

CHAPTER 3 - STANDARD SPEED CHAMPIONSHIP REGULATIONS

3.1. ORGANISATION

All national events counting in the National Speed Championships will be run in compliance with the National Sporting Code (and its Appendices) of the C.M.F., the Common Organising Conditions for Speed Championship events, the present Standard Speed Championship Regulations and the event's own Supplementary Regulations (including Addenda-Bulletins) as approved by the Sporting Council of the C.M.F..

3.2. GENERAL CONDITIONS

3.2.1. These events count for the Championship listed in Chapter 1 of Section IV Championship Regulations.

3.2.2. Eligible Vehicles

3.2.2.1. An Entrant wishing to enter a vehicle for this Event must ensure that, at Scrutineering the vehicle falls under the following categories (SERIES):

i) SERIES I

Homologated for the current year according to the prescriptions of Appendix J of the F.I.A. for the Groups mentioned below:

- (1) Group N: Production cars
- (2) Group A: Touring cars
- (3) Any other Group as published in the Official Bulletin of the CMF

For the above Groups A and N, modifications and relaxations will be allowed within the "Technical Specifications for Cars of Series I in Speed Events" (TS-I) as described below.

ii) SERIES II

Cars not falling in Series I as described below:

- a) Cars without a currently valid homologation certificate.
- b) Cars of Group B.
- c) WRC Cars

Convertible cars will not be allowed.

Cars falling in Series II will be grouped under Group S and modifications will be allowed within the "Technical Specifications for cars of Series II in Speed Events" (TS-II) as described below.

Each Group S car, in order to be allowed to compete, must have a Certificate of Approval for the current year. This is issued by the Technical Committee of the C.M.F. after a car has been examined and obtained a Check up Certificate. Check up Certificate can be obtained from dedicated MOT stations. In order to be eligible for the Certificate of Approval a relevant application, documentation and photograph of the car must be given to the Technical Committee of the C.M.F. by the applicant one month before the first event that the car will take part.

The Certificate of Approval must be presented at the Scrutineering of each event.

3.2.2.2. The Technical Committee of the C.M.F. may, from time to time, modify the Technical Specifications for cars in Speed Events. Such modifications will be approved by the Sporting Council and published in the C.M.F. Official Bulletins or as an amendment to this National Sporting Code.

- 3.2.2.3.** Results shall be announced of each Group for Series I and for the total of Series II.

SERIES I cars split into the following cubic capacity classes:

Group N

- 1st class: up to 1400 cc
2nd class: over 1400 cc to 1600 cc
3rd class: over 1600 cc to 2000 cc
4th class: over 2000 cc

Group A

- 5th class: up to 1400 cc
6th class: over 1400 cc to 1600 cc
7th class: over 1600 cc to 2000 cc
8th class: over 2000 cc

SERIES II cars are split into the following cubic capacity classes:

- 9th class: up to 1400 cc
10th class: over 1400 cc to 1600 cc
11th class: over 1600 cc to 2000 cc
12th class: over 2000 cc

- 3.2.2.4.** Cars entered in a Group containing fewer than 6 cars may not compete for the Group award. They will however be eligible for the Group Championship points.

- 3.2.2.5.** If a Class contains fewer than 3 cars it will be amalgamated once with the next higher Class of the same Group. Classes A7, N3 & S11 can not be amalgamated to the higher Class.

- 3.2.2.6.** The fitting of protective undershield is allowed for all Groups and its use is recommended.

- 3.2.2.7.** Turbo engine cars will be fitted with a restrictor of 33mm for Group N and 34mm for Group A & S.

3.2.3. ELIGIBLE COMPETITORS

- 3.2.3.1.** Any person or legal entity holding a CMF Competitor's licence valid for the current year is eligible.

- 3.2.3.2.** Where the Entrant is a legal entity, or in any case not part of the crew, the Driver named on the Entry Form will be held responsible for all the liabilities and obligations of the Entrant, throughout the whole competition.

- 3.2.3.3.** The use of a Co-Driver is allowed if stated on the entry form of the event and the Co-Driver follows the provisions of 3.2.3.1. above. Novice licensed Co-Drivers can also be allowed.

3.2.4. TECHNICAL SPECIFICATIONS FOR CARS IN SPEED EVENTS

3.2.4.1. TECHNICAL SPECIFICATIONS FOR CARS OF SERIES I (TS-I)

These cars will compete under Appendix J of the F.I.A. Art. 253 - Safety Equipment with the following modifications and relaxations:

1. Automatic fire extinguishers may be removed.
2. Passenger seats may be removed.
3. Bumpers may be removed. In such case any protruding bumper supporting bracket must also be removed.
4. Any protruding spotlight brackets must be removed.
5. Even after any allowed modifications, the weight of cars of Group A must not be less than the minimum specified in Appendix J for Rallies, and for Group N cars as specified in the homologation.
6. For all cars, ballast may be added to achieve the minimum weights. This however must be done in accordance with Appendix J, Article 255, Group A which specifies that it must be pointed out to the Scrutineers before each event.
7. All cars should be equipped with a general circuit breaker, activated both from the inside and from the outside of the car. On the outside it should be fitted on the driver's side in front of the windscreen and be clearly marked "ON/OFF".

3.2.4.2. TECHNICAL SPECIFICATIONS FOR CARS OF SERIES II (TS-II).

1. WEIGHT

The weight of cars competing in Group S should not be less than the one shown below:

<u>Engine Capacity</u>	up to 1000cc: 720 kg
	over 1000cc up to 1400cc: 840 kg
	over 1400cc up to 1600cc: 920 kg
	over 1600cc up to 2000cc: 1000 kg
	over 2000cc up to 2500cc: 1080 kg
	over 2500cc up to 3000cc: 1150 kg
	over 3000cc up to 3500cc: 1230 kg
	over 3500cc up to 4000cc: 1310 kg
	over 4000cc up to 4500cc: 1400 kg
	over 4500cc up to 5000cc: 1500 kg
	over 5000cc up to 5500cc: 1590 kg
	over 5500cc : 1680 kg

For turbo-charged engines, the engine capacity must be multiplied by coefficient 1.7.

Ballast may be added to achieve the above minimum weights, in accordance with Appendix J of the F.I.A. - Article 252, 2.2.

2. BODYWORK

The outside shape must remain as the original production except for the wings which may be outwardly extended and their shape modified provided the original shape of the arch is retained.

The wings must extend over and cover the width of the wheels.

Other aerodynamic parts as well as decorative nickel and rubber parts may be added or removed. Parts added should not extend beyond the perimeter or the bodywork.

3. CHASSIS

No modification is permitted on the original chassis except strengthening which is free.

4. DOORS

The driver's door and co-driver's door, in case there is a co-driver, must be the same as the original and the inside of the door must be securely covered. The material of the other doors may be changed but their original shape must be retained. The window mechanism may be removed.

All doors must be operative and close securely and must have an opening-closing mechanism operating both from the inside and outside.

5. BONNET & BOOTLID

The material is free but the original shape must be retained.

They should fit exactly in the original areas and be secured with two external latches each.

The bonnet must open from the outside. Any internal opening mechanism must be removed.

Bonnet openings for air intake are permitted but should not expose mechanical parts.

6. ENGINE

The engine is free provided the cylinder block is derived from an engine produced or used by the manufacturer.

The location of the engine must remain the same.

7. GEARBOX: Free

8. DRIVE AXLE, FINAL DRIVE and DRIVE SHAFTS: Free

9. INTERIOR

The dashboard may be changed and modified. Instruments may be added or removed provided there are no protruding parts of dangerous edges.

The floor panel may be modified to accommodate a different gearbox.

The panels separating the passenger compartment from the engine compartment and the luggage compartment must remain the same.

The fitting of instruments, accessories or spares on the separating panels is allowed provided such additional parts are relatively small and are not considered dangerous to injury.

Piping and wiring in the passenger compartment should be protected and covered and should have no joints or connections within the passenger compartment.

Other than the above, no other objects should be placed in the passenger compartment apart from items provided for in Appendix J of the F.I.A.

10. RADIATORS & FAN

Free, provided they are in a covered area outside the passenger compartment.

They may be positioned in place of the radiator grill as long as they do not protrude beyond the perimeter of the car.

11. BRAKES

Free, provided they are of a double circuit and activated by the same pedal.

In case of an indirect type of servo brakes, the servo may be placed in the passenger compartment.

12. SUSPENSION

The suspension system is free.

13. LIGHTS

All lights may be removed but any resulting openings or holes must be closed. One stop light must be operational.

If spotlights are removed their brackets, if protruding, must be removed.

14. TOWING EYES

At least one at the front and one at the rear, painted yellow or red, and positioned so that they are easily accessible without protruding from the car.

15. SEATS

The driver's seat should be firmly fixed and should not be movable during the race. Seats should conform to Appendix J of the F.I.A.

The passenger seats and their bases as well as the carpet may be removed.

16. WINDSCREEN & WINDOWS

The windscreen must be laminated glass and should have at least one wiper.

The windows may be of plastic provided it provides good visibility and has a thickness of at least 5mm. In case the mechanism is removed the Driver's window must have a small window that opens.

17. HANDBRAKE

As per Appendix J of the F.I.A.

18. SHIELDS

Protective shields for the engine, gearbox and fuel tank are free.

19. EXTINGUISHERS

Handheld 4kg extinguishers as per Appendix J article 253.7.3. are obligatory.

Automatic mounted systems as per Appendix J article 253.7.2. are recommended.

20. FUEL TANK

It should be the manufacturer's original or as per Appendix J.

21. GENERAL CIRCUIT BREAKER

Must be positioned on the driver's side in front of the windscreen and be clearly marked ON/OFF.

22. SEAT BELTS

As per Appendix J article 253, as in rally regulations.

3.2.5. Entries

- 3.2.5.1.** Any C.M.F. competition licence-holder wishing to take part in an event must send the official Entry Form duly completed to the Secretary of the event at the Organiser's address before the closing date of entries.

Entry forms must be completed and signed by the Entrant and the Drivers.

- 3.2.5.2.** No amendments may be made to the Entry Form, except in the cases provided for in the present Regulations.
However, the Entrant may freely replace the car declared on the Entry Form by another from the same Group and the same Class, up to the time of Scrutineering.
- 3.2.5.3.** Should it turned out, at the time of Scrutineering, that a vehicle does not correspond in its presentation to the Group and/or Class in which it was entered, this vehicle may upon the proposal of the Scrutineers, be transferred to the appropriate Group and/or Class upon the decision of the Stewards.
- 3.2.5.4.** By the very fact of signing the Entry Form, the Entrant as well as the Driver submit themselves to the sporting jurisdictions specified in the National Sporting Code (and its Appendices) of the C.M.F., the present Standard National Speed Championship Regulations and the event's own Supplementary Regulations (including Addenda-Bulletins) as approved by the Sporting Council of the C.M.F., only.
- 3.2.5.5.** Cars may be driven by one or two Drivers.
- 3.2.5.6.** The Organising Committee reserves the right to refuse the Entry of an Entrant or a Driver without having to give reasons for the refusal. However, it must send to the C.M.F.'s Sporting Council a report giving details for this refusal not later than 24 hours from the time of closing of entries. The Sporting Council will decide finally on the participation.
- 3.2.5.7.** A maximum number of Entries may be requested by the Organisers giving adequate and substantial reasoning for their request. The number may only be approved by the Sporting Council and will be specified in the approved Supplementary Regulations of the event.

3.2.6. Entry Fees

- 3.2.6.1.** The Entry Fees for National events are as follows:
- a) € 120 for legal entity entry and € 120 for physical person entry
In case of having a co-driver an extra € 20 will be added
 - b) Club or Ecurie Team Entries: € 20 per car (min 3 – max 5)
 - c) Make Team Entries: € 50 per car. (min 3 – max 5)
- 3.2.6.2.** Entry Fees will be refunded in full:
- 1. To candidates whose Entry has not been accepted;
 - 2. In the case of the Event not taking place.

3.2.7. Insurance

- 3.2.7.1.** The Supplementary Regulations must give accurate details concerning insurance coverage.
- 3.2.7.2.** The Entry Fee includes Third Party Insurance for competing cars.
The Insurance cover will come into effect from the Start of the event and will cease at the end of the rally or at the moment of retirement or exclusion or disqualification.

3.2.8. Amendments to the Supplementary Regulations

No alterations shall be made to the Supplementary Regulations after the beginning of the period for receiving Entries, unless unanimous agreement is given by all competitors already entered, or by a decision of the Stewards of the Meeting for reasons of "force majeure" or safety.

Any amendment or any additional provision will be announced by dated and numbered Bulletins which will become an integral part of the existing Supplementary Regulations.

These Bulletins will be posted in the Secretariat, in the Event's Headquarters, and on the Official Notice Boards, and will also be directly communicated to the participants, who must acknowledge receipt by signature, unless this is materially.

These Bulletins shall be printed on yellow paper.

3.2.9. Application and Interpretation of the Regulations

3.2.9.1. The Clerk of the Course is charged with the application of the present Regulations and their provisions during the running of the Event.

3.2.9.2. Any protests concerning this application will be sent to the Stewards for deliberation and decision.

3.2.9.3. The Stewards of the Meeting will have supreme authority for the enforcement of the present National Sporting Code (including Addenda), of the Supplementary Regulations of the event and of the programmes. They shall settle any claims which might arise during a meeting, subject to the right of appeal provided in the present Code. The Stewards shall decide what penalty to enforce in the event of a breach of the Regulations.

They may also:

1. Amend the Supplementary Regulations in exceptional circumstances of force majeure or safety.
2. Authorise a change of drivers.
3. Accept or refuse any correction proposed by a Judge of Fact.
4. Inflict penalties or fines.
5. Pronounce exclusions.
6. Amend the classification.
7. Prohibit from competing any driver or any vehicle which they consider dangerous as reported to them by the Chief Scrutineer or the Clerk of the Course.

Any case not provided for in the aforementioned Regulations will be studied by the Stewards who alone have the power to decide

3.2.9.4. The Driver assumes the Competitor's responsibility when the latter is not on board the car during the event.

3.2.9.5. Any incorrect, fraudulent or unsporting action carried out by the competitor or the Driver will be judged by the panel of the Stewards of the Meeting who will impose penalties which may go as far as exclusion.

3.2.9.6. If from the Stewards or Observer's report or with any other way, the CMF considers that the results of an event were elaborated in the wrong way or in full or in breach of the regulations or without the compliance of the conditions under which authorisations were granted for the running of the event or finally that anomaly occurred and poor organisation, has the right, even though there was no protest or appeal, to proceed to a further investigation of the facts and to take any appropriate and in accordance with the regulations measure.