

LIMITED CLASS

Miscellaneous

- a. If a car is deemed by officials to have reached a level of performance that requires it to have a roll cage; the competitor must either upgrade their vehicle to Limited class requirements before competing again OR detune their vehicle to stay in their current class.

Chassis/Exterior/Aero

- a. Full carbon fiber or other lightweight material bodies are not permitted. Only bolted on components (i.e. hood, bumpers, trunk, etc.) can be made of lightweight materials. Doors must be OEM but may be gutted if there is alternate driver side impact protection from a roll cage. The roof panel may be replaced with a lightweight material.
- b. The front and rear shock towers may be modified to install shock mount reinforcement or spacers but must otherwise remain OEM. Exceptions made for the accommodation of an engine swap; however, the modified/rebuilt shock towers must maintain the OEM suspension pick up points.
- c. Front splitters and canards may extend a maximum 250mm forward and a maximum 350mm outward from the OEM bodywork.
- d. Rear diffusers may extend a maximum 250mm inches rearward and a maximum 150mm outward from the OEM bodywork.

- e. The rear wing must be no higher than 250mm above the roof line, no more than 150mm wider per side than the widest part of the OEM bodywork and extend no more than 250mm rearward from the OEM bodywork.
- f. Side skirts may only extend 150mm outward from the OEM bodywork when viewed from above.
- g. Flat bottom floors are allowed.
- h. Aftermarket fenders/over fenders/fender flares may be installed. Total vehicle width (excluding mirrors) must not exceed 350mm wider than the OEM bodywork.

Engine/Drivetrain/Fuel

- a. Drivetrain changes (e.g. FWD to AWD or AWD to RWD) are permitted ONLY if the parts used for the change are direct fit, OEM components.
- b. No physical modifications to the drive and or control of Hybrid or fully electric drive systems are allowed. Programming, tuning, and battery upgrades are open.
- c. Aftermarket sequentially shifted transmissions are not permitted. OEM sequential/paddle operated gearboxes are acceptable.
- d. Relocation of the engine and/or transmission is not permitted.
- e. Engine swaps are open. The new engine and/or transmission must be installed as close as possible to the OEM engine and transmission location.

- f. Unleaded gasoline, E85, commercially available unleaded gasoline race fuel or approved race fuel blend are permitted.
- g. The use of methanol race fuels is prohibited.
- h. Exhaust must exit behind the front axle with allowances for external wastegate dumps. If the exhaust exits upward or in front of the driver a helmet respirator system is required.

Suspension/Brakes/Tyres/Wheels

- a. Adjustable shocks/dampers are not permitted to have more than three-way adjustments (independent rebound adjuster and independent low-speed and high-speed compression adjusters).
- b. Suspension type changes are limited to OEM component transfer from a donor car that was mass produced by a recognized manufacturer.
- c. Cars must use DOT approved tyres with a minimum UTQG-rating of 60 or higher. **SOFT** compound tarmac rally tyres are permitted.
- d. Maximum Tire Width: AWD: 265, 2WD: 295. No portion of the flat tire tread may protrude past the widest point of the fender when viewed from above.
- e. If a vehicle uses tires wider than specified above as OEM, the OEM width will be the maximum tire width.
- f. No portion of the flat tire tread may protrude past the widest point of the fender when viewed from above.
- g. Tire warmers are not permitted.

Interior/Roll Cage/Safety

- a. Cars in the Limited class **MUST** comply with current BMF Minimum Safety Regulations in their entirety (See appendix A).
- b. Drivers are required to wear a helmet that meets a minimum of SNELL SA2005 or BS6658-85A/FR standards and full race attire as specified in Section 12 of the BMF Minimum Safety Regulations.
- c. OEM dash or some reasonable facsimile must be installed. OEM doors may be gutted provided that the installed roll cage includes a minimum of a single door bar.
- d. A minimum 6-point roll cage is required; side impact protection is highly recommended. Locally made roll cages must be built in accordance with Section 6 of the BMF Minimum Safety Regulations (See Appendix A).
- e. The roll cage may penetrate the firewall provided that the firewall is sealed.
- f. Commercially available, bolt-in, 6-point roll cages are allowed provided they are FIA/ASN/SCCA/NASA approved. Proof must be provided of their certification and that the cage has been correctly installed according to the manufacturer's instructions.
- g. A fixed back race seat and minimum 4-point harness are required. Harnesses and seats must be installed according to Section 4 and Section 11 respectively, of the BMF Minimum Safety Regulations (See Appendix A). FIA/SFI or equivalent components are highly recommended.

- h. A kill switch is required and must be accessible from the inside and outside of the car. The driver must be able to reach the kill switch while seated and strapped in.
- i. Lexan windows and/or race nets are permitted. Their installation must meet the requirements listed in Section 14 of the BMF Minimum Safety Regulations.
- j. Lexan windshields must be at least 1/4" thick and must be fixed in such a way that it does not come loose during competition. All other Lexan replacements must be at least 1/16" thick.
- k. The original locking mechanisms for the driver and passenger doors must be rendered inoperative, permanently or temporarily.
- l. A fire extinguisher that meets the requirements specified in Section 5 of the BMF Minimum Safety Regulations is required, and must be mounted in an area easily accessible by the driver.