



**APPENDIX “G” – CLASSIFICATION
OF
AUTOMOBILES**

EFFECTIVE FROM: 1st January 2011

*TO BE READ IN CONJUNCTION WITH THE NATIONAL
SPORTING CODE (NSC) OF THE SRI LANKA AUTOMOBILE
SPORTS*

**NOTE: All other modifications, not specifically allowed
herein are prohibited.**

***HONY. SECRETARY
SRI LANKA AUTOMOBILE SPORTS***

APPENDIX “G” - CLASSIFICATION OF AUTOMOBILES (Other than Karts)

Section 1 - GENERAL SPECIFICATIONS

- G/01 These regulations shall apply to all automobiles other than Karts. The word “car” used in these regulations shall have the same meaning as the word automobile.
- G/02 Construction: The Stewards of the Meet may exclude an Automobile, the construction of which is deemed to be dangerous.
- G/03 Construction Requirements: All Automobiles to which these regulations apply shall:
- (a) Have not more than four **road wheels** (excluding the spare) and tyres.
 - (b) Be equipped with **brakes** which comply with statutory requirements as to construction of motor vehicles, or if there is no mechanical system available for applying braking effort to at least two wheels, there shall be two hydraulic systems so that in the event of failure of one system, braking on at least two wheels remain effective. Dual circuit hydraulic systems are recommended.
 - (c) Have a **steering wheel**, which has a full diameter rim. Aircraft type wheels are not acceptable.
 - (d) For those cars fitted with a Windscreen, Perspex or plastic of adequate thickness may be used only over the front original Windscreen.
 - (e) Have a normal seat within the driver’s/passenger’s compartment. The seat by itself or in combination with the bodywork shall be adequate for the purpose of supporting its occupant and retaining him within the vehicle.

- (f) Have a protective **bulkhead** between the engine and the driver's/passenger's compartment, suitable and sufficient in the case of fire for preventing the passage of flames.
- (g) Have a complete **floor** rigidly supported and of adequate strength within the driver's/passenger's compartment.
- (h) Have the **fuel tank** mounted outside the Drivers/Passenger compartment (in the case of hatchback vehicles a protective bulkhead between the luggage and passenger compartment is required if the fuel tank is fitted inside the luggage compartment) of the car and have any fuel **line(s)** or vents passing through the driver's/passenger's compartment covered or enclosed in a solid metal cover. **Liquid Batteries also should be insulated and covered.**
- (i) Have a **transmission and exhaust system** outside the driver's/passenger's compartment or beneath the floor of the car or secured in casings or covers of solid metal.
- (j) Except rear-engine single seater Racing Cars, have a **bonnet** or casing of metal or if original, solid non-flammable material covering and/or surrounding the engine and which is secured by fastenings of adequate strength and positive locking action.
- (k) Have positive and secure **fastening** for all doors and all hinged or detachable parts of the bodywork.
- (l) Be fitted with **sprung suspension** between the wheels and the chassis. The suspension and steering movement shall be controlled to avoid the road wheels fouling any part of the car.

- (m) Be fitted with at least one mirror of a reflective surface of at least 50 sq. cms., securely mounted in such a position as to give a clear view to the rear. The mirror glass shall be enclosed in a suitable frame with no sharp edges exposed such as would cause injury in the event of an accident.
- (n) If a closed car:
- Have a **Rollcage** of adequate strength mounted onto the chassis or body of the car (**Should be welded and not bolted**). This rollcage must be braced to resist collapse in all directions and must be manufactured so that the top of the rollcage is at least 5 cms above the driver's helmet when the driver is in the normal driving position. Minimum outer diameter of the Rollcage material should be 1 ¼ inches (31.7 mm) and the Minimum Thickness of the material used should be of 3.2mm. The material should be of Steel Pipes.
 - **Rollcage** – For Hill Climbs and Autocross Meets, a 4-point Rollcage is required. For Circuit Meets, Road Races and Special Stage Rallies a 6-point Rollcage is required.
 - Effective means of ventilating the driver's/passenger's compartment.
 - Operable means of access (from both inside and outside) on either side to the driver's/passenger's compartment sufficient in size for removal of the occupant.
- (o) **If an open car**, have a **Roll bar** of adequate strength mounted onto the chassis or body of the car. This roll bar must be braced to resist collapse in all directions and must be manufactured so that the top of the roll bar is at least 5 cms. above the driver, when the driver

is in the normal driving position. (**Please refer to point n for Material and thickness to be used**).

- (p) **Be fitted with a safety belt of at least 4 Harness belt, with a central release. Compulsory for SLGT, SLH, FORMULARS and SL A classes. It is recommended for other classes (Compulsory for all Classes from 2012).**
- (q) Be fitted with a **fire extinguisher** containing a minimum of **1.00 Kg** AFFF extinguishant. It should be mounted securely.
- (r) Except for rallies, have all hubcaps, number plates and wheel embellishers removed. All glass lenses to be taped down to prevent their shattering.
- (s) Have a general **circuit breaker** that will cut all electrical circuits, battery, alternator or dynamo, lights, hooters, ignition, electrical controls etc and must also stop the engine. It must be spark-proof and will be accessible from inside and outside the car. As for the outside, the triggering system of the circuit breaker will compulsorily be situated at the lower part of the windscreen mounting of the driver's side for closed cars. It will be marked by a red spark in a white-edged blue triangle with a base of at least 12 cm. This outside triggering system only concerns closed cars.
- (t) Have on each **throttle**, whether butterfly, slide or other type, a return spring which in the event of the throttle linkage becoming detached will in all cases return each throttle to the closed position.
- (u) Be fitted with **tyres** which have not been re-treaded, recapped, repaired or in any way are re-conditioned.

- (v) Seats – The Original Seat as Specified by the Manufacturer, the use of Non Reclining Racing / Competition seats are recommended.

Seat supports must be attached to the shell/chassis via at least 4 mounting points per seat, using bolts with a minimum diameter of 8 mm and counter plates.

- (w) The original **headlights** can be made inoperative and covered with adhesive tape or alternately removed. The tail lights, brake lights, side lights may be removed. However, a switch operable indicator light (red) must be fixed at a central position at the rear at approximately the height of normal brake lights.
- (x) At all Meets, all automobiles must be fitted with front and rear **tow hooks** or be Towable.
- (y) **Mud flaps:** Rear mud flaps are essential at all rallies, supercross and autocross events.
- (z) **Fuel** – Only “fuels” commercially retailed in Sri Lanka & currently available at Ceylon Petroleum Corporation (CPC) and Indian Oil Company (IOC) are permitted to be used. No additives or oxides are permitted

G/04 Categories and Groups:-

Cars competing in events shall be distributed / Catogorized into the following groups.

- (a) Group SL-N : Production Cars – Standard
- (b) Group FIA-N : Production Cars – Standard
- (c) Group SL-A : Production Cars – Modified
- (d) Group SL-H : SLAS Homologated Cars
- (e) Group SL-F : Single-Seater Formula Cars
- (f) Group SL-T&J: Trucks and “Jeeps”
- (g) Group SL-GT : Grand Touring Cars
- (h) Group SL-S : SLAS Specials - Modified

(A vehicle cannot be classified in more than one group).

Any Club or Association conducting a meet under SLAS Rules & Regulations should receive a minimum number of 5 entries to schedule a Mass Start event.

On the day of the event a minimum of 5 competitors should form the grid. If less than 5 competitors, the organisers could permit the entrant to compete in a higher class so long as it is only in the same category.

The grid positions in any event will be based on the fastest Cars on Practice Day timing facing the starter.

G/05 Where classification is by **cubic capacity**:
In the case of **supercharging** or **turbo-charging**, the normal cylinder capacity will be multiplied by 1.7 and the car will pass into the class corresponding to the fictive volume thus obtained.

In the case of **rotary engines**, the capacity (cc) will be deemed to be the equivalent to twice (x2) the volume of the working chamber.

G/06 Where classification is by the **Weight/Power Ratio**:

Section 2 - NOTES

1. The Ratio will be calculated by dividing the SLAS Homologated weight expressed in Kilograms by the SLAS Homologated Horse Power expressed in Metric Units (hp).
2. **Note:** All categories of cars except FIA-N and SL-F should be homologated by SLAS.
3. The following conversion factors will be used:

| | |
|-------------------------------|-------------|
| One (01) Kilowatt | = 1.37 hp |
| One (01) P.S | = 1.00 hp |
| One (01) Imperial Horse Power | = 0.9863 hp |
| Gross Horse Power to Nett | = 0.90 |

Mandatory Requirements for SL-N and FIA-N

All vehicles participating in Group SL-N and FIA-N should furnish the following documents with their entry.

- ✍ Documentary proof of manufacturer's weight and maximum power.**
- ✍ If the vehicle has not been registered in Sri Lanka, the competitor should provide the valid documentation of import of the said motor vehicle and this will be valid only for a period of 3 months. Any variations will need SLAS special approval.**

Clubs may apply in writing and obtain prior approval of the Council of SLAS to include One-Make car events provided a minimum of eight vehicles are assured with the proposal.

Mandatory Requirements for All Classes

All Competitors Participating in any of the SLAS approved race meets should Strictly comply with the Minimum Safety standards, in relation to the race gear (Separate attachment).

Section 3 - Groups & Classes

1.0 SL-N Production Cars

1.01 Group 1:

1. Cars more than 12.0 Kg/BHP
2. Cars more than 10.0 up to and including 12.0 Kg/BHP
3. Cars more than 8.0 up to and including 10.0 Kg/BHP

Or

1.02 Group 2:

4. Cars up to and including 1000 cc) Manufacturer's
5. Cars up to and including 1300 cc) weight
6. Cars up to and including 1500 cc)
7. Cars Over 1500cc up to and including 3500cc For Rallies only) SL N regulations.

1.03 One-Make Classes

8. Mini 1000 cc Standard.
9. Suzuki Maruti Alto up to 800cc
10. Ford Laser / Mazda 323 up to 1300cc – BD, BE, BF Hatch backs & Sedans
11. Ford Laser / Mazda 323 up to 1500 cc - BD, BE, BF Hatchbacks & Sedans
12. Nissan March K11 Up to 1000 cc
13. Honda (EF2/EG8/EK3) Up to 1500 cc

1.1 FIA-N PRODUCTION CARS

1. Cars up to and including 3500 cc

1.2 FORMULA CARS

1. Formula McLarens 1300cc
2. Formula Ford 1600 cc
3. Formula Ford 1600 cc Pre-1985

1.3 SL-T&J (Double Cabs, Single Cabs, SUV's other 4-wheel drive vehicles.)

1. Diesel up to 3000 cc (turbo or superchargers not permitted) as per SL-H regulations
2. Diesel up to 5500 cc (turbo or non-turbo)
3. "Open" Open for petrol and diesel vehicles

1.4 SL-A (Modified Cars)

1. Mini 7 – (See separate regulations)
2. Up to 1050 cc
3. Over 1050 cc and up to 1400 cc

1.5 SLAS Homologated Cars SL-H

1. Up to 1500 cc – (SLOH Configuration – 4 door, Sedans / hatch backs only)
2. Up to 1600 cc

1.6 SL-GT (Grand Touring Cars)

1. Up to 3500 cc

1.7 SL – S (Group – S - Specials)

1. Up to 1500 cc

Section 4 - REGULATIONS & TECHNICAL SPECIFICATIONS

REGULATIONS FOR SL-N Production Cars

1 DEFINITION

Large scale series Production Cars, equipped with normally aspirated engines.

2 HOMOLOGATION

At least 2,500 identical examples of these cars must have been manufactured in 12 consecutive months (One-Make Series classes are excluded from this rule).

3 NUMBER OF SEATS

Cars must have at least two (02) seats.

4 MODIFICATIONS OR ADJUNCTIONS ALLOWED OR OBLIGATORY

All the modifications which are not allowed by the present regulations are expressly forbidden. The only work which may be carried out on the car is that necessary for its normal servicing, or for the replacement of parts worn through use or accident. The limits of the modifications and fittings allowed are specified hereinafter. Apart from these, any part worn through use or accident can only be replaced by an original part identical to the original one. The cars must be strictly series production models identifiable by the homologation form data.

The entrant must produce the technical specifications of the engine declared including the maximum power developed by the engine. Such information must be from the manufacturer or a publication authorised by the manufacturer acceptable to the Council of Sri Lanka Automobile Sports.

Where a manufacturer produces the same series of engines in different variants SLAS will determine highest power and minimum weight to classify such variants.

5 MINIMUM WEIGHT AND NETT POWER

At the time of homologation, the SLAS Classification Committee of the Sri Lanka Automobile Sports (SLAS) will establish the

minimum weight for each make and model of car, based on the manufacturer's nett weight. Where a particular model of car has several weights declared, the SLAS will establish the lowest weight applicable in each case, and the competitor will be permitted to reduce the weight in accordance with the rules applicable in the SL-N Group.

The SLAS Committee will also determine the maximum nett power and/or cc of the engine as declared by the Manufacturer of the engine.

6 ENGINE

a. Cylinder-Block, Cylinder-Head:

It is permitted to close the unused aperture in the block and cylinder head, if the only purpose of this operation is that of closing. Maximum re-bore allowed is the second oversize specified by the manufacturer, in relation to the original bore. The sleeving of the engine is allowed within the conditions as for re-boring and the sleeve material modified. Planing of the cylinder block and the cylinder head will be allowed up to a maximum of 0.50 mm.

b. Ignition:

The make and type of the spark plugs, rev. limiter and high-tension leads are free. The electronic control unit and ignition components in the electronic unit are free, nevertheless, the system must be entirely interchangeable with the original unit i.e. the engine must work when the unit is replaced with the series unit). Sensors and actuators on the input side must be standard as must their function. Sensors may not be added even for the purpose of data recording. Any data recording system is forbidden, unless fitted on the homologated vehicle.

c. Cooling System:

The thermostat is free as is the control system and the temperature at which the fan cuts in. Locking system for the radiator cap is free.

d. Carburettors:

The original system and type of carburettor must be retained. The operating principle of the carburettor venturi doors is free. The components of the Carburettor which control the quantity of petrol entering the combustion chamber may be modified, provided that they do not have any influence over the quantity of air admitted. Air filter(s) are free and they may be removed.

e. Injection:

The original system must be retained. Components of the injection system situated downstream of the air-flow measuring device, and which control the quantity of petrol entering the combustion chamber may be modified but not replaced, provided that they do not have any influence over the quantity of air admitted. The injectors may be modified or replaced in order to modify their flow rate, but without modifying their operating principle and their mountings. The injector rail may be replaced with another of free design.

f. Lubrication:

The fitting of baffles in the oil sump is authorised. Replacement oil filter cartridges are accepted in the same way as the original ones.

g. Engine Mounts:

The material of the elastic part of the engine mountings is free.

h. Exhaust:

Free, as long as the original exhaust manifold is retained.

i. Cylinder Head Gasket:

The material is free, but not the thickness.

j. Flywheel:

The original flywheel should be retained.

k. Cruising Speed Controller:

This controller may be disconnected.

7 TRANSMISSION

a. Clutch:

The Clutch Plate and pressure should conform to manufacturer's specs or equivalent. The friction material is free.

b. Gear Box:

The original gear box ratios should be retained, i.e. no modifications are permitted.

c. Final Drive:

The final drive ratio should be as per the manufacturer's specification, i.e. no changes can be made, but in the event of One-Make Series they will be specified (please refer to separate rules applicable to **14.3 SL-N** cars).

8 SUSPENSION

The manufacturer's original design type and mechanism must be retained. However, parts may be replaced in accordance with Clause **4.0**.

9 WHEELS AND TYRES

a. Wheels:

Free. Hubcaps must be removed.

b. Tyres:

The make and size is free. "Competition tyres" are specifically excluded, except in "Off-track" (gravel, rallies etc). The tyres may be changed FROM the manufacturer's specification provided that the aspect ratio is equal to or greater than 50%, unless otherwise

specified by the manufacturer. By this rule, slicks/special racing tyres are specifically excluded.

10 BRAKING SYSTEM

a. Brake Linings:

Free, as well as their mountings (riveted, bonded etc) provided that the contact surface of the brakes is not increased. Protection plates may be removed or bent. In the case of a car fitted with servo-assisted brakes, this device may be disconnected. The same applies for anti-lock braking systems.

b. Hand-Brake:

The mechanical hand-brake may be replaced with a hydraulic system.

11 BODY, SHELL AND CHASSIS

No modifications may be made in the series production body shell and/or chassis. Buffers may be removed. Reinforcement, in the form of crash or similar bars inside or outside, are not permitted.

12 LIGHTING SYSTEM

a. Lights:

The original headlights can be made inoperative and covered with adhesive tape or alternatively removed. The tail lights, brake lights, side lights may be removed. However, a switch operable indicator light (red) must be fixed at a central position at the rear, at the height of normal brake lights/Mounted at the level on the parcel shelf.

b. battery:

Free. However, must be securely fixed and covered to avoid short-circuiting and leaks.

13 FUEL AND FUEL CIRCUIT

a. Fuel:

Will be restricted to commercially available fuel. Nitrous and other oxides are not permitted.

REGULATIONS FOR SL-A

1.0 DEFINITION

Large scale series production cars.

2.0 HOMOLOGATION

At least 2500 identical body shells of these cars must have been manufactured in 12 consecutive months.

3.0 NUMBER OF SEATS

Cars should have two (02) seats minimum in design at original production stage.

4.0 WEIGHT: Cars are subject to the following scale of minimum nett weights in relation to their cubic capacity.

| C.C. | Weight |
|--------------------------------|--------|
| Mini 7 | 620 kg |
| Up to 1050 cc | 670 Kg |
| Over 1050 cc and up to 1400 cc | 760 Kg |

5.0 ENGINE MODIFICATIONS: All modifications are permitted, as long as a series production engine block and cylinder head of the same series of body shell used is retained and the cubic capacity (cc) does not exceed the class limit.

6.0 For **Turbocharged** or **Supercharged** engines the capacity of the engine will be deemed to be the measured capacity multiplied by the factor 1.70.

7.0 For **Rotary engine**, the capacity (cc) will be deemed to be equivalent to twice (x2) the volume of the working chamber.

8.0 **CHASSIS / BODYSHELL:** No modifications may be made in the series production bodyshell and/or chassis.

Removing the bumper, headlights, taillights, seats, upholstery, dashboard and carpeting is permitted.

9.0 BODY PARTS and GLASS ITEMS: All body parts and glass items must be retained as per the original car. Perspex may be used only over the front original windshield. However, **only plastic glass** may replace the original windscreen.

10.0 RE-BORING: Re-boring must not result in increased capacity so as to make the engine pass into a higher class or exceed the limit allowed by these regulations.

REGULATIONS FOR SL-H

As per rules of Group SL-N of page 4 G/4.0 including the following rules.

WEIGHT / ENGINE / TRANSMISSION / SUSPENSION / BRAKES

- (a) The Engine could be interchanged with an earlier/later model of same make or series. However, such engines should conform to all standard specifications of the vehicle it was derived from.
Oil cooler and steering is free.
Adjustable struts are permitted.
- (b) When applying for **homologation** technical data should be submitted by the applicant (driver) not less than 45 days prior to approval being required. Only data/information from the manufacturer or publication with the given authority of the manufacturer will be accepted. The SLAS homologation committee acceptance or rejection is final and binding.
- (c) A car which has not changed from manufacturer's specifications will be homologated according to the FIA homologated weight. If this vehicle is not a FIA homologated vehicle the manufacturer's minimum weight will be taken for SLAS homologation. **All cars to follow SLAS homologated minimum weight.** In case where the driver has opted to upgrade the engine, then the minimum weight will be the homologated minimum weight of the car from which the engine was chosen. **At any stage the driver will not be permitted to**

reduce the weight less than the original SLAS homologated weight of the car.

For your guidance, the annexed examples are provided.

Example: 1

If the Engine of Mitsubishi Lancer EVO 9

| FIA Homologated Weight | Cubic Capacity | BHP |
|------------------------|----------------|---------|
| 1400 Kg | 2000 cc Turbo | 300 BHP |

If the engine of Mitsubishi EVO 4

| FIA Homologated Weight | Cubic Capacity | BHP |
|------------------------|----------------|---------|
| 1250 Kg | 2000 cc Turbo | 280 BHP |

(If the engine is upgraded from EVO 4 to EVO 9)

| SLAS Homologated Weight | Cubic Capacity | BHP EVO 9 Engine |
|-------------------------|----------------|------------------|
| 1400 Kg | 2000 cc Turbo | 300 BHP |

Example: 2

Car Honda Civic SIR

| FIA Homologated Weight | Cubic Capacity (B 16 A Engine) | BHP |
|------------------------|--------------------------------|---------|
| 980 Kg | 1600 cc | 170 BHP |

Car Honda Civic Type R

| SL-N minimum Manufacturer's Minimum Weight | Cubic Capacity (B16B Engine) | BHP (B16B Engine) |
|--------------------------------------------|------------------------------|-------------------|
| 1070 Kg | 1600 cc | 185 BHP |

If the engine is upgraded from B16A to B16B

On a Honda Civic SIR 1600

| SLAS Homologated Weight | Cubic Capacity (B16B Engine) | BHP (185 BHP) |
|-------------------------------|------------------------------------|------------------|
| 1070 Kg | 1600 cc | 185 BHP |

Amendment to Rule – Council meeting of 28/2/2011

Example 2 above, weight of SL H 1600cc B16A engine combination (Civic sir – B16 A) changed to **980kgs** (Minimum weight), all other remain unchanged

Example. 3

On a Honda Civic / Grand Civic 1500cc– 4 Door

| SLAS Homologated Weight | Cubic Capacity (B15A Engine) | BHP (130 BHP) |
|-------------------------------|---------------------------------------|------------------|
| 1000kgs | 1500 cc | 130 BHP |

On a Toyota Corolla AE110 – 1500c – 4 Door

| SLAS Homologated Weight | Cubic Capacity (AnyToyota) | BHP |
|-------------------------------|------------------------------------|-----|
| 1000kgs | 1500 cc | |

On a Mazda 323 BJ5P 1500cc– 4 Door

| SLAS Homologated Weight | Cubic Capacity (BJ5P Engine) | BHP |
|-------------------------------|------------------------------------|-----|
| 1000kgs | 1500 cc | |

Note: Cars other than the above-mentioned examples (makes and models) are also permitted to enter in this class.

Additional Rules Covering SL H Class (Addition to SL N Rules which are published Separately), And are confined to this class only.

- (d) Cooling System – Radiator Size is free
- (e) Injection – a fuel Pressure Regulator may be fixed.
- (f) Engine Mounts – The Number of Mounts are free.
- (g) Cylinder Head Gasket – The material and Thickness is free.

REGULATIONS FOR SL-GT

1GT. DEFINITION

Large scale series production cars.

2GT. HOMOLOGATION

At least 2500 identical examples of these cars must have been manufactured in 12 consecutive months.

3GT. NUMBER OF SEATS

Cars must have four (04) seats minimum.

4GT. WEIGHT: Cars are subject to the following scale of minimum Nett weights in relation to their cubic capacity.

C.C.

Up to 3500 cc

Weight

1200 Kg

5GT. ENGINE MODIFICATIONS: All modifications are permitted as long as the series production engine block is retained and the cubic capacity (cc) does not exceed the class limit.

6GT. For **Turbocharged** or **Supercharged** engines the capacity of the engine will be deemed to be the measured capacity multiplied by the factor 1.70.

7GT. For **Rotary engine**, the capacity (cc) will be deemed to be equivalent to twice (x2) the volume of the working chamber.

8GT. CHASSIS / BODYSHELL: No modifications may be made in the series production bodyshell and/or chassis. Removing of buffer, headlights, taillights,

seats, upholstery, dashboard and carpeting is permitted.

9GT. BODY PARTS and GLASS ITEMS: All body parts and glass items must be retained as per the original car. Perspex may be used only over the front original windshield. However, only plastic glass may replace the original windscreen.

Amendment – Council meeting of 28/02/2011

Use of fibreglass on Mud Guards / Front Fenders Allowed, as an option to the original parts. (All Other materials Prohibited)

10GT. RE-BORING: Re-boring must not result in increased capacity so as to make the engine pass into a higher class or exceed the limit allowed by these regulations.

11GT. Turbocharged or Supercharged cars up to 3500 cc: The series production turbocharger or supercharger must be retained in the original position as per the standard engine. Replacing internals or housings or any other part among series production or after market turbochargers or superchargers are prohibited.

12GT. RESTRICTOR: All turbocharged or supercharged cars must be fitted with a 34mm restrictor fixed to the compressor housing. The 34 mm area should be maintained for a minimum of 3 mm. All the air necessary for feeding the engine must pass through the restrictor.

RESTRICTOR

The maximum internal diameter of the restrictor is 34 mm, maintained for a minimum distance of 3 mm

measured downstream of a plane perpendicular to the rotational axis situated at a maximum of 50 mm upstream of a plane passing through the most upstream extremities of the wheel blades (see drawing No.....). This diameter must be complied regardless of the temperature conditions. This rules will apply to Rallies and Supercross events only.

The external diameter of the restrictor at its narrowest point, must be less than 40 mm, and must be maintained over a distance of 5 mm to each side.

The mounting of the restrictor onto the turbocharger must be carried out in such a way that two screws have to be entirely removed from the body of the compressor, or from the restrictor in order to detach the restrictor from the compressor.

Attachments by means of needle screws is not authorised.

For the installation of this restrictor it is permitted to remove material from the compressor housing, and add to it, for the sole purpose of attaching the restrictor onto the compressor housing. The head of the crews must be pierced so that they can be sealed.

The restrictor must be made from a single material and may be pierced solely for the purpose of mounting and sealing which must be carried out between the mounting screws, between the restrictor (or the restrictor-compressor housing attachments), the compressor housing (or the housing/flang attachment) and the turbine housing (or the housing-flang attachment). See drawing No.....

In case of an engine with two parallel compressors, each compressor must be limited by a restrictor with a maximum internal diameter of 24.0 mm and a maximum external diameter of 30 mm in the conditions set out above.

Normal aspirated engines with a CC of more than 2000 should have a restrictor, with an internal diameter of 37 mm (in the case of one restrictor) and 27 MM in the case of two (02) restrictors.

Restrictors will be compulsory at Rallies, Autocross and Rallycross events.

At tarmac and closed circuit Meets, restrictors are not applicable.

13GT. OTHER MODIFICATIONS

All other modifications are permitted provided that the car is **race worthy** and **safe**.

15.0 ANY OTHER CLASSES :

Any One make class based on proposals submitted to SLAS which conforms to SLAS competition requirements will be considered with a minimum of 45 days notice.

REGULATIONS FOR SL-T&J

Specific Regulations apply for SL-T&J Specific Rules & Regulations for SL-T&J Double and Single Cabs, SUVs and other 4-wheel drive vehicles

1. **DEFINITION:** Double Cabs, Single Cabs, Sports Utility Vehicles and other four-wheel drive vehicles.
2. **MINIMUM WEIGHT:** 900 Kgs.
3. **MODIFICATIONS:** As per Group A, all modifications permitted. However, any vehicle considered to endanger other competitors as deemed by the Stewards of the Meet or the Organising Committee will not be permitted to participate.

REGULATIONS FOR FIA-N Production Cars

Specific Regulations for above FIA-N Classes will be in accordance with Article 254 of Appendix “J” of the FIA – Please see separate document.

REGULATIONS FOR FORMULA CARS

Rules and Regulations for Formula Cars – Please see separate document.

REGULATIONS FOR GROUP SL –S

1. Homologation - Large Scale series Production Body Shell of which 2500 units have been manufactured in 12 consecutive Months.
2. Original Production Body Shell of the vehicle to be retained.
3. Change of Engine, Gearbox, Suspension and Braking System is permitted.
4. Turbo, Rotary and super charged engines, excluded.
5. Number of Seats – 02 in Design in Original production stage.
6. Minimum weight to be 650Kgs.

SRI LANKA AUTOMOBILE SPORTS

4, Hunupitiya Road, Colombo 2

Tel. 2-447153 / 2-448848

Fax. 2-448849