

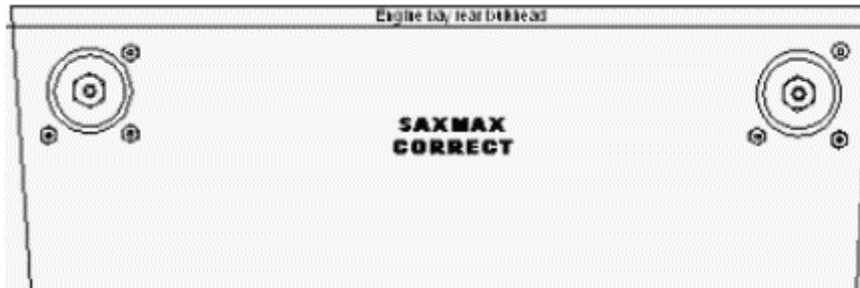


SAXO Championship

| Question | Answer |
|---|---|
| <i>Can the standard radiator be replaced with one from another model of Saxo?</i> | No, the standard UK specification Saxo VTR radiator must be fitted. |
| <i>Can the rear wiper motor and wiring be removed?</i> | Yes, but be aware that for next season these must fitted and be working. |
| <i>Can the standard rear washer system and its associated pipework be removed?</i> | These may be removed, if not already taken out when the rollcage was fitted. We are giving consideration to them being required for next season and will advise. |
| <i>Can the front windscreen washer system, including associated wiring, pipework, bottle and mounting be removed?</i> | These may be removed. We are giving consideration to them being required for next season and will advise. |
| <i>Can the horn and associated wiring be removed?</i> | No, it must be retained and be working by Pembrey July 15/16th. |
| <i>Can the Purge canister and associated wiring, brackets and pipes be removed?</i> | This is for evaporative control from the standard fuel tank only and therefore serves no purpose with the new fuel arrangement; it may be removed. |
| <i>Can the door locking mechanisms, including locking motors and associated wiring be removed?</i> | The standard door latching mechanism must be retained but the electric security locking motors and wiring maybe removed on safety grounds. |
| <i>Can the central locking controller, alarm, and immobiliser with their associated wiring and brackets be removed?</i> | On safety grounds these may be removed. |
| <i>Can the interior window film be tinted?</i> | The regulations specify that the film should be transparent and colourless. It should also be noted that the side windows must not be covered with decals whether of graphic design or advertising. The driver's name may be displayed on the rear side windows in letters not exceeding 10cms high. |
| <i>Can the underside heat plates and protection trays be removed?</i> | The existing heat shields between the exhaust and the bodyshell may be removed; it is recommended that heat reflective material is placed between the fuel cell and the exhaust. |
| <i>Can unused studs, clips, captive nuts, and brackets be removed from the shell, and associated panels?</i> | Studs, clips and captive nuts may be removed. However no bracket maybe removed even if not required. |
| <i>Can the central steering column support bar and fittings be removed?</i> | These are removed in order to fit the rollcage. |
| <i>Can the early airbox be replaced with a later variant?</i> | The system as shown in 6.2 of the published regulations must be fitted in its entirety. |
| <i>Can any optional or unused wiring be removed from the loom?</i> | If it is for optional equipment or for equipment removed in accordance with the regulations, it can be removed. |
| <i>Can tailgate support struts and fittings be removed?</i> | No. |
| <i>Can brake pipes be run inside the car?</i> | Yes. |
| <i>Can changes be made to the Castor angle?</i> | No, it should be within the parameters set out in the Haynes manual. N.B. The top strut mounting has two locations this should be as in the drawing on next page. |



SAXMAX Championship



In addition we have further updates regarding gearbox and final drive ratios:-

Set A (as per the Citroen-supplied information and the original published regulations)

Final Drive 1st 2nd 3rd 4th 5th
17/64 12/41 21/38 29/37 40/39 43/33

Set B (as now found to be fitted to standard UK Saxo VTR)

Final Drive 1st 2nd 3rd 4th 5th
17/61 12/41 20/39 28/38 37/39 41/35

For the remainder of 2006, it is permissible to utilise either Set A or Set B in their entirety. It is not permitted to fit any gears from set A if you are using the 17/61 final drive, or to fit any gears from set B if you are using the 17/64 final drive. For 2007 onwards, only Set B will be permitted.

Some observations so far:

- Roll bar padding should not be secured by Cable Ties. These leave razor sharp edges, which is a concern for drivers and marshals/ rescue. The padding should be secured only by the adhesive tape fitted to the padding when supplied or Polyurethane adhesive. Cable ties should be put around the brake fluid reservoir and the master cylinder to provide additional security for the brake fluid reservoir (the reservoir can get knocked off in an incident and brake fluid spill on to hot components)
- Fire and electrical cut out exterior hand pulls need to be spaced away from the bodywork/screen so that they can be operated by a heavily gloved hand.
- Radio aerials should be removed. In the event of recovering an overturned car the aerial could whip into a marshal/rescue/recovery persons face/eye.
- The Roll cage weld on identification tags, positioned at the nearside or offside base of the central upright, must be readable. Excess paint should be reduced/removed so that the numbers on the tag can be read.
- It was noted on one car that there were sheet metal body tags near the front and rear wheels that could in the event of a minor incident be forced into the tyre causing a sudden tyre deflation. The tag should be bent out of the way.
- Also noted were cars with long tyre valves extending well beyond the wheel rim. These can be torn off as a result of a minor brush, causing sudden tyre deflations and should be replaced with short valves.
- Extinguisher retaining clips must be Lock wired closed to ensure that the extinguisher does not become free during an impact. The R clip (or whatever) used to prevent accidental triggering of the extinguisher **MUST** be removed before going out onto the circuit and **MUST NOT** be replaced until after any post-practice or post-race scrutineering (see MSA Blue Book, section Q. 3.3.1 to 3.3.3.)



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- Re-fuelling of the car is prohibited whilst in the pitlane. During any re-fuelling, the driver must vacate the car, the engine must be switched off and a suitable person must be in attendance with a fire extinguisher.