

GROUP – Street Tuner



1.1 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.

1.2 Street Tuner will carry the following criteria:

- 1500 cc Maximum Displacement
- Double overhead CAM will carry a penalty of .05 lbs per cc
- Variable valve timing equipped engines will carry .05 lbs per cc
- Weight multiplier for engines less than 1500cc - 1.25 lbs per CC
- No Forced Induction allowed
- Eg: 1500cc weight 1875 lbs +160(driver)=2035 lbs
- No Race Fuel or Aviation type fuel is allowed. Club may make available fuel to a competitor for purchase to replace fuel in tank.

1.3 ENGINE

1.4 CAPACITY 0 - 1500 cc. Four, Three or Two valves per cylinder engines. Twin cam, twin cam slave drive or single cam allowed.

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

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

1.7 Production cylinder head may be freely modified.

1.8 Force induction of any sort is NOT allowed

1.9 Rotary engine powered cars are NOT allowed.

1.10 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.

1.11 Engine with log manifold has to retain OEM intake family log style manifold and one throttle body not exceeding 59 mm.

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

1.13 **INTAKE:**

1.14 Air filter or air box must remain under the hood. No Ram Air Intake Induction Systems are allowed.

1.15 **TRANSMISSION:**

1.16 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.

1.17 The standard production flywheel may be machined or replaced.

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

1.19 **COOLING:**

1.20 Radiators must remain in their standard positions.

1.21 Electronic water pump are not allowed.

1.22 Oil cooler allowed.

1.23 **EXHAUST:**

1.24 Exhaust manifolds can be swapped with OEM family manifold only.

1.25 Exhaust systems of MAXIMUM size of 1 3/4 inch O.D and must exit at the rear of vehicle through a muffler.

1.26 **SUSPENSION:**

1.27 Monocoque or tubular chassis cars are NOT allowed.

1.28 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 NOT permitted.

1.29 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.

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

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

1.32 Springs and shock absorbers, including strut shock absorber inserts, may be substituted with OEM or aftermarket OEM replacement allowed. Lowering springs are allowed (**Adjustable shocks are not allowed**)

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

1.34 **BRAKES:**

1.35 Brakes and brake systems may be substituted with any brakes from OEM family, except for non-metallic brake disc which are not permitted Master cylinder, callipers, rotors and drums are free. Carbon fibre components are not allowed.

1.36 **BODYWORK:**

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

1.38 Composite body panels are not allowed.

1.39 The top half of the wheels including the tire of the vehicle must be covered by the fender or section of the fender when seen from above. (Flaring of front or rear fenders to clear tires is NOT allowed)

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

1.41 Steering mechanisms are free.

1.42 **ELECTRONICS:**

1.43 OEM Ignition systems only

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

1.45 **FUEL:**

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

1.47 Spec fuel commercially available from gas stations Guyana. G.M.R & S.C will notify where you have to purchase fuel. Octane will be tested at the fuel rail.

1.48 The use of Nitrous Oxide (N₂O) and Nitro-methane is strictly forbidden.

1.49 The use of addition injector to inject water, methanol or any fluids is forbidden.

1.50 **RIMS & TIRES:**

1.51 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.

1.52 **Spec tyre** 195 mm maximum width. **(GMR&SC Will notify where you have to purchase tires)**

1.53 Spec tyre Type: DOT tyres.

Any modification which is not specifically permitted is not permitted.