

2018 TECHNICAL REGULATIONS

These regulations aren't written in terms of restrictions but in terms of authorizations. Therefore it should not be forgotten at its reading, that any change is prohibited if not expressly allowed.

Art. 1: CARS

Model: Mitjet 2L-type car corresponding fully (body and mechanical) to the homologation document CdM 002 registered at FFSA. However, on competitors' request and for promotion/sponsoring reasons, other body types can be provided and homologated by VIP Challenge.

- 1.1 Cars exclusively provided by VIP CHALLENGE.
- 1.2 Only cars providing a technical passport will be allowed to enter the Series. The passport will be established on the first round where the car will participate, during the technical scrutineering, and from the Series' technical delegate.

Art. 2: MECHANICAL PARTS AND BODYWORK ELEMENTS

All the mechanical parts and body elements shall be exclusively provided by the distributor VIP Challenge.

- 2.1 Mechanical parts : no change or added mechanical elements, other than the ones homologated on the Series' car, will be allowed without the written consent of both VIP CHALLENGE Organization and the Technical Delegate.
- 2.2 Car's dimensions which are displayed in the homologation document CdM 002.

The whole body elements shall remain as its standard definition and original aspect. No change will be allowed without the written consent of both VIP CHALLENGE Organization and the Series' technical delegate.

The cutting, drilling of additional holes or bodywork transformation to improve the cooling are strictly forbidden.

Some bodywork elements, options, styles, air deflector or carbon tuning elements can be mounted on the cars. Those will be made and sold exclusively by VIP CHALLENGE.

All the aerodynamics elements as : wing, wing deflector, rear wing bracket, corresponding to the bodywork-type, front bumper deflector must be mounted before the start of free practice and races.

Any cutting-style is forbidden and is subject to compulsory replacing of the modified elements.

Art. 3: ENGINE

Any vehicle non-equipped with an engine from VIP CHALLENGE will not be allowed to participate in the Series. Any change of the engine's element : substance input or output, surface treatment or other (i.e : sandblasting, micromarbling etc...) is forbidden and will be considered as a technical non-compliance. Timing belt will be as stock. The engine can be taken for control at any time during the season.

- 3.1 **Engine:** model defined in the homologation document CdM 002 exclusively .
- 3.2 **Engine Head:**
 - 3.2.1 rectification Engine Head minimum height allowed after rectification : 138mm.
- 3.3 **Sparks plugs:** free.
- 3.4 **Gearbox:** gears ratio will have to remain as stock and will be sold exclusively by VIP Challenge.
- 3.5 **Air filters:** as stock.

3.6 Seals:

Seals will be applied on the engine on the first round of the season. Competitors are fully liable for the seals integrity.

3.6.1 They will have to be positioned and kept the whole season. Any engine sealed which should be serviced for damage or periodical service must be sent to the appointed engine preparer for dismantling and conformity control, in the presence of the technical delegate Mitjet 2L and the engine must be sealed again by the appointed engine preparer whom will communicate the numbers and places of the seals, to the Series' technical marshalls.

3.6.2 Each competitor can seal an additional engine in case of damage. Dismounting and mouting of the engine and spares, transport and technical delegate traveling fees will be at the expense of the owner and invoiced by VIP CHALLENGE Organization.

3.6.3 Fuel:

95 or 98 unleaded. Racing fuel is forbidden (see Règlement standard FFSA des circuits : Art. 4.2.1 and 4.2.1.2) No additive or mix will be allowed. Fuel samples can be taken during the meeting, following the prescriptions of FFSA Circuit Standard Regulations.

3.6.4 Any engine having participated to one of several rounds of the Series in the current season and/or which would have been retrieved from the car for any reason, should be able to be controlled by the technical delegate, upon request and at any time of the season, sealed. Any engine given, on which a mechanical element or seal would be missing, would be declared non-compliant.

In the beginning of the season, a list of engines' number for each car will be established (list which will evolve during the season).

3.7 Fuel Pressure:

should be of 3,7 bar (+/- 0,1). Will be controlled on the injection rail feeding hose.

Art. 3: ECU

- 4.1. Will be marked of the car's racing number.
- 4.2. Can be drawn before each round.
- 4.3. Will be fixed and placed and its original place.

Art. 5: EXHAUST

Will have to be compliant as stock. No change will be allowed.

5.1 Decibel:

the norm authorized by FFSA is 100db maximum at 75% of the engine rpm. Unexpected control scan be done by FFSA. Non-compliance from the competitor can lead to forbidden race start.

5.2 The noise measurement method will be the one of the FIA, defined in the FFSA annex.

5.3 Any noise infringement will be penalized:

- First infringement : during a free practice : 5-second penalty, or during a race : 5 places penalty in the classification.
- Second infringement : penalty which can lead to exclusion.

Art. 6: MINIMUM WEIGHT

- 6.1 **Weight:** 880kg, driver onboard at the race finish.
- 6.2 Measured at any moment of the meeting, car running and driver onboard.
- 6.3 The weight will be measured with VIP CHALLENGE scale. The scale will be available at any time for all the drivers in the technical box during the meeting.
- 6.4 A control can be one during any free practice or race by the technical delegate.
- 6.5 Any driver whom would not comply with the minimum weight, or whom would have refused to submit himself to weighting, will be disqualified by the Race Director of the free practice or race which preceded the control.

Art. 7: BALLAST

- 7.1 If a ballast is deemed necessary, it can be done with lead plates. The ballast has to be fitted at the specified place, on the passenger-seat's side, with 4 M8 screws of 8.8 quality minimum.
- 7.2 In no case should the ballast exceed the lower part of the chassis, the latter being delimited between the ground and the pipes forming the chassis.

Art. 8: TIRES

- 8.1 **Brand, Type:** Yokohama, Type NEOVA R.
Only tires with barcodes listed by Yokohama France are accepted in the Series.
- 8.2 **Size:** 255 40 18 95W.
- 8.3 **Number:** 10 dry tires + 4 new wet tires maximum, sold exclusively by VIP CHALLENGE. Only VIP CHALLENGE or the technical delegate can take the decision to change the tires from Dry to Wets. It will be authorized 5 min prior to the start in staging area, but non compulsory. Any tire change will be strictly forbidden in the staging area. A new tire can be replaced further to a puncture or an accident. It will have to be registered before mounting by the technical delegate.
- 8.4 **Marking:** controlled by barcode.
- 8.5 **Tire treatment and rectification:**
Any treatment or tire-warming and external/internal tire rectification is forbidden.
- 8.6 **Tires delivery:** all the tires will be sent to the teams prior to the first round. VIP CHALLENGE will not have any tires to be sold on the meetings or during the practices, except a minimum stock in case of puncture.
- 8.7 **Tire pressure:** free.

Art. 9: GROUND CLEARANCE

- 9.1 **Height:** 70mm.
- 9.2 **Measure:** between the ground and the chassis, from the chassis pipes being the lowest, measure taken without the driver in the car.
- 9.3 A reference place for the ground clearance will be done by the technical delegate before each round.

Art. 10: SHOCK ABSORBERS

10.1 **Shock absorbers:** as stock.

10.2 **Springs:** front hardness : 200 /60 / 180 – Rear hardness : 200 /60 / 80.
They will have to be provided by VIP CHALLENGE.

Art. 11: FRONT AXLE

11.1 **Camber:** free.

11.2 **Caster:** free.

11.3 **Alignement :** free.

11.4 **Rear and Front tracks:** on the homologation document CdM 002.

11.5 **Bodywork dimension:** on the homologation document CdM 00.2

Art.12: REAR AXLE

12.1 **Alignement:** allowed, to the extend of original settings. No changes of the mechanical elements will be allowed.

12.2 **Wheel base:** on the homologation document CdM 002.

Art. 13: BRAKES

13.1 **Front brakes:** on the homologation document CdM 002.

13.2 **Rear brakes:** on the homologation document CdM 002.

13.3 **Pads:** rear and front brake pads must be provided exclusively by VIP CHALLENGE ans stay as stock.

Art. 14: DATA

Data systems or telemetry are forbiddent during timed practices and races. Any car controlled with a data system or other, during timed-practices and race will be declared as non-compliant.

Art. 15: CHANGE IN THE TECHNICAL REGULATIONS

The technical regulations are defined in the begining of the season and approved by VIP CHALLENGE and FFSA.
The organizer has the rights to modified, after agreement of FFSA, the current technical regulations during the season.
The new regulations will enter in force on the day of its publication and will replace the previous regulations.

I undersigned
certified acknowledgement of the 2018 technical and sporting regulations of VIP CHALLENGE and commit to respect them.

In On Signature