



Track Attack
Race Club

Tricolore Trophy: 2022 Supplementary Technical Regulations (Class F)

1. Introduction

These regulations are for the PRODUCTION class F ie for cars run as close to production spec as safety and reliability allows. As a guide if your car has something on it that wasn't there when it left the showroom ie to manufactures spec. Unless its mentioned hear it's probably not allowed.

2. Description

The production cup classes are for Citroen, Peugeot, and Renault cars only run in production spec. All cars MUST comply with though do not require Mot requirements [excluding emissions] NO modifications mechanically or physically to the car or parts as sold by the manufacturer, unless otherwise stated in these regulations. Where parts are replaced they should be with the manufacturers components from their parts list for the model being raced. In the interest of cost non generic replacement parts can be used where the can be shown and proven to be of the same material, manufacturing process, form, shape function dimensions and fit without modification as per the original. Unless the regulations say you can, assume you can't

3. Chassis

No chassis stiffening allowed apart from that derived from fitting a roll cage and upper strut brace to the front only.

4. Car - Exterior

No alterations to the shape of standard bodywork , which must retain its original silhouette. Standard wing mirrors must be retained, wiper blades must function, all lights function. All weather strips.channels must remain. Towing eyes/webbing to be painted in accordance with Motorsport UK regulations. Any replacement body panels must be original shape and material. No modifications may be made to the body work other than for repair. Exterior trim should remain standard, No widening of the wheel arches is permitted. No holes drilled or ducts added for any purpose. Bonnet and engine covers to be in normal closed position no non standard gaps. No use of tape to fill shut lines.

5. Car - Interior

Drivers seats should be replaced with an Motorsport UK approved item, as well as the fitting of roll cage, extinguishers, harness and any mandatory safety features pre scribed in the blue book. Passenger seats may be removed, along with floor coverings roof linings. Dashboard must remain in situ, but radios, speakers, etc can be removed along with associated ducting/wiring as well as the spare wheel. It is recommended the windscreen heating/demist system remains. Steering wheel may be replaced with aftermarket, Glass sun roofs where fitted by manufacturers should be removed and the opening closed in accordance with blue book requirements. Electric

window motors and door cards can be removed but exposed doors must be covered in accordance with Motorsport UK rules. All instruments to remain standard.

6. Ground Clearance

It is permitted to alter the ride height but the car must be no less than 75mm from the ground I race trim with the driver onboard stationary or moving.

7. Engine

The engines are to be standard specification. No internal performance enhancing modifications what so ever to the engine are allowed. [such as polishing or porting two examples] The use of standard or standard pattern parts and components only to be used for rebuilds which should be within the tolerances set down by the manufacturers workshop manuals (an overbore of a maximum of 0.5mm over manufacturers tolerances allowed for rebuilds).

Air conditioning removal kits are permitted as are aftermarket crankshaft pulley's and flywheel/clutch

Where aftermarket components are used these should be of the same material, weight, profile and function of the originals.[eg no alternative cams or high compression pistons. being two examples].

- a. Oil/Water cooling- Radiators to be standard in terms of capacity and location, The use of additional oil coolers is permitted, as are oil vapour catch tanks keeping to Motorsport UK guidelines, no additional ducting, Standard sump to be retained but may be baffled.
- b. Induction System- after market air filters allowed [filter must be branded item available commercially ie no one off specials] and must be fitted in the engine bay.
- c. Exhaust System – Standard manifold to be retained remainder including silencer free. [Ensure you meet the circuit noise restrictions].
- d. Engine management – Standard Ecu only to be used [no remapping].
- e. Fuel System –Fuel pump to remain standard , fuel lines and filters are free No additional fuel pressure regulation allowed.

8. Suspension

- a. Permitted- Uprated/lowered springs are permitted. Non adjustable uprated dampers are permitted providing the mount on the standard mounts. Anti roll bars are free, but must not be adjustable by driver whilst seated. Uprated anti roll bar links are permitted, providing they are not adjustable in length and are not manufactured using rose joints. Adjustability of suspension geometry is limited to that provided by the vehicle manufacturer for standard suspension. Camber bolts and shims are allowed, Front adjustable top mounts are permitted for vehicles that cannot use camber bolts. Standard chassis bump stops must be fitted in standard position. Polybush replacements are permitted.
- b. Prohibited – Modifications to suspension pick up points, cock pit adjustable anti roll bars with driver seated, offset or adjustable suspension strut mounts, adjustable, spring platforms, hub carrier brackets dampers with remote reservoirs, rose joints/rod ends in any suspension component . Any modifications restriction a wheel from reaching its fully dropped position.
- c. Wheel base and track to remain standard for the model being raced, other than spacers up to 10mm per side permitted.

9. Transmission

Must remain standard [gearboxes, ratios etc] for the model being raced with no internal modifications allowed.

10. Electrics

Ignition system standard, plugs leads free. All lights to remain operative to MOT standards. Rain light to be fitted in accordance with blue book/Motorsport UK. Batteries to remain in situ, and cars to be capable of repetitive starts from main/only battery.

A fully working and standard alternator and pulley must be fitted. Engine cut of switch fitted in accordance with blue book/Motorsport UK requirements. The key start system can be replace with a push button starter.

11. Brakes

Discs must be standard type or pattern/size/material in all cases. No cross drilling or grooving allowed. Pads free, hoses free, Handbrake standard and must function in accordance with Mot standards.

12. Wheel/Steering

Wheels restricted to the sizes offered by the manufacturers for the vehicle being raced. After market rims may be used if they conform to the size requirements. Steering locks to be rendered in-operative unless car is driven to the circuit, in accordance with blue book.

13. Tyres

Any Motorsport UK blue book listed treaded tyre. Full wets excluded. No re-cutting, re-grooving or in any way modify the tread pattern is allowed. All manufactures data should be visible.

14. Vehicle Weights

No min weight limit.

15. Fuel Tank/Fuel

Tanks must be standard in type and position. Fuel to be high street pump fuel e.g. Shell, Tesco. No 102 RON or above, and no race fuel or additives allowed.