BRC Vehicle Regulations 2010-2012

1. Groups & classes

1. Production – for FIA Group N cars as well as unhomologated cars built to similar specification.

Class 1: 0-1400cc Production weight
Class 2: 1401 – 1600cc Production weight
Class 3: 1601 - 2000cc Production weight
Class 4-A: 2000 - 3500cc/4wd Production weight
Class 4-B: Homologated S2000 cars.

- Pressure-charged engine factor of 1.7 with 33mm restrictor.
- 4WD cars in P4-A and P4-B only.
- **NOTE: Classes 1 and 2 will be merged on national events.**

2. Modified - for FIA Group A cars, Kit Cars, and World Rally Cars as well as unhomologated cars built to similar specification.

	2-valve/cyl	Multi-valve
Class 5: 0 – 1400cc	760Kgs	840Kgs
Class 6: 1401 - 1600cc	840Kgs	920Kgs
Class 7: 1601 - 2000cc	920Kgs	1,000Kgs
Class 8-A:	1,230Kgs	1,230Kgs
Class 8-WRC: 2000 - 3500cc	1,230Kgs	1,230Kgs

- Pressure-charged engine factor of 1.7 with 34mm restrictor.
- 4WD cars in M8-A and M8-WRC only.
- **NOTE: Classes 5 and 6 will be merged on national events.**

3. Super Modified - for highly modified 2WD cars.

	2-valve/cyl	Multi-valve
Class 9: 0 - 1600cc (base weights)	710Kgs	790Kgs

Class 10: 1601 - 2000cc: add 3 Kgs for every 10cc or part thereof
Class 11: over 2,000cc: add 3 Kgs for every 10cc or part thereof, max 1400Kgs.

- Subtract 3 Kgs per 10ccs or part thereof for cars up to 1,600cc in S9, minimum 600Kgs.
- Pressure-charged engine factor of 1.5 with 45mm restrictor for single turbos, 32mm for twin, parallel turbos.
- Rotary engine nominal cubic capacity multiplied by a factor of two to determine weight.

2. General regulations – No regulation hereafter shall supersede these general regulations except where specifically stated.

COMPETITORS ARE ADVISED THAT THE EVENT ORGANISER RESERVES THE RIGHT TO CHECK SPECIFICATIONS OF ANY VEHICLES WITHOUT THE VEHICLES BEING OFFICIALLY PROTESTED.

1. PRODUCTION – the word production will be taken to mean any car or part thereof listed in the Glass's Guide (UK), Japanese Motor Vehicles Guide (Japan) or Used Car Buyers' Guide (US: Kelley Blue book or N.A.D.A. yellow book).

2. FUEL – Restricted to approved list, see addendum.

3. ELIGIBILITY - The following information needs to be available to the organisers in such form as to convince them of its authenticity, or will be obtained from other technical sources as determined by the organisers, before any vehicle can be eligible for competition: Original Manufacturers' brochure, owners' manual and/or FIA Homologation papers, listing in Buyers' Guide. All material that is used to confirm the specification of a vehicle must be presented on demand.

4. All modifications are forbidden unless expressly stated in the regulations specific to the group in which the car is entered, by the general regulations or "Safety Equipment".

5. It is the duty of each competitor to satisfy the Scrutineers and the Stewards of the meeting that his vehicle complies with these regulations in their entirety at all times during the event.

6. No part of the car must touch the ground when all the tyres on one side are deflated. This test shall be carried out on a flat surface under race conditions (occupants on board).

7. Minimum weight is the real weight of the empty car as it competes (without persons or luggage aboard) with tools, jack and spares. All liquid tanks (lubrication, cooling, braking, heating where applicable) must be at the normal level, with the exception of consumable liquid tanks which must be empty. Additional headlights must be removed before weighing. It is permitted to complete the weight of the car by one or several ballasts provided that they are strong and unitary blocks, fixed by means of tools with the possibility to fix seals, placed on the floor of the cockpit or roll cage, visible and sealed by the scrutineers.

8. Suspension parts or wheels made partially or entirely from composite materials are prohibited. Hubcaps must be removed.

9. Only the following accessories may be installed in the cockpit: spare wheels, tools, spare parts, safety equipment, communication equipment, ballast, windscreen washer container. Containers for helmets and tools situated in the cockpit must be made of non-flammable material.

10. The original fitting of the air bags may be removed and they must be deactivated.

11. Fuel tanks may be replaced by foam-filled fuel cells (manufactured by a recognized manufacturer) either in the original location of the tank or in the luggage compartment. There must be an orifice to evacuate any fuel which may have spread into the tank compartment. The position and the dimension of the filler hole as well as that of the cap may be changed as long as the new installation does not protrude beyond the bodywork and guarantees that no fuel shall leak into one of the interior compartments of the car. If the filler hole is situated inside the car, it must be separated from the cockpit by a liquid-tight protection. Tanks may be ventilated through the car roof.

12. Carbon brake discs are forbidden; brake lines, pumps and fittings may be replaced.

13. Only electronic management of engines is allowed, no electronic controls of differentials, suspension, transmission etc. except 4WD P4 where fitted/homologated by the manufacturer and M8-WRC.

14. The top 1/3 of the wheel diameter must be covered by the wheel arch when viewed from above.

15. Throughout the car, any nut, bolt, screw, pipe or hose may be replaced and have any kind of locking device (washer, lock nut, etc.).

16. Interior insulation, lining, padding and minor interior trim may be removed. External decorative strips may be removed. Any parts following external contour of the bodywork and less than 25 mm thick will be considered as decorative strips.

17. Jacking points may be strengthened, moved, and increased in number.

18. The fitting of under-body protection is authorised, provided that these have no other function and are removable.

19. Electric window winders may be replaced with manually-operated winders and vice-versa. The inner door and side panels may be replaced.

20. Strengthening of suspension parts is allowed.

21. Inversion of the driving side is possible if the original car and the modified car are mechanically equivalent and the parts used are available from the manufacturer for the model in question.

22. All wiring may be replaced; switches, fuses, relays are unrestricted as is electronic control of non-driveline or suspension components.

23. Roof vents and any other mechanisms for increasing cockpit airflow are unrestricted

24. NOISE - The check which is done for exhaust noise is as follows: ½ meter from the end of the tail pipe at an angle of 45 degrees @ 4500rpm under no load to a maximum of 108 db's on 'A' scale (slow).

25. A functional starter must be fitted and be operable by the driver when seated.

26. Cars must be fitted with a gearbox including a reverse gear and be able to be operated by the driver when he is normally seated.

27. Cutting of holes in the front bodywork for lights and brackets is allowed and original lights may be replaced as long as they fill the original holes. Extra lights must be mounted below the highest point of

the bonnet. Additional driving lights must be wired in such a way that they automatically go off when the headlight main beam is 'dipped'.
28. Tyres must have 10% of their width treaded or grooved at a minimum of 2mm depth. They must be mounted safely on the class-specified wheel rim.
29. Laminated front windshields are mandatory.
30. All accessories which have no effect on the vehicle's performance are allowed without restrictions, such as those concerning the aesthetics or interior comfort (lighting, heating, radio, steering wheel, gauges, etc.), on the condition that they do not influence the performance of the car.
31. All the controls must be those provided by the manufacturer and they must retain their original function but they can be modified to make them more accessible or more easily usable; for example, the addition of an extension to the handbrake lever, of an additional flange to the brake pedal, etc.
32. Fuel lines may be changed.
33. Additional safety fastenings for the windscreen and the side windows may be fitted provided they have no aerodynamic effect.
34. Heating/A/C systems are unrestricted, as are any interiors modifications solely designed to improve the comfort of the passengers.
35. Fluid reservoirs are unrestricted as long as they are secured and sealed.

3. Production Group

1. Definition - Production 4-seater passenger cars.

2. Engine

a. The accelerator cable may be replaced or doubled.
b. The make and type of the spark plugs, rev. limiter and high tension leads are unrestricted. Sensors and actuators on the input side must be standard, as must their function. The electronic control unit and the ignition components in the ECU are unrestricted as well as distributor function. Contact points may be replaced with electronic triggering.
c. The thermostat, fan control system and radiator cap are unrestricted.
d. The carburetor may be replaced and fitted to the manifold with an adaptor plate but the components which control the quantity of air entering the engine must match the original dimensions (choke sizes).
e. Components of the injection system situated downstream of the air-flow measuring device, and which control the quantity of fuel entering the combustion chamber may be modified but not replaced, provided that they do not have any influence over the quantity of air admitted.
f. The fitting of baffles in the oil sump is allowed, as are replacement oil filter cartridges.
g. The material of the elastic part of the engine mountings is free, but not the number of engine mountings.
h. Exhaust systems may be replaced from the joint with the manifold/turbo back to the exit. Additional parts for the mounting of the exhaust are authorized, the material is free.
j. The supercharged system must comply with that of the production engine. All supercharged cars must be fitted with a restrictor fixed to the compressor housing. All the air necessary for feeding the engine must pass through this restrictor specified as follows:
The maximum internal diameter of the restrictor is 33 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 254-4). This diameter must be complied with regardless of the temperature conditions.
The external diameter of the restrictor at its narrowest point must be less than 39 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. Attachment by means of a needle screw is not allowed.
For the installation of this restrictor, it is permitted to remove material from the compressor housing, and to add it, for the sole purpose of attaching the restrictor onto the compressor housing.
The heads of the screws 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 attachment), the compressor housing (or the housing/flange attachment) and the turbine housing (or the housing/flange attachment) see drawing 254-4.
h. Replacement of air filter cartridges is allowed.

3. Transmission

a. Clutch assembly is unrestricted but not the number of discs.
b. The material and type of the gearing and forks of the gearbox are free but not their number. The interior of the gearbox may be modified in order to allow their fitting. The material of the joints of the gearbox linkage is free but not the method of actuation or shift-pattern.
c. Differential and final drive – Internals are unrestricted, provided they can be fitted in the production housing which may be modified internally.

4. Steering & Suspension

a. The reinforcing of the suspension and its anchorage points by the addition of material is allowed.
b. Springs are unrestricted.
c. Shock absorbers/dampers/McPherson Struts: Unrestricted, provided that their number, their type (telescopic, arm, etc.), their working principle (hydraulic, friction, mixed, etc.), and their attachment points remain unchanged. Gas filled dampers (with or without remote reservoirs) will be considered as hydraulic dampers. McPherson strut top mounts may be replaced/modified but must not use uniball joints unless fitted to the production vehicle.
d. Rubber/plastic suspension joints/bushes may be replaced with non-production bushes. Dampers may have uniball joints if their only function is damping.

5. Wheels

a. The wheels are limited to six inches in width or the production width, whichever is greater. Maximum rim diameter is 18".
b. In P4 Wheels homologated for current production cars may be fitted to earlier versions of the same model car without alteration.

6. Braking system

a. Brake linings are free, as well as their mountings (riveted, bonded, etc.) provided that the contact surface of the brakes is not increased.
b. Brake disc protection plates may be removed or bent.
c. Brake servos may be disconnected; anti-lock braking systems may be disconnected, re-plumbed or removed.
d. A device for scraping away the mud which collects on the brake discs may be added.
e. A mechanical rear braking distributor (bias valve) may be fitted or removed.
f. A complete hydraulic handbrake system may be fitted.
h. The handbrake lever may be converted with a 'fly-off' mechanism.
g. In P4 brake discs and calipers homologated for current production cars may be fitted to earlier versions of the same model car without alteration.

7. Bodywork/Chassis

a. Reinforcement bars may be bolted to the chassis or suspension components.

8. Electrical system

a. Battery make, capacity, and battery cables are free. The location of the production battery must be retained. Additional batteries may be added as long as they conform to safety regulations.
b. Generator: May be replaced by a more powerful one. A dynamo may be replaced by an alternator and vice-versa.

9. Fuel System

a. Fuel pumps and filters and their locations are unrestricted. These parts must be protected.

b. The fitting of a second fuel pump is allowed but this must be only a spare fuel pump, i.e. it cannot operate in addition to the main pump.

4. Modified Group (excluding M8-A)

1 Definition – Modified production 4-seater passenger cars.

2. Engine

a. The engine may be replaced with any engine from the same manufacturer (maximum 2.0 litres and 6 cylinders) but must remain in the same general location and orientation as the original.
b. Only the following is restricted:

- Engine must have wet sump which may be modified. An external oil pressure accumulator is allowed.
- The cylinder head must be the original production unit (or aftermarket equivalent) but may be modified in any way. The valve sizes must be production in multi-valve engines.
- The block must be the production item (or aftermarket equivalent) but may be modified in any way.

c. It is possible to beat or shape the bulkhead situated in the engine compartment for the fitting of engine ancillaries. There must be no cutting or panel fabrication.
d. Cooling: Oil coolers may be fitted. The water radiator, cap and fixation are unrestricted, as are the hoses linking it to the engine. A radiator screen may be fitted. The fan, its drive system and thermostat are unrestricted. The fitting of a water catch tank is allowed.
e. If the lubrication system includes an open type sump breather, it must be equipped in such a way that the oil flows into a catch tank. This must have a capacity of 2 litres. The oil must only flow from the oil catch tank towards the engine by the force of gravity alone. A fan may be fitted for cooling the engine oil, but must have no aerodynamic effect.
f. Mountings - unrestricted provided that the angle and position of the engine within its compartment is similar to the original. Supports may be welded to the engine and to the bodywork and their position is unrestricted.
g. Exhaust: unrestricted. Thermal screens may be fitted.
h.Exhaust manifold and turbo may be changed/added but there must be a single turbocharger with single stage compression and expansion and without variable pitch or geometry, dimensions as per drawing 1.
1.Intercooler location is unrestricted within the bodywork. It may be of air/air type with a maximum core volume of 9 cubic dm or air/water type with a maximum core volume of 4.5 cubic dm for the intercooler part and 5.8 cubic dm for the radiator part.
j.Water injection in/on the intercooler or inlet manifold is allowed.
k.All supercharged cars must be fitted with a restrictor fixed to the compressor housing. All the air necessary for feeding the engine must pass through this restrictor specified as follows: 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. This diameter must be complied with, regardless of the temperature conditions. 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. Attachment by means of a needle screw is not authorised. For the installation of this restrictor, it is permitted to remove material from the compressor housing, and to add it, for the sole purpose of attaching the restrictor onto the compressor housing. The heads of the screws 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 attachment), the compressor housing (or the housing/flange attachment) and the turbine housing (or the housing/flange attachment) (see drawing 254-4).

3. Transmission

a. Unrestricted except for the basic layout which must be similar to the original.
b. In class 8-WRC all transmission parts designed for the transformation from 2WD to 4WD are unrestricted. In order to mount these parts it is permitted to modify the bodyshell in accordance with drawing 279-1 and 279-2. Rear suspension must be either McPherson strut, trailing arm or the original fitted to the base model. Only one shock absorber per wheel is allowed. It is possible to modify the side-members within the area indicated in drawing 279-1 and 279-2. A subframe may be mounted into the shell with a maximum of six mounting points in the area indicated in drawing 279-1 and 279-2. A maximum of three lower mounting points for the suspension are allowed on the subframe and must be below the centre-line of the final drive outlet. An upper mounting point attaching the suspension to the shell is allowed but must be situated above the top of the wheel rim. Electronic management of transmissions and differentials is allowed.

4. Steering & Suspension

a. Unrestricted except for the basic layout which must be similar to the original and fit without alteration to the bodyshell other than panel-beating to provide clearance.
b. Extra control arms can be added (compression/tension struts, radius arms etc.).
c. Shock absorber turrets may be fabricated to allow the mounting of the suspension. The new turret must be of the same height as the original turret +/- 20mm and the maximum diameter at the top is 170 mm.
d. Reinforcement bars may be fitted from the suspension mounting points to the bodyshell, rollcage or chassis.
e. Strengthening of the mounting points and of the running gear, by addition of material, is allowed.
f. Electronic control of the power steering system is allowed.

5. Wheels

a. Maximum Rim Width is 8", maximum diameter 18". The wheels do not necessarily have to be of the same diameter or width.

6. Braking system

a. Unrestricted except for the basic layout which must be similar to the original and fit without alteration to the bodyshell other than panel-beating to provide clearance.
b. All 4 wheels must be braked on a dual circuit. The Handbrake must lock at least two wheels.
c. Air cooling pipes and hoses may be added as long as holes made to accommodate them serve no other function.

7. Bodywork/Chassis

a. Class 8-WRC minimum length 3.75 metres, minimum wheelbase 2,440mm
b. Front aerodynamic device / front bumper - The material and the shape are unrestricted limited by the original plan and overall length of the car. The maximum width increase allowed is 140 mm. Openings may be made in the bumper but the total area must not exceed 2500 cm².
c. . Rear aerodynamic device must have the maximum dimensions defined in drawing 279-4. This device must join the bodywork and it must be entirely contained within the frontal projection of the car without its rear-view mirrors.
The base of the box including the drawing must be the one with the largest dimensions. It must be positioned horizontally. The total volume may be extended section by section, with a part of the largest base remaining in contact with the bodywork, which means that at any point of the rear aerodynamic device, each section must not exceed the section 450 x 290 x 190, supports included. This aerodynamic device must be contained within the frontal projection of the car, and within the projection of the car seen from above..
d. Grille-covered opening in the engine bonnet (including the radiator grille) is allowed with a surface of 1050cm² maximum. In the opening made in the bonnet it is permitted to add a plastic part serving as trim (air scoop or similar).

e. Widening of the wings/bumpers - Increase of width of 140 mm is allowed. This increase may be obtained by means of an extension or a new part. The making of new inner and outer wheel arches is allowed. It is permitted to partially cut the chassis side rail but must be done in such a way as to ensure that the structural integrity is maintained. The lower siderail may be modified so as to allow driveshaft travel. The wheel arches may be modified in order to house the wheels allowed.
f. A new rear bumper may be fitted with a maximum increase in width of 140mm and may project no further rearward than the original. The material of the wings may be different from the material of the wing of the original car. The wings must be continuous, with no air intakes or outlets.
g. The front bulkhead may be altered in the wheel arch area in order to allow wheel clearance.
h. For 4/5-door cars - Localised modifications of the rear doors will be allowed for clearance of the wheel. The door mouldings may be removed.
i. Upper radiator support - The upper front cross member may be cut, replaced or modified between the headlamps. This cutting or modification must not affect the rigidity of the chassis structure.
j. Strengthening of the chassis and bodywork is allowed. Composite materials are allowed.
k. Unused supports (e.g. spare wheel holder) situated on the chassis/bodywork can be removed, unless they are supports for mechanical parts which cannot be moved or removed.
l. Windscreen washer (size, position and nozzles), wipers, motor, position, blades and mechanism are unrestricted but there must be at least one windscreen wiper provided for the windscreen.
m. "Skirts" are not allowed. All devices designed to fully or partially fill the space between the sprung part of the car and the ground is forbidden. No protection can play a role in the aerodynamics of the car.
p. The trim situated below the dashboard and which is not a part of it may be removed. Dashboards may be modified or changed, but must function and look similar to the original.
q. The original side-quarter and rear windows of the vehicle may be replaced with polycarbonate only if the vehicle is not carrying ballast to meet minimum weight. Any replaced windows must be identical in shape and function to the original. Lightening of production panels will be allowed, including bonnet, doors, tailgate/trunk on the same condition
r. The original mounting points of the front subframe may be moved within a sphere of a maximum of 100 mm.

8. Electrical system
Unrestricted except for battery location which, if in the cockpit, will only be allowed behind the front seats. In this case, the protection box must include an air intake with its exit outside the cockpit if the battery is unsealed. If the battery situated in the cockpit is a dry battery, it must be protected electrically by a cover, which covers it completely.

9. Fuel System
a. Installation of collector tanks with a capacity of less than 1 litre is free.
b It is possible to fit a radiator in the fuel circuit (maximum capacity one litre).

10. Regulations specific to M8-A; **This class is for FIA Homologated GpA8 cars and locally modified P4-A cars. Technical regulations for M8-A cars are as per General Regulations and Production Group with the following additional allowances:**
a. Driveshafts, propshafts, hubs and uprights are unrestricted.
b. Suspension member material and joints are unrestricted but not their function or mounting points.
c. Engine internals are unrestricted except crankshafts and valve sizes. Cubic capacity limited to 2,000cc, dry sumps are not allowed. Flywheels must be production units but may be modified.
d. Engine management and fueling system components and function are unrestricted but must retain the production layout. Air filters and inlet ducting before the throttle body are unrestricted, manifolds must be production items.
e. Turbocharger restrictors are as for M8-WRC. Production turbochargers must be retained but internals can be changed or modified.
f. Brake master cylinders, servos, discs and calipers are unrestricted.
g. Wheel size is limited to 8" x 18".
h. Vehicle weight will be as per M8-WRC: 1,230Kgs.
i. Clutches are unrestricted as is the method of actuation and hydraulic components.
j. Heat exchangers and intercoolers must by production units but pipes and hoses may be replaced.

5. Super Modified Group

1. Definition - Highly modified two and four seater production cars.

2. Engine
a. Modifications are unrestricted but must retain production block and cylinder head castings (or aftermarket equivalents).
b. Front engine vehicles: The CL of No.1 cylinder (longitudinal) or the crankshaft CL (transverse) must be no further back in the chassis than the front axle CL.
c. Rear Engine vehicles: The CL of No.1 cylinder (longitudinal) or the crankshaft CL (transverse) must be no further forward in the chassis than the rear axle CL.
d. Mid-engine vehicles: The CL of No.1 cylinder (longitudinal) or the crankshaft CL (transverse) must be not be moved more than 100mm from the original location.
e. Turbo restrictors must be fitted as per M8-WRC regs; 45mm for single turbos, 32mm for twin, parallel turbos.
f. Engines must be located in their general original location.

3. Transmission
a. Unrestricted.

4. Steering & Suspension
a. Unrestricted.

5. Wheels
a. Maximum width 10", maximum diameter 18".

6. Brakes
a. Unrestricted. Must have 4-wheel brakes on dual circuit, handbrake must lock at least two wheels.

7. Bodywork/Chassis
a. Transmission tunnel may be modified or replaced with one fabricated from steel of original thickness as well as a housing and brackets for a rear axle (drawing 279-2).
b. Bonnet, trunk lid, wings (fenders) and/or doors may be replaced with composite panels. Replaced panels must all function as original and be fabricated from multi-layered composite material. Doors must be manufactured in such a way that they replicate the internal volume of a production door and be stiff enough to hold their shape. Hinge and catch mounts must be reinforced. Doors can only be replaced if the rollcage has double door bars, either in a welded 'X' or parallel bars linked by at least two connecting members.
c Rear wings, front spoilers and wheel arch extensions may be fitted. The rear wing must not be taller than 6" above the height of the original roof-line (which may not be lowered in relation to the sills) and no wider than the panel on which it is mounted (roof or trunk lid). Wheel arches, bumpers and splitters must extend no more 6" from the original plan of the vehicle.
d. The front bulkhead may be reshaped (including cutting and welding) to allow engine fitment.
e. Suspension design and pick-up points are unrestricted as long they maintain structural integrity and are safely modified/manufactured. This includes altering the bodyshell to accommodate strut turrets and other suspension mounts.

f. Front inner wings and lower 'chassis' legs may be replaced with a tubular structure to mount the engine, ancillaries and front suspension. Structural integrity must be maintained.
g. Glass may be replaced with polycarbonate (lexan). Nets may be used in place of front door glasses - see safety.
h. Open top cars must have a roll cage fully surrounding the passenger compartment in accordance with the safety regulations. Nets must be fitted to the roll-cage structure over the side and top openings.

8. Electrical System

Unrestricted.

9. Fuel System

a. Unrestricted.