



# Transam Euro Cup 2018

## Technical Regulation

*\*some modification can be bringing before the beginning of the championship*

Transam Euro Cup is organized by Transam Euroracing S.L., Ametlla Park, C/ Iliça 10, 08 480 L'Ametlla del Valles, CIF N°B66675265, represented by :  
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This regulation is not written in terms of ban but in terms of authorization. It needs at the reading not to forget that any modifications is not allowed if it doesn't expressly is authorized.

### 1 - Cars :

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The TAE cars are the only ones accepted into the Transam Euro Racing Cup. They must be at all points identical to the constructor given technology present in the technical file.

Transam Euro Racing S.L. is the exclusive distributor of the TAE cars and all the spare parts composing it .





## 2 - Modifications :

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All the mechanicals elements and bodyworks must be conventional to their original definition and aspect.  
All the elements and spare parts of the Transam Euro Racing cars must come from Transam Euro Racing.  
Any modification, preparation, suppression or adjunction of any nature is strictly forbidden.

## 3 - Maintenance :

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Any intervention on a Transam Euro Racing car must be made respecting the actual Technical regulation, in a way to conserve the original configuration of the car.

All maintenance, refurbishments or repair of the engine, rear end and gearbox MUST be made by the designated operator of TRANSAM. As to respect all mandatory seals to be replaced

## 4 – Changes and spare parts modifications :

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Spare parts being useless causes by wearing, breaking or accident must be replace exclusively by original spare parts from Transam Euro Racing.

All the original spare parts mounted on the Transam Euro Racing cars cannot be modified in any ways , neither in their conception, dimension , position , site , weight , aerodynamic or any other to avoid modifications of the technical esthetics aerodynamic or other defined by the constructor .

For any intervention on mechanic purpose on a sealed spare parts , Transam Euro racing will be notified. Transam Euro racing will make a verification and validate to stay under exclusion.

## 5 Element of security :

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### 5.1 General :

Appendix « J » of the international Motorsport regulation is applicable, except contrary disposition specify here under.

### 5.2 Roll cage :

. Tubular chassis of the Transam Euro Racing cars must be in conformity according to the drawing and Spanish federation homologated files. No modification is allowed.

### 5.3 HANS®

HANS system is in obligation use for all the pilots





#### **5.4 Extinguisher :**

The original placed extinguisher can be replaced by another model. However, its weight, capacity and placement in the car must be identical to the original.

#### **5.5 Towing Hook :**

The original towing hooks mounted in front and back of the car must be clearly visible.

#### **5.6 Lights :**

The original rear lights cannot be taken off or hidden. Front light and Rain light are mandatory at all time

#### **5.7 Window net strap :**

The original window net strap must be in place and fixed at all time of the car's presence on track.

### **6 – Minimum weight :**

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The minimum weight authorized at all time of the test sessions and races will be 1.150 Kg with all the original equipment and security accessories mounted and in functional state. At the end of the testing's sessions and race , fuel tank can be unloaded. The car being in race configuration.

Weight control could be done at any moment during the whole event.

### **7 - Engine – Injection pump system and ECU – Ignition box:**

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All the here-upper elements must imperatively stay sealed and possess the identity marks stated beginning of the season or after any Transam Euro Racing Cup maintenance.

Before or within an event, any mechanical intervention procreating the dissemble or replacement of sealed parts must be submit to Transam Euro racing Cup

If the changing of these parts is necessary, only must be by Transam Euro Racing spare parts

### **8 – Car setup :**

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The setup of geometry as well as the roll bars are free within the permitted limits by the original set up and within the values set by the technical file.

Shocks: only the original Transam Euro Racing shocks and springs can be used without any modification or inversion.





## 9 – Breaking system :

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The Transam Euro Racing Cup breaking system is allowed, notably the stirrups, disk and pads (See the technical file).

Only the original front break cooling system is allowed

## 10 - Tires

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Are only authorized types of tires on events: MICHELIN( BF GOODRICH) as unscripted in the CER-GT Technical and Sporting regulation

The tire mix on a same car, »slick « tires with « wet » tires, is forbidden in any circumstances.

Any warming tires system is forbidden within the entire event (Paddock and Pits)

Any tires modifications (tire reshaping, retreading, treatment of surface, etc.) is forbidden. Adjunction of chemical product is forbidden.

### 10.1 Tires limitation :

**Tire limitation is subject to the Sporting CER-GT regulation during all time.**

## 11 - Chassis - Body - Identification:

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Any intervention or reparation of chassis must be made through a request to the Transam Euro Racing Cup race stewards.

Can be recognized not in conformity and to the only appreciation of the Transam Euro Racing cup race stewards, all the cars presenting one or more accidental body elements and not completely fixed, put back in place or changed included the windshield. These cars could be refused to the technical verification session.

All the Transam Euro Racing Cup cars must have at all time of the event the partners series stickers as well as the CER-GT partners mandatory stickers , included in the free testing sessions, or private testing sessions, lights stickers as well as identification drawing meeting plans.





## 12 – Interior equipment :

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Steering wheel is free. It must be homologated.

Racing seat is free. It must be homologated and have its certificate. The driver seat position can be modified keeping the fixation parts original.

Pose of cover to the pedals is authorized under conditions that pedals as well as the entire pedal shift is not modified in any ways.

Only the MXL Pro 2005 AiM Data sold by Transam Euro Racing is allowed. It is not allowed to add supplementary captors to the originals.

A radio system “pilot/pits” can be install under condition be homologated and declared to the proper concern services. The package must be fixed properly inside to the passenger side.

## 13 - Lubricant :

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The lubricant recommended by Transam Euro racing are : RED LINE only

- Engine Oil : Red Line
- Gear box Oil: Red Line
- Rear end Oil : Red Line
- Break liquid : Red Line

## 14 - Fuel

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Fuel 98 only allowed. Any additive is forbidden

## 15 – Technical controls

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**15.1** Technical controls are made a any moment during the event by the Transam Euro racing Cup technical race stewards and the CER-GT championship technical race steward

**15.2** Each car must undergo a technical control before the qualifying test sessions to be authorized to participate to these sessions. The car presentation to the technical control will be considered as a conformity declaration by the competitor. Technical control is made under the authority of the CER-GT technical and sporting regulation

**15.3** . The cars can be controlled at any moment, before, within or after the testing sessions and races.





- 15.4** The technical controls of the beginning of the event will be made under the CER-GT organizer structure
- 15.5** Only the competitor or its appointed representative will must attempt the technical controls. The mechanics of the competitor will be in charge of disassemble and re assemble the controlled parts demanded by the technical race stewards. No other persons will be accepted inside the technical control area.
- 15.6** The car must be presented to the technical controls under following conditions :
- i Car must be perfectly identify, clean and in perfect condition with mandatory stickers.
  - ii Car ready to participate to the testing sessions or race Rear and front hooks mounted working, extinguisher working charged and fixed.
  - iii Car in conformity with the Transam Euro racing Cup regulation or CER-GT. car presented not responding to these conditions will be refused to the control.
- 15.7** After each control, any intervention on sealed parts of any nature will be sanctioned.
- 15.8** The cars that would not possess their intact sealed marks at the end of testing sessions will see their lap times canceled.

## **16 - Technical and/or verification control refusal**

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Any refusal control and /or verification will be considered as a non-conformity of the car and will be followed by the exclusion of the race event for the first time and second time exclusion of the Transam Euro Racing Cup championship

## **17 – Sealed and Markings**

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- 17.1** The seals and markings on the mechanical parts will be controlled by the Transam Euro Racing Cup race stewards and any retreats or volunteer deteriorations will be followed by the immediate race event exclusion.
- 17.2** The imitation and/or modification of any seals or markings will be followed by immediate exclusion of the Transam Euro racing Cup series with loss of engagements fees.
- 17.3** All parts MUST have the seal label TRANSAM at all time during event and will be controlled by TRANSAM race steward at all time.
- 17.4** Spare parts NOT labelled by TRANSAM seals will NOT be tolerated in the Cup 2018.





## 18 – After race controls

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- 18.1 At the checkered flag , the cars will be considered in parc fermé.
- 18.2 It is prohibited to have any intervention on cars of any manners without having received orders or authorization
- 18.3 Spontaneously or on reclamation, the race stewards college can choose, while the delay cited here upper, one or more cars for a technical control.
- 18.4 If a car is unavailable within the delay cited here upper or do not wear its seals or markings, it will be declared in a non-conformity.
- 18.5 In case of a control , costs of transport eventually , as well as cost of disassemble and re assemble will be in the competitor charge under the scales of constructor and scales of hourly working technician cost of 60 € HT.
- 18.6 During control one or more parts could be taken for expertise. If these parts could not be returned in a sufficient delay for the event, it will be furnished an original parts corresponding.

## 19 – Non conformity

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- 19.1 The non-conformity declaration for missing seals or markings, the non-presentation to controls after race, etc . has the same effects to the Transam Euro Racing Cup regulation that a technical non-conformity.
- 19.2 Any non-conformity find will be treated as his into the sense of the Transam Euro Racing technical regulation and that whatever it's origin or moment of happening (displacements, stops, testing sessions, races, etc..). Of this non-conformity must be as example: Vibrations, chocks, over-heating's, accidentally introduction of a stranger corps , etc .
- 19.3 . Any cars declared in a non-conformity will be disqualified of the event and could be excluded definitively of the Transam Euro Racing championship.

