



TECHNICAL REGULATIONS

CONTENTS

- § 1. GENERAL PROVISIONS2
- § 2. BODYWORK3
- § 3. INTERIOR4
- § 4. MINIMUM WEIGHT5
- § 5. SUSPENSION5
- § 6. DRIVE SYSTEM6
- § 7. BRAKE SYSTEM6
- § 8. STEERING SYSTEM7
- § 9. ENGINE7
- § 10. INTAKE SYSTEM8
- § 11. EXHAUST SYSTEM8
- § 12. COOLING SYSTEM8
- § 13. DRIVE TRANSMISSION8
- § 14. FUEL SYSTEM9
- § 15. ELECTRICAL SYSTEM, LIGHTING9
- § 16. CLASSES AND BUDGETS10
- § 17. FINAL PROVISIONS11

§ 1. GENERAL PROVISIONS

1. This regulation has been drafted with permissive terms, therefore, **anything not expressly allowed below is prohibited**. The limits of permissible modifications and installations are provided below. Apart from the mentioned permissions, any part defective due to wear or accident may only be replaced with an original part or a substitute approved for trade. Cars must be unquestionably production models.
2. Every car participating in The Race must meet the following criteria:
ESSENCE OF THE TECHNICAL REGULATIONS
 - a) Only touring cars prepared for motorsport competition or factory-prepared for motorsport but derived from touring cars will be allowed to compete in The Race within **Classes 1-5 and the General Classification**.
 - b) Prototypes, SUVs, non-touring cars, cars valued over 35,000 EUR, and cars not complying with these technical regulations may be allowed to compete in The Race within **the OPEN class**, subject to Organizer's approval.
 - c) Formula-type cars (open wheels) and open-bodied cars without a hardtop will not be allowed to compete (excluding prototypes in the open class – e.g., Radical).
 - d) The car must produce a noise level **not exceeding 100dB** under measurement conditions (2/3 maximum engine revs, not less than 3800 engine revolutions, 1/2 m from the exhaust outlet, or dynamic measurement of a moving car). Sound level measurement with a sound level meter will be conducted before the start of the race and during the race (dynamic measurement). Cars not meeting this requirement will not be allowed to race.
 - e) Be equipped with a homologated fire extinguishing system or a car fire extinguisher with a minimum **weight of 2 kg**, safely mounted inside the cabin – metal mounting.
 - f) Be equipped with **front and rear towing hooks** marked with a sticker (red arrow).
 - g) Each car must be equipped with **original rear lights** (position, stop, turn signals) visible from a minimum distance of 200m. Mandatory third stop light – factory-installed or additional.
 - h) Each car must be equipped with **original low beam headlights or their equivalent in the form of an LED bar**. At any time during the competition, the race director may order the headlights to be turned on.
 - i) Be equipped with a **maximum of two FIA-homologated bucket seats**. Homologation may be expired. Seats must be securely mounted on metal rails; any looseness in the seat mounting will result in the car being disqualified from the round. Installation of sliding rails is permitted. All sports and aftermarket seats without FIA homologation are prohibited.
 - j) Be equipped with homologated **harness-type safety belts** (minimum 4-point) with current or expired FIA homologation. All sports and aftermarket harness belts without FIA homologation are prohibited.
 - k) Their correct attachment according to Appendix J of the FIA harness belts is required.
 - l) Inside each car, there must be a **seat belt cutting knife** installed within the driver's reach.
 - m) No permanently unsecured items may be inside the cabin or trunk.
 - n) The car must have **side rearview mirrors** and a large **panoramic interior mirror**.

- o) The car must be equipped with a **full, annexed, welded, or bolted safety cage**. The cage must be built by a specialized safety cage construction company. Door X bars are not required when using factory doors. Homologation may be expired
- p) The car must not exhibit **any coolant and oil leaks**.
- q) The car must not exhibit **any leaks from the brake and fuel systems**.
- r) The **brake fluid** reservoir must be filled to a level exceeding the **minimum level**.
- s) Brake pads must have wear not exceeding 50%. It is recommended to have several spare sets of pads.
- t) Engine oil level must not be less than 50% of the correct level range. It is recommended to have oil for "top-ups".
- u) Bodywork elements must be permanently mounted. The car must have complete bodywork. Participating in the Round with a car, for example, without a hood, is not allowed. In individual cases, the Organizer may allow a car without complete bodywork.
- v) The battery must be mounted in a way that prevents its movement during driving, and the positive terminal must be covered with non-conductive material. An **internal and external main power cutoff switch to shut off the car is required** – a lever, externally marked with a sticker used in motorsport.
- w) The tire width must be properly matched to the width of the rim it is mounted on. Significant deviations – so-called "stretching" – are prohibited.
- x) Tires on the car must not have a tread depth lower than specified by the manufacturer by placing a marker.
- y) Only cars equipped with **Nankang AR-1 tires (dry tires) and RGC FW02 SOFT (rain tires) marked ODS** (tire marking) are allowed to start in Classes 1-5 and the General Classification. **In the OPEN class, any tire is permitted.**
- z) The use of AN connectors and hoses is only permitted if they are homologated or come from hydraulic power systems. The use of Chinese connectors and hoses is prohibited – excluding the crankcase breather tank.
- aa) The Organizer recommends installing a camera inside each car to record the course of the training/qualifying session and the race.

§ 2. BODYWORK

1. Cutting of structural body elements is prohibited unless the installation of a safety cage requires it. Bulkheads must remain original. The use of original or replacement hoods, trunk lids, fenders, and bumpers made of laminate or other synthetic materials is permitted.
2. Modifications to the car's longitudinal members are prohibited. Their replacement with functional ones of the same specifications as the serial ones is allowed.
3. Modification of the trunk floor is permissible provided it is not a load-bearing or structural element of the car.
4. Doors may be replaced with laminate counterparts provided a cage with a cross and additional reinforcement of the A-pillar is used.
5. Original reinforcements of the front and rear bumper may be modified; in such cases, they must be replaced with bash bars made of welded tubes.
6. The use of side and rear windows made of polycarbonate with a minimum thickness of 3mm is permitted. The front windshield must remain original. The car must have a rear window.

7. All side windows must be closed in the starting car. Cars without side windows must be equipped with a side net.
8. Non-factory chassis aerodynamic elements are allowed. The use of bodywork aerodynamic elements such as spoilers, diffusers, splitters, and other forced airflow systems is permitted.
9. All aerodynamic elements must not protrude more than 15 cm (in any direction) beyond the outline of the car.
10. Air ducts for radiators, brakes, and intakes must be concealed under the bodywork. The car must have both functional front windshield wipers (or one if originally equipped with only one). The wiper mechanism must be original. The windshield washing system may be removed.
11. Cutting of the rear bumper and modification of the front bumper is permitted if the installation of a radiator or cooling system pipes and aerodynamic elements (diffusers) requires it.
12. The use of quick couplings for mounting bumpers, fenders, etc., is prohibited. Only screw-on fastenings or clips used in motorsport are permitted.
13. For cars with open bodies (convertible type), the installation of a hard roof – hardtop – is required.
14. The car must be equipped with front and rear towing hooks marked with a sticker (red arrow).
15. The car must have emblems (stickers) specified by the organizer in locations according to Appendix 6 to The Race Regulations.
16. The organizer recommends that the car has a specially prepared place for mounting a time measuring transponder on racing tracks. This place should be located in the left front fender. It should be anticipated that the transponder must "see" the asphalt and be positioned vertically. The team may, at its own risk, mount the measuring transponder on the front bumper.
17. The pneumatic vehicle lifting system is allowed. The use of a cylinder with compressed air inside the vehicle is prohibited.

§ 3. INTERIOR

1. Removal of original upholstery and seats is required, to be replaced by a bucket seat with current or expired FIA homologation. Seat mounting must be metal. Installation of sliding seat rails is permitted.
2. The dashboard, center panel, storage compartment elements, and central console may be removed or replaced with any form constructed from flame-retardant materials. Removal of interior elements not requiring bodywork modification is permitted.
3. The car interior must be devoid of soundproofing and upholstery. Original seats must be removed. Leaving original door panels and the original dashboard is permitted.
4. The use of sports seats and belts (min. 4-point) with current or expired FIA homologation is allowed. Seat belt mounting should comply with Appendix J for FIA.
5. Pedal modifications and their relocation (pedal box) are permitted.
6. The steering wheel may remain factory-installed; swapping it for another, so-called "sport" steering wheel is allowed provided it is branded. All counterfeit Chinese steering wheels are prohibited. The steering wheel distance is arbitrary, metal. The use of homologated and branded quick-release steering wheel mechanisms, so-called quick release, is permitted.
7. Cutting of dashboard elements necessary for the installation of safety cage tubes is allowed.
8. Doors - side upholstery elements: Removal of sound-absorbing material from doors is allowed provided their shape and original construction remain unchanged – unless the installation of a safety cage requires it. Door protective plates may be made of sheet metal

with a thickness of at least 0.5 mm, carbon fiber with a thickness of at least 1 mm, or other solid and non-combustible material with a thickness of at least 2 mm. The protective plate must cover the entire door opening unless the installation of the cage prevents it.

9. Removal of engine cover hinges and trunk lid hinges and their replacement with external clips is permitted. Removal of the engine cover opening cable, engine cover locks, and rear hatch locks is permitted.
10. A hardtop roof may be replaced with a laminate construction. Such a roof should be securely mounted on screw-in clips.
11. Mandatory equipment includes a fire extinguishing system or a homologated fire extinguisher with a minimum weight of 2 kg, possessing current validity and legalization, safely mounted inside the car cabin. Metal clasps securing the fire extinguisher are mandatory. For the fire extinguishing system, external labeling with a sticker used in motorsport indicating the lever/button triggering the extinguishing agent is required.
12. A mandatory special seat belt cutting knife must be installed inside the cabin, with a quantity corresponding to the number of seats inside the cabin – one each for the driver and any passengers (training).
13. The organizer recommends that each participating car be equipped with a camera recording the course of the training/qualifying session and the race. The recorded footage will serve the team in making effective protests related to track incidents.
14. An internal and external main power cutoff switch to shut off the car is required – a lever, externally marked with a sticker used in motorsport.

§ 4. MINIMUM WEIGHT

1. **The minimum net weight of the car (excluding fuel) is equal to the weight of the corresponding serial civilian car minus a maximum of 20%** - weight specified without the driver. For example, if the serial car weighs 1500 kg, the weight of the corresponding car in The Race cannot be less than 1200 kg. At any time during the competition, the car's mass cannot be less than the specified minimum, taking into account the fuel weight.
2. The use of ballast is permitted, provided the following conditions are met:
 - a. The mounting location can be freely distributed within the internal cage,
 - b. A reinforcing plate with a minimum surface area of 100 cm² and a minimum thickness of 3 mm must be used at the ballast mounting point,
 - c. When using ballast weighing up to 20 kg, it must be fastened with a minimum of 2 screws, and for ballast weighing up to 50 kg, a minimum of 4 screws must be used. Screws must be minimum M10x1.25, with a strength rating of 8.8.

§ 5. SUSPENSION

1. Changing the type of suspension construction is prohibited. Suspension mounting points must remain stock unless described otherwise in point 4.
2. Modifications to suspension beams, reinforcement of their construction, and modification of control arm mounting points within the original chassis/beam are permitted.
3. Front and rear stabilizers are any.
4. Stabilizer links are any; adjustable stabilizer links are permitted.
5. Changing the original front control arms to so-called adjustable ones or modifying their mounting points to increase wheel camber is allowed.
6. Replacement of rubber stabilizer mounts in body clamps with polyurethane ones is permitted.

7. The use of polyurethane suspension bushings is permitted.
8. Factory shock absorbers are permitted. Any replacements with height adjustment, hardness, and rebound regulation, including those with an additional external oil reservoir, are allowed.
9. Springs may remain stock without modification or be replaced with any so-called lowering springs.

§ 6. DRIVE SYSTEM

1. For all cars participating in The Race (Class 1-5), only **Nankang brand tires model AR-1 (dry tires) and RGC FW02 SOFT (rain tires) with the ODS Sports Tire** designation are permitted. Contact for tire purchase: +48 501 080 767 contact@odsserwis.com
2. The number of new tires per round is limited to 8 dry and 8 rain tires. The choice of tires for the car is up to the team. The tires on the car must not have a tread depth lower than specified by the manufacturer's marking.
3. The maximum width of the tire used depends on the net weight of the car (excluding fuel and driver):
 - a. Car **up to 900 kg** - maximum tire **width 205 mm**
 - b. Car **from 901 kg to 1000 kg** - maximum tire **width 215 mm**
 - c. Car **from 1001 kg to 1100 kg** - maximum tire **width 225 mm**
 - d. Car **from 1101 kg to 1200 kg** - maximum tire **width 235 mm**
 - e. Car **from 1201 kg to 1300 kg** - maximum tire **width 245 mm**
 - f. Car **above 1301 kg** - maximum tire **width 255 mm**
 - g. The use of wheel rims made of steel and lightweight alloys with diameters of 15, 16, 17, and 18 inches with a maximum width of 10 inches is permitted.
4. The use of spacers is allowed provided that the wheels fit within the original bodywork, meaning that the upper part of the complete wheel above the wheel hub axis must be covered by the bodywork during vertical measurement.

§ 7. BRAKE SYSTEM

1. The removal of the ABS system is permitted.
2. Brake lines can be original or replacements. Aviation-type lines (with steel braiding) are recommended.
3. The handbrake device, including the lever and cables, may be removed.
4. Removal or modification of brake shields is permitted.
5. Flexible air ducts supplying cooling air to the brakes at each front and rear wheel are allowed. The inlet for cooling air to the brakes can be positioned anywhere within the outline of the car. The cross-section of the cooling ducts for each brake must not exceed the area of a wheel with a diameter of 100mm.
6. Standard front and rear brake calipers or larger replacements (non-factory, branded ones).
7. The installation of an additional brake force adjuster is permitted.
8. Any brake pads are allowed.
9. Brake discs must be of original or larger diameter.
10. The use of dual calipers on the rear axle is permitted if one pair of calipers serves as an emergency/parking brake.

§ 8. STEERING SYSTEM

1. The removal of power steering assistance is permitted.
2. Anti-theft steering lock devices may be removed.
3. The steering column and steering rods and ends must remain factory-standard.

§ 9. ENGINE

1. The use of any engines, gearboxes, differentials, even from other models and manufacturers, is permitted.
2. Engine capacity change resulting from its overhaul, such as piston oversizing, is permissible. However, if this change results from altering the crankshaft stroke, it is strictly prohibited to use a stroker.
3. The whitening of the cylinder block surface and cylinder head machining are allowed. The minimum height of the cylinder head is determined by the points of maximum cylinder head lowering.
4. Main and connecting rod bearings are unrestricted, while any factory-standard gaskets are allowed, with assembly paste considered as a gasket.
5. Cylinder head, socket, and channel machining, as well as modifications to factory timing mechanisms, are permitted.
6. Original camshafts may be changed to "sharper" ones. Valve springs and retainers may be non-original.
7. In the case of turbocharged cars, changing the type of forced induction (supercharger to turbocharger and vice versa) is permitted.
8. Engine suspension brackets (mounts) may be modified.
9. Engine mounts may be factory-standard rubber or allowed polyurethane replacements (the same applies to differential mounts), with the addition of an extra engine damper permitted.
10. The original flywheel or any balanced (balanced!!) or lightweight replacement is permissible. Original flywheel machining is allowed.
11. Fuel injectors, fuel system, and fuel tank are unrestricted.
12. The engine control module (ECU) may be factory-standard or any stand-alone variant. Programmatic modification of the original control module (remap) is permitted. Engine sensors may be non-original, factory wiring harnesses, or non-standard if required by the stand-alone ECU connection. Spark plugs may be non-original, and coils may be factory-standard or equivalent replacements.
13. The engine lubrication system is unrestricted. The use of an open crankcase ventilation system is permitted. Breather hoses may be disconnected, but the external breather tank must have a minimum volume of 1 liter.
14. An additional oil cooler may be added. The use of Chinese oil coolers is prohibited.
15. Converting a naturally aspirated engine to forced induction (turbo/compressor) is permitted.
16. The maximum engine RPM value (revolutions per minute) should be as per the series, +/- 10%.
17. The oil pan may be replaced with a non-standard one.

18. Changing the turbine/compressor to a non-standard one is permitted.

§ 10. INTAKE SYSTEM

1. The throttle body and intake manifold are unrestricted. The removal of flaps in the original intake manifold is permitted. The intake system to the throttle body is unrestricted. Transferring the stock airflow meter to any location or its removal is allowed.
2. The air filter element or cone filter and its housing are unrestricted and can be relocated in front of the radiator or to any location in the engine compartment. The air filter housing and ducts may be made of composite material. The housing must be made of fire-resistant material.
3. Any additional air filter ducts are allowed.

§ 11. EXHAUST SYSTEM

1. The exhaust manifold is unrestricted. The exhaust system after the outlet of the manifold is unrestricted.
2. The silencer is part of the exhaust system and its function is to limit the vehicle's noise level.
3. The exhaust system may terminate at any point and must not protrude beyond the outline of the car.
4. A single exhaust outlet or the removal of exhaust tips is permitted.

§ 12. COOLING SYSTEM

1. The radiator is unrestricted, must be mounted in the original location, and the mountings are unrestricted, as are the water hoses and shrouds, with the power steering hidden under bodywork elements being unrestricted.
2. Electric fans on the radiator may be replaced with more efficient ones.
3. Original heaters with a defrost system may be replaced with non-original ones.
4. Removal of the throttle heating system is permitted.
5. The thermostat is unrestricted.
6. An additional radiator fan switch inside the cabin is permitted.
7. Additional engine bay ventilation in the form of air outlets on the hood is permitted.
8. Coolant must be replaced with pure water or racing-specific coolant, e.g., Ice Water Racing Coolant (Non-Glycol).

§ 13. DRIVE TRANSMISSION

1. The clutch mechanism must be original, with the clutch itself being original or an aftermarket equivalent available in commerce that matches the original dimensions at minimum. The clutch disc lining is unrestricted.

2. Any gearboxes and differentials, even from other models or manufacturers, are permitted.
3. The driveshaft may be non-original.
4. It is permitted to use a factory limited-slip differential (commonly known as LSD) or any aftermarket LSD diff insert. The differential housing is unrestricted.
5. Changing the gear ratios of the differential and gearbox to non-factory ones is allowed.
6. Non-factory short shifters are permitted.
7. It is allowed to add an oil cooler to the engine, gearbox, power steering and differential. The use of Chinese oil coolers is banned.

§ 14. FUEL SYSTEM

1. **The fuel tank must be original or an aftermarket replacement with a capacity not exceeding 150% of the original capacity.** For example, if the original tank is 90L, it can be replaced with a maximum of 135L.
2. Non-original, safe fuel tanks are permitted provided they are homologated and approved for use in motorsport. The use of Chinese aftermarket tanks, boat tanks, etc., is prohibited.
3. Swirl pots with a capacity not exceeding 3L are permitted.
4. Any fuel pumps mounted in the original positions in the tank are allowed. Modifying fuel tanks is prohibited.
5. Only unleaded petrol 95/98/100 or diesel fuel is allowed in The Race.
6. Vehicles with gas, plug-in hybrid installations are not permitted to start (Class 1-5).
7. The use of octane boosters is prohibited.
8. Only certified containers may be used for fuel storage within the race circuit area.
9. A minimum number of refueling stops are introduced during the race:
 - a. 3 refueling stops for vehicles powered by diesel fuel or vehicles with larger-than-original fuel tanks.
 - b. 2 refueling stops for vehicles with factory or smaller fuel tank capacities.
10. There is no minimum refueling time. Refueling is counted if at least 1L of fuel is poured into the tank.

§ 15. ELECTRICAL SYSTEM, LIGHTING

1. Wiring harnesses are unrestricted. Removal of wires for systems that will not be used, e.g., audio, is permitted. The above installation must not pose any risk. Fuse boxes may be non-original.
2. The dashboard is unrestricted. Additional indicators, e.g., oil temperature, are permitted.
3. Rear lights must remain original. Mandatory third brake light – factory or additional.
4. Removal of front lights with indicators, halogens, is permitted provided that the resulting openings are covered with a form reflecting the shape of the original lamp or replaced with air intakes. Removal of side indicators is permitted. Along with the removal of front lights, the competitor is obliged to install any other dipped beam lights visible from a minimum of 200m; LED bars are recommended.
5. Installation of an air intake for the engine air filter in the place of the removed front lamp is permitted.

§ 16. CLASSES AND BUDGETS

1. Cars are divided into the following Classes and corresponding budgets:
 - a. **CLASS 1** – engine capacity up to/inclusive of **1600 cm³** – up to **20,000** euros
 - b. **CLASS 2** – engine capacity from 1601 cm³ to/inclusive of **2000 cm³** – up to **25,000** euros
 - c. **CLASS 3** – engine capacity from 2001 cm³ to/inclusive of **2500 cm³** – up to **28,000** euros
 - d. **CLASS 4** – engine capacity from 2501 cm³ to/inclusive of **3000 cm³** – up to **32,000** euros
 - e. **CLASS 5** – engine capacity above **3000 cm³** – up to **35,000** euros
 - f. **OVERALL CLASSIFICATION OF THE RACE** (Classes 1-5)
 - g. **OPEN CLASS** for cars:
 - i. not complying with the technical regulations (Organizer's consent required),
 - ii. using tires other than those required in § 6. Drive System,
 - iii. exceeding the budget of 35,000 euros,
 - iv. prototypes, SUVs, non-touring cars.
2. The application of a displacement multiplier is used to assign a car to a class:
 - a. **x 1.5** for forced induction (turbo, supercharged) cars powered by unleaded gasoline.
 - b. **x 1.3** for cars powered by diesel fuel with a factory turbocharger and program (factory power).
 - c. **x 1.65** for cars powered by diesel fuel with a non-factory turbocharger or non-factory program.
 - d. **x 2.0** for cars with Wankel engines.
3. For Polish Teams, the average exchange rate for 1 euro is assumed to be 4.6 PLN for the entire 2024 season.
4. The average value of labor per hour on the car is assumed to be 12 euros. All budget limits are gross values.
5. All teams must have technical documentation for the car and a cost estimate for construction/modifications in accordance with the Car Card (Attachment No. 3).
6. **Service and repairs to the car during the season are not specified in the Car Card (Attachment No. 3) and do not affect the car budget.**
7. **Safety elements must be listed in the Car Card (Attachment No. 3) but do not affect the car budget:**
 - a. seats and their mounts,
 - b. safety belts,
 - c. fire extinguisher or fire extinguishing system
 - d. roll cage, safety nets, cage coverings,
 - e. power master switch,
 - f. steering wheel, quick release,
 - g. safe fuel tank.
8. Exceeding the car budget in a given class results in the team being classified in the class corresponding to the budget.

9. Exceeding the budget of class 5, which is 35,000 euros, results in the team being moved to the OPEN class. The team can participate in the Round but will not be classified in Classes 1-5 and the Overall Classification of The Race.
10. In the case of cars prepared from the factory for motorsport events, such as "CUP" cars, the budget in the Car Card must be listed as if the car were being built from a completely factory-spec vehicle.
11. The base value of the car in the Car Card must correspond to the average market value of the car (year, version, equipment, engine, mileage) according to the SAMAR Automotive Market Research Institute catalogs. Any opportunistic purchase valuations of the car will not be accepted and will result in the rejection of the Car Card.
12. The value of the installed parts must correspond to the average market value of the parts. Any opportunistic purchase valuations of parts, as well as free parts, will not be accepted and will result in the rejection of the Car Card.
13. The team can change the car between Rounds. If it remains in the same class, the seasonal points will be maintained within the same class. Changing the car during a Round is not permitted.

§ 17. FINAL PROVISIONS

1. Matters not covered in this specification shall be governed by the relevant provisions of The Race's overarching and technical regulations along with their appendices.
2. The driver is responsible for ensuring that the car does not have any prohibited modifications by signing a declaration of compliance with the regulations during technical inspection. Non-compliance with the regulations is subject to the penalty of expulsion from further participation in the season.
3. The Organizer reserves the right to inspect the car at any time during the event.