

2018 SEAT Supercup Ireland Technical Regulations

SEAT GENERAL

1. The only cars allowed to compete in the SEAT Supercup Ireland will be the SEAT Leon Supercopa MK2 model (limited series non-registerable) made by SEAT Sport S.A.
2. All the vehicles must conform to the Technical form, User Manual, and parts catalogue, for the SEAT Leon Supercopa Mk2, and to any amendments that may be published by the Organisers.
3. All the vehicles must be as the original configuration. Any change or modification that is not expressly authorised in this Technical Regulations, in the Technical form, in the User Manual or in the amendments that may be published by the Organisers is forbidden. The entrant is the only responsible for the conformity of the parts fitted in his vehicle.
4. In case of doubt about the conformity of any part, Seat Supercup Ireland, SEAT Sport, S.A., along with the Technical Delegate can replace it without any further explanation.
5. Each car will be issued with a technical passport by Seat Supercup Ireland containing seal number details for the engine, ECU, gearbox & turbo-waste gate.
6. It is the responsibility of each entrant to ensure that the marking and sealing remains intact.

EQUIPMENT

7. All vehicles must participate in the SEAT Supercup Ireland with the following standard equipment:
 - Homologated Roll Cage
 - 6 point harness Seat Belt (valid caducity data)
 - Automatic Extinguisher System
 - Electrical Cut-out Master Switch
 - Bonnet Clips (for bonnet and tailgate)
 - Homologated FIA Seat (valid caducity data)
 - Air jacks
 - Aerodynamic Configuration of SEAT León Supercopa MK2.
 - Onboard camera (GoPro or similar) mounted behind driver's seat facing forward to including steering wheel within the view.
 - FIA FHR - HANS Device, Hybrid etc

ENGINE

Engine: ID BHZ / CDL
Type: 4 cylinders – 4 valves per cylinder
Capacity: 1984 cc
Bore/Stroke: 82.5 x 92.8 mm
Compression ratio: 9.8:1
Maximum power: 220 KW/301 HP at 6500 rpm
Maximum torque: 340 Nm/2100 rpm
Intake system: Direct Fuel injection, turbo and specific intercooler
Ignition: One Electronic coil per cylinder

8. All engines must be the same specification as originally supplied by SEAT Sport S.A.

9. All engines must be sealed with either a seal provided by Seat Supercup Ireland or Seat Sport.

10. If a car that does not contain the Seat Sport seal and wishes to enter the series they can only do so after the car attends rolling road dyno as nominated by Seat Supercup Ireland. Once the technical delegates approve the car it will be issued with seals.

11. It is not authorised in any case, manipulation and/or modification to the engine and his components. The engine must remain standard as supplied by Seat Sport.

12. In case of any unauthorized engine manipulation, lack, breakage or manipulation of any seal, the organizer will act as follows:

a) During initial scrutineering:

The change of the engine will be compulsory to be authorized to take part in the official practice.

b) During the Official Practice, Qualifying and race:

The Technical Delegate will decide that the engine does not technically conform

ELECTRICS and ELECTRONICS

13. The electronic control unit is the following specific one:

Brand: VW - AUDI/BOSCH

Model: MOTRONIC MED 9.1

Reference: 8P0 907 115

14. The only data logger (data acquisition box) admitted is the following one:

Brand: AIM.

Model: MXL

15. The Organisers can replace the car ECU before each meeting. The ECU will be given before the practices, and the entrant will returned after of the meeting. If some team didn't finish a race it will have to return the ECU to the Organisers. The Organisers will be able to replace the ECU after the last race.

16. It is not allowed to change and/or modify the electronic control unit and the data logger. It is compulsory that they are always connected, and in addition the ECU will be sealed with a numbered seal, in agreement with the Technical form and user's manual SEAT Leon Supercopa MKII.

17. It is not allowed to modify the wiring in the original loom of the electronic control unit and data logger, or in any other electrical element of the vehicle.

18. Any manipulation, modification, elimination or disconnection of any original car sensor is not allowed. The entrant is responsible for the quality of the sensor signals.

19. GPS05 module is optional and the only additional chassis sensors allowed are the ones to be connect and read through the 4 analogical channels left in the original loom connector. The entrant will supply the list and the function of the supplementary sensors to the Seat Supercup Ireland technical delegate.

20. The Organizing Committee reserve the right to replace or to interchange the electronic control units, electrical units and sensors as well as the data logger at random during the season.

21. Throughout the meeting, personnel from SEAT Sport S.A and Seat Supercup Ireland can download the information of the electronic control unit and data logger for the scrutineering of the recorded data.

22. In cases of any unauthorized electronic units or wirings manipulation or any seal lack or

breakage the organizer will act as follows:

a) During initial scrutineering:

The change of the electronic control units will be compulsory to be authorized to take part in the official practice; in this case, the part will be inspected and rebuilt by SEAT Sport or Seat Supercup Ireland technical delegate before being returned to the entrant. All costs of this operation will be charged to the entrant

b) During the Official Practice, Qualifying and race:

The Technical Delegate will decide which component is technically not conform.

c) In case of failure or revision, the electrical parts must be sent to SEAT Sport S.A. who will repair and seal it again, being assumed that all costs of this operation will be charged to the entrant.

AIR INTAKE

23. The Turbo-waste gate unit will be provided with a numbered seal detailed in the Technical form. Seal's number must be the same as the one write in the technical car passport, and must remain intact from the receipt until it is returned to SEAT Sport S.A. for any repairs or revision. It's entrant responsibility to write correctly the seal identification number in the car passport.

24. It is not authorised in any case, manipulation and/or any modification. All Turbo-wastegate rebuilding, repairs or modifications must be carried out only by SEAT Sport S.A or service centre authorised by SEAT supercup.

25. In cases of any unauthorized Turbo-wastegate manipulation or any seal lack or breakage of any seal, the organizing committee, the technical delegate and the stewards will act as follows:

a) During initial scrutineering:

The of change the turbo-waste-gate will be compulsory to be authorized to take part in the official practice; in this case, the disassembled trubo-wastegate will be inspected and rebuilt by SEAT Sport before being returned to the entrant. All cost of this operation will be charged to the entrant.

b) During the Official Practise, Qualifying and race:

The Technical Delegate will decide that the part is technically not conform.

c) In case of failure or revision, the turbo waste gate must be sent to SEAT Sport S.A. who will repair and seal it again, being assumed that all costs of this operation will be charged to the entrant.

26. The modification, disconnection or plugging of any intake or turbo-waste gate management pipe, is not allowed.

27. Air filter: The only valid filtering cartridge element will be the filter provided by SEAT Sport S.A., detailed in the Technical form and parts catalogue of SEAT Leon Supercopa Mk2. All the air admitted to the engine must pass through this filtering cartridge

28. It is not allowed to put ice or any other cooling system in the intake pipes or in front of the intercooler.

IGNITION

29. All the elements of the ignition system must be the original ones provided by SEAT Sport S.A. as detailed in the SEAT Leon Supercopa Mk2 User Manual, Technical form and Parts Catalogue.

COOLING SYSTEM

30. It is only allowed to put tape in the grilles of the front bumper to regulate the engine cooler temperature.

31. It is allowed to remove the engine thermostat as explained in the SEAT León Supercopa Mk2

User Manual.

EXHAUST

32. The originally supplied exhaust system must remain installed in the vehicle. It is not allowed to carry out any modification and/or manipulation that is not specifically authorised in the SEAT Leon Supercopa Mk2 User Manual. The exhaust gases must at all times, pass through the catalytic converter.

GEARBOX

33. The gearbox must have seal as supplied by SEAT Sport S.A or Seat Supercup Ireland. It's entrant's responsibility to correctly write the seal identification number in his/her car passport.

34. It is not authorised in any case, manipulation and/or any modification. All gearbox rebuilding, repairs or modifications must be carried out only by SEAT Sport S.A. or Seat Supercopa authorised service agent.

35. In cases of any unauthorized gear box manipulation, lack, breakage or manipulation of any seal, the organizer will act as follows:

a) During initial scrutineering:

The change of the gearbox will be compulsory to be authorized to take part in the official practice, in this case, the disassembled gearbox will be inspected and rebuilt by SEAT Sport or authorised service agent before being returned to the entrant. All costs of this operation will be charged to the entrant.

b) During the Official Practise, Qualifying and race:

The Technical Delegate will decide that the gearbox it's not technically conforms.

c) In case of failure or revision, the gearbox has to be sent to SEAT Sport S.A. or authorised service agent who will repair and seal it again, being assumed that all costs of this operation will be charged to the entrant.

SUSPENSIONS

36. All elements must be original and be provided by SEAT Sport S.A., modifications or adjustments are not allowed, only is authorised the detailed in the Technical form and User Manual for the SEAT Leon Supercopa Mk2.

37. Ground clearance: The height of the front and back axles are adjustable as the indicated methods shown in the User Manual for the SEAT Leon Mk2. The minimum allowed ground clearance is sixty (60) millimetres, with the driver in his position. The scrutineering for the ground clearance will be done in the scrutineering bay each event during the whole meeting. This measurement may be taken at any time during the event.

38. The toe and camber settings are adjustable only through the possibilities that are provided by the original parts using the adjustable methods shown in the User Manual and Technical form from SEAT León Supercopa Mk2.

39. Shock absorbers: The bump, rebound and ride height settings are adjustable only through the possibilities that are provided by the original parts using the adjustable methods shown in the User Manual and Technical form from SEAT León Supercopa Mk2.

40. Springs: Only the springs indicated in the Technical form and SEAT Leon User Manual for the SEAT Leon Supercopa Mk2 can be used.

41. Anti-roll bars: It is only allowed to regulate the stiffness of the anti-roll bars by the standard link holes. One possible setting can be to disconnect one of the rods. The disconnected rod must be removed from the car.

42. Any damaged or deformed parts due to any matter must be replaced.

43. Track width: It is allowed to increase the rear axle track using the 10mm spacer explained in the Technical form and User Manual from SEAT Leon SupercopaMk2. Track extenders may be used if they are immovably attached to the wheel hubs

BRAKES

44. It is not allowed any modification not detailed in the Technical form and User Manual for the SEAT Leon Mk2.

45. AP Racing Seat Sport V8PS15105(6)/CU5260 as used in LR (25mm thick brake pad)

BODY and CHASSIS

46. Any chassis and body-shell elements modifications are not allowed, except those specifically authorised in the Technical form.

RIM

47. The only authorised rim will be the one provided by SEAT Sport S.A. detailed in the SEAT León Technical form.

Brand: BRAID.

Model: SEAT SPORT

Size: 9.5"X 18J.

AERODYNAMICS

48. It is not allowed to carry out any modification, addition or substitution of aerodynamic parts. All aerodynamic parts must be fixed exactly like the standard car. Any damaged aerodynamic part due to any matter must be replaced.

49. Back wing: The wing position can be modified only by the regulation points supplied by the standard support part detailed in the Technical form and User Manual for the SEAT Leon Supercopa Mk2, it's not allowed to use any deformed part.

FUEL

50. The type of fuel is free.

51. It is compulsory to use the fuel system provided by SEAT Sport, as detailed in the User Manual of the SEAT Leon Supercopa Mk2. Larger fuel tanks and motorsport filler necks are permitted but they must be checked and authorised by Seat Supercup Ireland technical delegate.

52. Fuel pressure: The Maximum low fuel pressure must never be higher than 7 bar, measured by the original data acquisition system.

WEIGHT

53. In any moment of the meeting (qualifying and races) the minimum car weight can not be less than one thousand one hundred and thirty kg (1130kg).

54. In case that the car weight is under the minimum (1130kg), during the weighing process the entrant can be sanctioned, save where the deficiency in weight results from the accidental loss of a component of the car.

55. Ballast to reach the required weight limit must be positioned on the passenger side of the car between the A and B pillar (beside the extinguisher & battery). The fixing of the ballast must be by bolts (minimum of 8mm diameter) with locknuts with metal washers.

56. Any extra weight that the vehicle takes (camera, etc) must be declared during the scrutineering. Any declared extra weight could not be considered in the weighing process.

DATA ACQUISITION SYSTEM

57. The only authorised Lap Timer will be the one provided by SEAT Sport S.A. detailed in the SEAT León Technical form.

58. The automatic timing will be compulsory, through the following transponder system:

Brand: AMB

Reference: Amb-trx-260

Power: Independent and fed by the battery.

59. The maintenance of these installed transponders & timing equipment in the vehicles is responsibility of the entrant. Its loss or deterioration will mean the substitution cost for the entrant.

60. It is not allowed to use telemetry systems that's allows the transmission or data storage from a vehicle in movement to the pits and vice versa, throughout the official training and the race, except for the ones installed by the CCTT to control the car during the race. Only the data acquisition provided by SEAT Sport is allowed (detailed in the technical form and users manual for the SEAT León Supercopa MK II).

FREE EQUIPMENT

61. The following items will be free of choice -

Brand and the type of coolant used in the engine and the gearbox.

Brand and type of Brake pads

Brand and type of fluid brake.

Brand and type of engine and servo-steering oil.

Brand and type of the spark plugs.

Brand and type of Seat but must have build in head restraint

Brand and type of harness

Brand of extinguisher but must be min. 4ltr alloy or steel bottle & FIA homologated system