regardless of whether or not a stop is made.

## H. Passing Conduct

1. Drivers thereof may negotiate corners or curves, as well as the entry and exit zones as they wish, within the limits of the marked racetrack.
2. The responsibility for the decision to pass another car rests with the overtaking driver. However, this will not relieve the overtaken driver from the responsibility for the safe passing of another car. The overtaken driver shall not block.
3. Drivers are obligated to heed the flag signals displayed around the track. Failure to respond to a flag signal is serious violation of these regulations and is subject to penalty, which is not subject to protest or appeal.
4. Any driver appearing not to be making adequate use of the car's rear view mirrors, or driving in a manner which, even if unintentionally, appears to hinder or discourage another driver seeking to pass, or appearing to ignore the blue flag, may be given the black flag. Systematic or repeat offences may result in exclusion of the offending driver.
5. The penalty inflicted for ignoring the blue flag shall be applied to the drivers who obstruct part of the track and shall range from monetary fine to exclusion. The same penalty shall be applied to drivers who swerve from one side of the track to the other side of the track in order to prevent other competitors from overtaking.

## I. Exiting the Pits

1. Drivers entering the racetrack from the pit lane shall first receive permission to do so from the Grid Marshal and be prepared to slow significantly or stop if requested.
2. When entering the track from the pits all cars must keep four wheels to the right of the blend line. Only when the blend line turns to dotted can two wheels cross.

## J. Refueling

1. Refueling in the pit lane is prohibited during any track session, unless authorized by the Chief Steward.

## **K. Other Devices in the Pits**

1. Compressed gas cylinders must have a protective structure around their gauges and valves when in the working pit area. No tools that may by their use readily cause flame, sparks or a high temperature are permitted in the pit area.

## **L. Pit Rules & Regulations**

1. At the start of any race, the pit lane must be absolutely clear.
2. All crewmembers working in the pit area must be clean and fully clothed at all times during any track session. Shirts, long pants and closed-toe footwear are mandatory.
3. Crewmembers shall not sit on the pit wall during any track session.
4. A maximum of two (2) people per car shall be permitted access to a designated location for the purpose of signaling during any track session. Signalers may not be at the signaling area until after the start of the race.
5. Before entering the pits from the racetrack, a driver shall signal by raising an arm clear of the car's bodywork.
6. Should a pit lane bound driver overshoot the car's pit location, the car must stop and be pushed back to its pit by hand, or else continue for another lap.
7. No car shall be driven backwards under its own power in pit lane at any time, for any reason.
8. No car may be pushed back to its pit under conditions that would constitute a hazard.
9. Cars shall enter and exit the racetrack only from the pit area. Disabled cars shall be removed to the paddock during any track session, if possible.
10. During a qualifying or race session, if a car is to be taken from the pits to the paddock, it may only return to the session after receiving approval from the Grid Marshal or Chief Steward.

11. Failure to comply will render the car ineligible to return to the session.
12. Smoking is not permitted at any time in the pits.
13. Animals of any kind are not permitted in the pits or on the marked racetrack.
14. The maximum speed allowed in pit lane is 50kph. Competitors who exceed a safe speed are subject to exclusion. This regulation is not subject to protest or appeal.
15. Notwithstanding having received permission to enter the track from the pits, drivers shall keep to the side of the track from which they are entering and must satisfy themselves that the track is clear of oncoming cars before entering the main path of race traffic. Drivers shall yield the right of way to oncoming race traffic and not interfere with the path of other cars.

## **M. Pit Stops**

Should a car stop at its pit at any time during qualifying or race sessions, work or service on the car is permitted as follows:

1. Any crewmember in the working pit is deemed to be working on the car except the person in charge of the fire extinguisher provided such person does not touch the car.
2. No more than five (5) people, including the driver, even if the driver remains in the car, shall touch the car, or in any other way whatsoever provide assistance.
3. In the case of a driver change, such as during endurance events, a driver being replaced may assist the replacing driver to prepare for driving but may not work on the car in any other way. Should a driver participate in the servicing of the car in any way, the rule of five (5) people applies.
4. Only one (1) jack can be used during a pit stop – either a floor jack or an on-board air jack.
5. No work shall be performed under a car if jacked up unless jack stands are in position at all times.

6. Providing a proper pit wall facility is provided then one (1) jack, tools, service equipment and wheels/tires may be placed over the pit wall into the servicing pit during the lap on which the car is pitting and must be placed back behind the pit wall immediately after the car's departure. All electrical generators and air compressors must be equipped with spark arrestors. They cannot be placed in the working pit lane. They must be located as far away from fuel containers as possible. The Chief Steward may alter this regulation as required
  
7. It is the responsibility of the crew to notify the Pit Marshals immediately of any liquid spills and to assist in the clean