

THE MOTOROLA CUP SERIES Rules and Regulations (1999 through first year of Grand Am Cup)

1. MOTOROLA CUP SERIES

1.1.

THE MOTOROLA CUP SERIES is a closed competition. It is confined to license holders of the ASN Canada FIA in Canada and Professional Sports Car Racing in the United States of America.

1.2.

The events are conducted under the Regulations published by ASN Canada FIA. In case of conflict, the ASN Canada FIA Regulations shall take precedence.

1.3.

The promotional rights to the title THE MOTOROLA CUP and NORTH AMERICAN STREET STOCK SERIES or CHAMPIONSHIP and any part thereof are the sole and exclusive property of BERMAN MOTORSPORT GROUP INC. Copy, duplication or use of any part of THE MOTOROLA CUP SERIES rule book, THE MOTOROLA CUP SERIES procedures or any part of THE MOTOROLA CUP SERIES without express written consent is prohibited.

1.4.

These MOTOROLA CUP SERIES Regulations have been designed to establish the fair and uniform conduct of competition.

1.5.

No expressed or implied warranties of safety or fitness for any purpose are intended or should result from the publication of, or compliance with these rules and those of the Sanctioning bodies. By participating in THE MOTOROLA CUP SERIES, all participants are deemed to have fully read and understood, and agreed to comply with these rules. These rules in no way provide any form of assurance or guarantee against death of, or injury to the participants, spectators, crew or others.

1.6.

The onus is at all times on the competitor to maintain the initial and on-going eligibility of a participating vehicle.

1.7.

Regulations governing events and THE MOTOROLA CUP SERIES participant general conduct are contained in the Sanctioning Bodies' Regulations.

1.8.

There are Event Supplementary Regulations for each event.

2.MOTOROLA CUP SERIES OFFICE

3.SANCTIONING

4.CONDITIONS OF SERIES ENTRY / ACCEPTANCE

4.4.

In the interest of maintaining close competition, the Series Chief Steward may at any time require performance-reducing modifications to any vehicle. Modifications may include, but shall not be limited to a requirement to add weight; limit tire size; provide and install air restrictors; throttle limiting devices; or require any and all devices or methods as may be determined to reach the level of reduction so desired.

5.

MOTOROLA CUP SERIES CLASSES

5.1.

THE MOTOROLA CUP SERIES will categorize all eligible makes and models into four classes entitled Grand Sports, Sports, Touring, Compact.

6.

MOTOROLA CUP SERIES ENTRIES AND REGISTRATIONS

7.RACE FORMATS

8.QUALIFYING

9.STARTING GRID LIMITATION

10.VEHICLE ELIGIBILITY (Also Refer To Rule 52)

10.1.

Eligible base vehicles must have been produced for sale in North American markets and produced at a world-wide rate of no less than 5,000 units for a twelve month period. The responsibility to prove production numbers rests with the Entrant. Prototype vehicles and/or components are not eligible.

10.2.

Vehicles must be available for sale through manufacturers' dealerships for no less than thirty days prior to competing in THE MOTOROLA CUP SERIES. The responsibility to prove availability described herein rests with the Entrant.

10.3.

Cars with convertible tops are not eligible except for those makes and models that are sold exclusively in North America as convertibles and unless an approved removable factory hardtop is fitted and in place at all times during the event. An application for such vehicles for acceptance in the MOTOROLA CUP SERIES must be submitted to the MOTOROLA CUP SERIES Office for consideration.

10.4.

Entrants must ensure that the correct MVMA and/or MMVS for North American-built vehicles, or comparable forms for foreign-built vehicles, is submitted to THE MOTOROLA CUP SERIES Office. These forms must accompany any request for inclusion of a vehicle into the Vehicle Eligibility List. For vehicles currently eligible and accepted, the forms must be received no less than 30 days prior to the first event.

10.5.

Competitors entering a previously unregistered vehicle must inform THE MOTOROLA CUP SERIES Office no less than seven days prior to an event to confirm eligibility and classification.

10.6.

Vehicles must bear the manufacturer's serial numbers (VIN) in the manufacturer's locations. Numbers must exactly match the specifications of the vehicle as described in the MVMA and/or MMVS for North American-built vehicles, or comparable forms for foreign-built vehicles. Should a vehicle not have a VIN, the Entrant must declare in writing:

- a) Why the car does not have a VIN;
- b) An invoice for the vehicle (donor car, body in white, etc.)
- c) If the car has previously been in competition, the Entrant must provide a recognized vehicle logbook.

10.7.

Throughout the season, Entrants must advise THE MOTOROLA CUP SERIES, and have approved in writing, 48 hours in advance, any running model changes to any vehicle that would have the effect of changing the vehicle from the original MVMA and/or MMVS for North American-built vehicles, or comparable forms for foreign-built vehicles.

10.8.

Save and except for those modifications to a vehicle that may be deemed necessary by the manufacturer such as in the case of a "Product Recall" or "Campaign Change," and modifications permitted by these regulations, eligible vehicles must remain as originally delivered by the manufacturer to the public.

11.MANUFACTURER'S SHOP MANUAL

12.

MANUFACTURER'S FACTORY ORIGINAL EQUIPMENT OPTIONS

12.1.

The MOTOROLA CUP SERIES definition of a manufacturer's factory option is:

- a) That options, part(s), specifications made available are not "custom" or "one-off" special orders for competition purposes for special customers.
- b) That all options, part(s), specifications can be ordered by any North American consumer through the manufacturer's dealership network.
- c) That all options, part(s), specifications must have been available at the time of purchase of the vehicle or subsequently approved by provisions within these Regulations.

12.2.

Police packages, other performance special order options and limited edition models are not permitted unless specified in Vehicle Eligibility (See Rule 52).

Subject to the discretion of MOTOROLA CUP SERIES officials, manufacturers may be required to provide specific car parts.

13.

RACE CAR WEIGHTS

14.

VEHICLE AND DRIVER LOG BOOKS

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NEW MODELS - CLASSIFICATION

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MAINTAINING VEHICLE ELIGIBILITY REQUIREMENTS

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DRIVER ELIGIBILITY

18.

OFFICIAL CRESTS AND DECALS

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COMPETITION NUMBERS

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DRIVER'S MEETINGS

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SHARING OF DRIVING

24.

FUEL

25.

MOTOROLA CUP SERIES CARS ON PUBLIC ROADS

26.

VEHICLE ELIGIBILITY

26.1.

No vehicle may be modified in any way unless specifically required or authorized by these rules or by the ASN Canada FIA Regulations. Unless these MOTOROLA CUP SERIES Regulations or the ASN Canada FIA Regulations state that you may or must alter a vehicle, YOU MAY NOT DO SO.

26.2.

Ford Mustang may use the optional four-wheel disc brake package from Ford Motorsport Catalogue Part No. M-2300-C.

26.3.

All 1993 and 1994 Camaros and Firebirds must install a supplemental power steering pump oil cooler.

26.4.

For GM 93-99 Camaros and Firebirds, the track must remain within 1 1/2 inches of the original manufacturer's specifications. Refer also to Rule 39.3.

26.5.

Oldsmobile Achieva must make a specified rear wheel bearing modification.

26.6.

Porsche 968 P30 and P31 suspension option is approved.

26.7.

Porsche 968 must use the revised competition version arms (slotted groove on side of ball joint) part numbers 951 341 027 32 L/S and 951 341 027 32 R/S available from Porsche or other such approved after-market supplier.

26.8.

1993 -1998 Porsche 911 C2 and C4 cars must replace the production dual-mass flywheel and clutch assembly with the following Porsche mandated and approved components:

Part # Description

96410223931 Flywheel

96411602853 Clutch Plate

96411601333 Clutch Disc

94411608000 Throw Out Bearing

95011689330 Bearing Sleeve

26.9.

1993 to 1999 Chevrolet Camaros and Pontiac Firebirds will be allowed to use the GM Motorsport specified "SS and WS6 upgrade package" in its entirety.

26.10.

1993 - 1999 Camaro and Firebird cars are permitted to use either "Torsen" or "Auburn" limited slip differentials with a 3.42:1 gear ratio. Fitting of the transmission from a later car into a 1993 car is permitted if notification is made in writing to the MOTOROLA CUP SERIES Office at least 30 days prior to the first event. Upon approval from the Office, that will then be the transmission of record for the balance of the season.

26.11.

Removal of the body side skirts supplied as original equipment on the 1996 Pontiac Trans-Am is permitted as is the fitting of General Motors' "Specialty Vehicle Ground Effects" kit - GM Part #12363915 or 12363940.

26.12.

The removal or disablement of the A.I.R. System on 1993 - 1998 Camaro and Firebird is required.

26.13.

1992 - 1994 Nissan NX2000 cars are permitted to cut a section of the front bumper cover to improve engine cooling as per details on file at THE MOTOROLA CUP SERIES Office.

1994 - 1996 Porsche 993 C2 may use the following gears:

Part # Description

95030290352 Third Gear

95030290442 Fourth Gear

95030200580 Fifth Gear

26.15.

The Ferrari 348 to 1994 is permitted to perform the brake rotor upgrade as is commercially available from Ferrari of Washington and which conforms to those specifications for said package as are on file with THE MOTOROLA CUP SERIES office.

26.16.

1993-1998 Acura NSX cars are required to have a front track absolute measurement not exceeding 1550 mm and a rear track absolute measurement not exceeding 1570 mm. Both of these measurements include the 12.7 mm allowance referred to in Rule 2.15.3.

26.17.

1993-1996 Acura NSX cars may upgrade to 1997 spec. including the use of Comtech radiator and Comtech air box part #CTM2550

26.18.

The 1997-99 Hyundai Tiburon must install an oil cooler to the right, below and behind the radiator, of the following specification:

Model: Mocal AR 221 13 Row

Size: 4 inches X 11 1/4 inches

26.19.

An oil pan of original equipment manufacture and specification in every way except for an extension extending forward from the floor of the pan for a distance of one inch and then upward for a distance of one inch and then extending straight back reattaching to the standard riser of the pan is required to be fitted. The total increase in capacity of the oil pan as a result is to be one half litre.

26.20.

For 1993-99 Camaro and Firebird cars the use of an alternate radiator with integrated power steering and engine oil cooler as supplied by General Motors and conforming to the following specifications is approved: Dimensions overall: Thirty inches wide by eighteen and three quarter inches high by two and three quarter inches thick (using two - one and one quarter inch thick rows.) This component will be a duplication of the production configuration in regards to fittings, coolers, bosses and the like except for core thickness and tank material. Additionally, the installation of two filler panels to block the holes on each side of the radiator that are left when the air conditioning condenser is removed, is approved. These panels shall serve no other purpose other than to cover the hole and shall be of solid material affixed in a workmanlike manner.

26.21.

1993-97 Camaro and Firebird cars are allowed to fit the General Motors Motorsport Kit including the camshaft and rockers to the LT1 engine. The 1993 -1997 Camaro and Firebird cars may update the exterior body panels to conform to the 1999 specification Camaro and Firebird cars provided this includes the replacement of hood, front fenders, front fascia, rear spoiler, headlights and taillights. Ram Air hoods may be modified internally to match the inlet air cleaner of the 1997 LT-1 Ram Air engine.

26.22.

1998-99 Camaro and Firebird cars must use the LS1 engine as fitted and may use the 1LR authorized Motorsport package which includes the 1LE brake package, radiator and camshaft.

26.23.

Mazda Miata is allowed to use the Mazda cold air induction system Part Number 0000-06-53-2.

26.24.

BMW M3 is allowed to use the 1994 S50B30 3.0L engine and DME unit. The 1995-

26.25.

6 Bosch Electronic 3.1 system is approved for the BMW 328 and M3 to be used in conjunction with a 60 mm throttle body.

26.26.

Ford Mustang Cobra R 5.8 litre engines may use the stock dish piston with a min dish volume of 13 cc, and a standard Aluminum GT-40 cylinder head with a minimum combustion volume of 56 cc and a compression ratio not to exceed 10.59:1

26.27.

Mazda MX6 may use camshafts KL31-12-440 and KL31-12-420.

26.28.

1998 Ford Mustang 4.6 litre version may make the following modifications: underdrive pulley set for crankshaft (130mm), alternator (64 mm) and water pump (162 mm) Motorsport part # M-8509-D462 94 mm bore block with flat top pistons (5.0 litre)- Motorsport camshafts with 11.1 mm lift and 280° SAE duration- intake manifold runner control (IMRC Eliminators) Motorsport part # M-9524-D464- SVO unequal length, long tube headers. Individual header tubes of 1.625" diameter to common 4 into 1 collectors per bank.

26.29.

All turbo charged cars must install an AN-4 male fitting on a location as specified by the Technical Director for the installation of a MOTOROLA CUP boost recorder gauge. It is at all times the responsibility of the Entrant to ensure this fitting is operative for all track sessions. Turbo charged cars may be monitored at any time. No turbo charged car may enter the track for a qualifying session without a functioning MOTOROLA CUP boost recorder, nor may he leave the track after any session without receipt of a series printout of data downloaded from the boost recorder or specific permission otherwise from a series official. Any means may be used by the Technical Director at any time to control vehicle performance.

26.30.

A complete set of rules governing turbo cars will be provided as a bulletin, and appendix to these rules

27.

AUTHORIZED MODIFICATIONS

27.1.

External original equipment radio antennas must be removed or if retractable, must be fully retracted.

Brakes

27.2.

Fluid or fan cooled brakes are not permitted.

27.3.

The brake pads/shoes are free.

27.4.

Brake lines and hoses are free provided the standard internal diameter and routing are maintained and the material is of equal or better quality than the original.

27.5.

An on/off switch may be installed to disable anti-lock braking systems.

27.6.

Brake disc grooving will be allowed.

27.7.

No more than 4 grooves per side will be allowed.

27.8.

The maximum depth of each groove is .0625" (1.6 mm).

27.9.

Cross drilled brake rotors are not permitted

Brake Ducting

27.10.

Backing plates and/or dust shields are free.

27.11.

Standard parking, fog light and headlight openings may be used as air duct openings provided that no modifications are made to the external bodywork.

27.12.

Air ducts under the front bumper are free so long as they do not protrude more than two inches below the bumper/spoiler.

27.13.

The inner fender panels may be modified only to allow for air ducts. See Rule 29.7.

27.14.

The maximum diameter of the brake ducting is to be three inches.

Suspension

27.15.

Shock absorbers, springs and strut assemblies are free, provided that no modifications are made to the original mounting points beyond what may be required to accommodate the fitting of camber adjusting plates. Notwithstanding the above and excluding those specific angles of adjustment defined as camber and caster, the suspension geometry must remain identical to that as intended, designed and defined by the vehicle manufacturer

27.16.

Front and rear anti-sway bars, including brackets, bushings, hardware and links are free, provided they are bolted in place using the manufacturer's original mounting points.

27.17.

Competitors with vehicles equipped with a weld-in type anti-sway bar must obtain approval in writing from the Series Office before attempting modification.

27.18.

Variable or adjustable suspension mounting points are not permitted unless delivered as original equipment.

27.19.

Sway bars that can be adjusted from the driver's compartment are not permitted.

27.20.

Any suspension or sub-frame bushing may be replaced provided the dimensions of said bushing are identical to that of the original equipment. Installation of such bushings must be accomplished without modification to any other component. Engine and transmission mounts are not considered suspension bushings.

27.21.

No spherical suspension bearings are allowed on suspension mounting points except on shocks and sway bars.

27.22.

A reinforcing bar running from side to side and attached at the top of the front or rear strut or suspension towers is permitted. An additional bar attached at the top of each front strut suspension

tower and running to a suitably reinforced common attachment point at the center of the firewall is permitted.

27.23.

Minimum ride height for all cars is five inches (5 in) measured at the rocker panel without fuel and driver.

27.24.

Transmissions, Transaxles, Differentials

27.25.

Both manual and automatic transmissions are eligible.

27.26.

Ratios may not be altered from original equipment specifications as recorded on the Vehicle Information Form.

27.27.

Limited-slip or posi-traction differentials are permitted, only if sold as original equipment on the exact make, model and year of the vehicle entered. Breakaway torque is free.

Open Driveshafts

27.28.

On front engine/rear wheel drive cars, a metal strap must be mounted to the chassis to prevent the drive shaft from leaving the vehicle in the event of a driveshaft coupling failure.

Seam Welding

27.29.

Seam welding is permitted , provided no material is added.

28.

SAFETY

29.

INTERIOR / EXTERIOR

29.1.

Any items not mentioned may be modified only if permission is granted in writing by the MOTOROLA CUP SERIES Chief Steward.

29.2.

The steering wheel may be replaced with an after-market unit provided that no part of the steering wheel is constructed of wood.

29.3.

Accessory gauges may be added provided the original units remain in place.

29.4.

Low tire pressure warning systems may be installed.

29.5.

All Air bags must be removed. All other air bag components may also be removed.

29.6.

Radios, equalizers and amplifiers may be removed provided that a plate is securely installed to cover the hole left from removing the unit.

29.7.

Inner fender plastic liners may be removed.

29.8.

Sun visors may be removed.

29.9.

Interior headliners, passenger seats, carpets and under carpeting material, all interior trim panels, radio speakers, center consoles, front side door glass and regulators may be removed, all remaining side glass must be clear taped. Inner door trim panels may be modified or removed, but if removed, must be replaced by an aluminum panel or other suitable material and installed in a workmanlike manner.

29.10.

Where materials are modified or removed the minimum vehicle weights shall be maintained in accordance these MOTOROLA CUP SERIES Regulations.

29.11.

If a competitor determines that the Series minimum vehicle weight cannot be achieved when those items allowed to be removed are removed, competitors shall apply to THE MOTOROLA CUP SERIES Office requesting approval for the installation of ballast weight. The Chief Tech Official may approve the installation and amount of ballast weight and shall direct the placement and mounting of approved ballast weight in the car.

29.12.

Original seat belts may be removed.

29.13.

Back up lights need not be operational.

29.14.

Any nuts, bolts and washers throughout the vehicle may be replaced with the same size of a higher grade.

29.15.

Wiper blades may be substituted with after-market units.

29.16.

OEM hood latches must be installed and operational, Hood pins may be added.

30.

ROLL CAGE INSTALLATION

31.

TOWING EYES

32.

JACKING SUPPORTS

33.

SPECIAL ROOFS

34.

FIRE EXTINGUISHER

35.

LIGHTS AND GLASS

35.1.

Headlights are free provided they fit exactly in the openings left by removing the original units and are taped over during daylight hours.

35.2.

Two auxiliary driving lights may be added to the front of the car at any time. They must be taped or have plastic covers installed.

35.3.

Headlights may be removed provided that a panel of identical dimension is inserted in place of the light.

35.4.

Daytime running light systems may be disconnected provided no equipment is removed.

35.5.

Window safety clips may be installed on windshields. Safety straps may be installed on backlights. In the case of rear hatch backlights, safety straps may not impede opening of the hatch in any way.

35.6.

Brake lights including CHMSL must be functional and actuated only by application of the brake pedal.

35.7.

During a competition on the track, the MOTOROLA CUP SERIES Chief Steward may accept one functioning brake light.

35.8.

A minimum of 50 percent of the brake light area must be exposed.

36.

ENGINE

36.1.

Engine speed limiting devices may be disconnected and engine management computer control modules or units are free provided that the standard production hardware and all wiring mechanization is maintained.

36.2.

Cars equipped with air conditioning as standard equipment may remove the air conditioning compressor, condenser, hoses and belts.

36.3.

Pistons and rods may be machined/tooled for balancing purposes.

36.4.

The crankshaft, harmonic balancer and flywheel may be machined/tooled for balancing purposes provided that each component weighs no less than the OEM specification and not be modified in any other way.

36.5.

Pistons and rings may be replaced with the vehicle manufacturer's first or second oversize.

36.7.

The following components may be replaced with commercially available after-market products: spark plugs, air filter elements, fuel filters, water hoses, oil filters, fan/accessory belts, all fluids, lubricants and oil, distributor cap, ignition rotor, ignition wires, battery, electrical wire, water thermostats.

36.7.

Protective screening may be added directly in front of the radiator and/or coolers. The screening shall serve no other purpose other than for protection.

37.

TRANSMISSION / FINAL DRIVE

37.1.

In vehicles with a manual transmission, the clutch assembly may be replaced with a commercially available after-market unit.

Clutches: Double-Mass flywheel and clutch assemblies are not permitted.

38.

FUEL TANKS

39.

WHEEL/TIRE ASSEMBLIES - TRACK DIMENSIONS

Wheels are free given the following restrictions:

39.1.

Maximum allowable wheel diameter is 16 inches.

39.2.

No modification to the original bodywork or suspension is permitted to accommodate a wheel and tire assembly.

39.3.

Track must remain within 1/2" (12.7mm) of original manufacturer's specifications. Track is measured from the center of each wheel when the wheels are parallel to the chassis.

39.4.

Supplementary wheel fans are not permitted.

39.5.

Wheel studs and nuts are free. In no case may the stud or nut extend beyond the outboard plane of the wheel.

39.6.

Wheel bolts may be replaced with wheel studs.

40.

TIRES

41.

EXHAUST SYSTEM

41.1.

Catalytic converters may be removed.

41.2.

The exhaust system after the original exhaust manifold is free.

41.3.

The exhaust pipe may not exit in the fuel filler area.

42.

CAMERAS AND RADIOS

43.

VEHICLE UPGRADES

43.1.

A vehicle may be upgraded in year upon written application received at THE MOTOROLA CUP SERIES office at least 30 days prior to the first event in which the vehicle is to be entered. Details of the proposed changes must be included in the application. A MOTOROLA CUP vehicle upgrade request form is available from the MOTOROLA CUP SERIES office.

43.2.

Upgrading of a vehicle will only be considered under the following conditions:

The vehicle model for which upgrading is being requested must be on the current MOTOROLA CUP SERIES list of approved and classified vehicles.

43.3.

The vehicle being upgraded and the vehicle from which the upgrade components are being sourced must be within the same series of models from the manufacturer.

43.4.

It is the responsibility of the Entrant to assemble, and make available to the MOTOROLA CUP SERIES office, the appropriate manufacturer's sales type brochures and shop manuals for the upgraded model.

43.5.

If the upgrade components are being taken from an existing vehicle, the VIN number of that vehicle must be submitted to the MOTOROLA CUP SERIES office.

43.6.

If the upgrade components are not being taken from an existing vehicle, then documentation and receipts for the components must be submitted to the MOTOROLA CUP SERIES office.

43.8.

When an upgrade is approved by the MOTOROLA CUP SERIES office, it is the responsibility of the Entrant to ensure that the finished vehicle conforms identically - visually and mechanically to the upgraded model when presented for Technical inspection.

44.

BRAKE UPGRADES

44.1.

Applications to THE MOTOROLA CUP SERIES office for consideration of vehicle braking system upgrades will be considered under the following conditions:

44.2.

An application must include a detailed listing of all components of the braking system to be upgraded complete with the Original Equipment Manufacturer's part numbers.

44.3.

The upgraded vehicle components in an application must be specific to THE MOTOROLA CUP SERIES approved vehicle to which the application applies.

44.4.

Upgrade components must be generally available to all competitors from the original Equipment Manufacturer's normal distribution system.

44.5.

An application must include supporting documentation from the vehicle manufacturer. Approved application forms for this purpose are available from the MOTOROLA CUP SERIES office.

45.

PIT LANE REGULATIONS

46.

SERVICE STOPS

47.

REFUELING

48.

REFUELING EQUIPMENT

49.

REFUELING PROCEDURES

50.

MANDATORY PIT STOPS

51.

IMPOUND PROCEDURES