



2.1 GROUP - SPORTS TUNER

2.2 DEFINITION

This Group is intended to provide competitors with the opportunity of normally aspirated racing series produced cars generally available for purchase by the public of which at least 2500 units have been manufactured in any one production year.

Major rules are frozen for 3 years. G.M.R & S.C hold the right to make minor amendments to hone and perfect rules for fair racing from one racing meeting to another.

2.3 Sports Tuner will carry the following criteria:

- 1600 cc Maximum Displacement
- Weight multiplier of 1.25 lbs per CC
- *Eg: 1600cc weight 2000 lbs + 160(driver) = 2160 lbs*
- No Forced Induction allowed

2.4 No purpose built engines, including Blocks and Heads are allowed. Mix and matching between family engines allowed.

2.5 Production cylinder head may be freely modified.

2.6 No dry sump (Must retain OEM style wet sump system)

2.7 Force induction of any sort is NOT allowed

2.8 Rotary engine powered cars are NOT allowed.

2.9 Fuel Injected Engine fitted with individual throttle body valves from factory shall not exceed 45mm

2.10 Fuel Injected engines with log manifold has to retain a log style manifold and one throttle body not exceeding 65 mm.

2.11 Engine swaps are permitted provided that the cylinder block belongs, and is identifiable as belonging to the family production model of cars from the same manufacturer of which 2500 units have been made in any one production year. Engine swaps must be homologous i.e. retain the same number of cylinders and configuration e.g. in line 4 cyl.

2.12 A maximum re-bore of 1 mm over standard for maintenance purposes will be allowed.

2.13 TRANSMISSION:

2.14 Clutch/flywheel, gearbox (with production housing belonging to the engine's manufacturer and must retain synchromesh gear engagement gears), and gearing are free except for dog and sequential or electronic gear change boxes which are not allowed. Up to six forward gears are allowed, and must have a functional reverse gear.

2.15 The standard production flywheel may be machined or replaced.

2.16 Limited Slip differentials may be installed. Final Drive Ratios are free.

2.17 INTAKE:

2.18 Air filter or air box must remain under the hood. Ducting of air to the air cleaner or carburettor is not permitted

2.19 COOLING:

2.20 Radiators must remain in their standard positions.

2.21 Electronic water pump are not allowed.

2.22 Oil cooler allowed.

2.23 EXHAUST:

2.24 Exhaust manifolds are free.

2.25 Exhaust systems of MAXIMUM size of 2 1/4 inch O.D and must exit at the rear of vehicle through a muffler

2.26 SUSPENSION:

2.27 Monocoque or tubular chassis cars are NOT allowed.

2.28 Modifications to suspension which involve the addition or modification of anti-roll bars, radius arms, panhard bars, watts linkages, anti tramp bars or other linkage systems or suspension devices are permitted.

2.29 The principle of suspension may not be changed. For example, strut suspension may not be substituted by wishbone type suspension: a live rear axle may not be substituted by independent rear suspensions.

2.30 The method of springing may not be changed. For example leaf springs may not be substituted by coil springs.

2.31 The position of the suspension attachment points on the chassis may not be changed.

2.32 Springs and shock absorbers, including strut shock absorber inserts, may be substituted.
(External reservoir shocks are NOT allowed)

2.33 Cross-bracing of Mac Pherson strut towers is permitted.

2.34 Steering mechanisms are free.

2.35 BRAKES:

2.36 Braking system unrestricted. Such layout must use the original bolt pattern and not require alteration to the body shell other than panel beating to provide clearance. All 4 wheels must be braked on a dual circuit. Master cylinder, callipers, rotors and drums are free. Carbon fibre components are not allowed.

2.37 **BODYWORK**

2.38 No Aerodynamic devices can be added to the vehicle unless originally supplied by the manufacturer for that vehicle.

2.39 Composite materials allowed for fender flares. Widening of the wings/bumpers Increase of width of maximum 140 mm in total is allowed. This increase may be obtained by means of an extension or a new part. **Cars cannot be lightened below the minimum weight and then have ballast put back to make up the weight.**

2.40 The top half of the wheels including the tire of the vehicle must be covered by the fender or flared section of the fender when seen from above.

2.41 Side glasses, front and rear windscreens may be replaced with safety glass such as Lexan.

2.42 **ELECTRONICS:**

2.43 Stock ECU/Computer may be chipped or replaced with tuneable ECU/Computer.

2.44 OEM Ignition systems only

2.45 **FUEL:**

2.46 Fuel pumps, filters and lines may be substituted providing they meet **FIA** safety requirements.

2.47 Spec fuel commercially available from gas stations in Guyana. G.M.R & S.C will notify where you have to purchase fuel. Octane will be tested at the fuel rail. The use of addition injector to inject water, methanol or any fluids is forbidden.

2.48 The use of Nitrous Oxide (N₂O) is strictly forbidden.

2.49 Injection of water, methanol or any fluids is forbidden.

2.50 **RIMS & TIRES:**

2.51 Up to maximum 7 inch wide. Cars fitted with OEM rims larger than specified will be able to use those OEM rims 14 and 15 inch.

2.52 **Spec tyre** 195mm maximum width and a minimum treadwear of 280

2.53 Spec tyre Type: DOT tyres.

Any modification which is not specifically permitted is not permitted.