

FÉDÉRATION INTERNATIONALE DE L'AUTOMOBILE



**Annuaire
du sport
automobile**

'94 **Year book of
automobile
sport**

- Appendix J
- Technical lists
- Drawings
- List of homologated cars

Editions VM, Paris

IVE



Appendix "J"

**to the International Sporting Code, 1994
(Classification, definitions and
specifications of cars)**

In the case of differences of interpretation as regards the terms used in the various translations of official FIA regulations only the french text will be considered authentic.

TEXTS OF THE VARIOUS REGULATIONS DRAFTED BY THE FIA

(International Sporting Code and its Appendices and regulations
of the FIA International Championship)

**APPEARING IN THIS YEAR BOOK ARE THOSE DRAWN UP
ON 15 OCTOBER 1993**

**ANY AMENDMENT WILL BE PUBLISHED AFTER THIS DATE
IN THE OFFICIAL FIA MONTHLY BULLETIN.**

Appendix "J"

To the International Sporting Code

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X Art 279

rt. 251 - Classification and definitions

1) CLASSIFICATION

1.1 - CATEGORIES AND GROUPS

The cars used in competition shall be divided up into the following categories and groups :

Category I :

- Group N : Production Cars
- Group A : Touring Cars
- Group B : Grand Touring Cars
- Group T1 : Series Cross-Country Cars
- Group T2 : Improved Cross-Country Cars

Category II :

- Group T3 : Prototype Cross-Country Cars
- Group GT : Grand Touring Sports Cars
- Group C : Sports Cars
- Group D : International Formula Racing Cars
- Group E : Free Formula Racing Cars

Category III :

- Group F : Racing Trucks
- Group T4 : Cross-Country Trucks

1.2 - CUBIC CAPACITY CLASSES

The cars will be divided up into the following classes according to their cubic capacity :

1.	Up to	500 cm ³		
2.	From	500 cm ³	to	600 cm ³
3.	From	600 cm ³	to	700 cm ³
4.	From	700 cm ³	to	850 cm ³
5.	From	850 cm ³	to	1000 cm ³
6.	From	1000 cm ³	to	1150 cm ³
7.	From	1150 cm ³	to	1300 cm ³
8.	From	1300 cm ³	to	1600 cm ³
9.	From	1600 cm ³	to	2000 cm ³
10.	From	2000 cm ³	to	2500 cm ³
11.	From	2500 cm ³	to	3000 cm ³
12.	From	3000 cm ³	to	3500 cm ³
13.	From	3500 cm ³	to	4000 cm ³
14.	From	4000 cm ³	to	4500 cm ³
15.	From	4500 cm ³	to	5000 cm ³
16.	From	5000 cm ³	to	5500 cm ³
17.	From	5500 cm ³	to	6000 cm ³
18.	Over			6000 cm ³

Unless otherwise specified in special provisions imposed by the FIA for a certain category of events, the organisers are not bound to include all the above-mentioned classes in the Supplementary Regulations and, furthermore, they are free to group two or more consecutive classes, according to the particular circumstances of their events. No class can be subdivided.

2) DEFINITIONS

2.1 - GENERAL CONDITIONS

2.1.1) Series Production cars (Category I) :

Cars of which the production of a certain number of identical examples (see definition of this word hereinafter) within a certain period of time has been verified at the request of the manufacturer, and which are destined for normal sale to the public (see this expression). Cars must be sold in accordance with the homologation form.

2.1.2) Competition cars (Category II) :

Cars built as single examples and destined solely for competition.

2.1.3) Trucks (Category III)

2.1.4) Identical cars :

Cars belonging to the same production series and which have the same bodywork (outside and inside), same mechanical components and same chassis (even though this chassis may be an integral part of the bodywork in case of a monocoque construction).

2.1.5) Model of car :

Car belonging to a production-series distinguishable by a specific conception and external general lines of the bodywork and by an identical mechanical construction of the engine and the transmission to the wheels.

2.1.6) Normal sale :

Means the distribution of cars to individual purchasers through the normal commercial channels of the manufacturer.

2.1.7) Homologation :

Is the official certification made by the FIA that a minimum number of cars of a specific model has been made in series-production terms to justify classification in Production Cars (Group N), Touring Cars (Group A), Grand Touring Cars (Group B), Series Cross-Country Cars (Group T1) of these regulations. Application for homologation shall be submitted to the FIA by the ASN of the country in which the vehicle is manufactured and shall entail the drawing up of a homologation form (see below). It must be established in accordance with the special regulations titled "Regulations for homologation", laid down by the FIA. Homologation of a series-produced car will become null and void 5 years after the date on which the series-production of the said model has been stopped (series-production under 10 % of the minimum production of the group considered).

The homologation of a model can only be valid in one group, Production Cars (Group N)/Touring Cars (Group A)/Series Cross-Country Cars (Group T1) or Grand Touring Cars (Group B). If a model already homologated in Grand Touring Cars (Group B) passes into Production Cars (Group N)/Touring Cars (Group A)/Series Cross-Country Cars (Group T1), the first homologation is cancelled.

2.1.8) Homologation forms :

All cars recognised by the FIA will be the subject of a descriptive form called homologation form on which shall be entered all data enabling identification of the said model.

This homologation form defines the series as indicated by the manufacturer. According to the group in which the competitors race, the modification limits allowed in international competition for the series are stated in Appendix J.

The presentation of the forms at scrutineering and/or at the start may be required by the organisers who will be entitled to refuse the participation of the entrant in the event in case of non-presentation.

Should the date for the coming into force of a homologation form fall during an event, this form will be valid for the event throughout the duration of the said event.

With regard to Production Cars (Group N), apart from the specific form for this group, the Touring Cars (Group A) form must also be submitted.

In case of any doubt remaining after the checking of a model of car against its homologation form, the scrutineers should refer either to the maintenance booklet published for the use of the make's distributors or to the general catalogue in which are listed all spare parts.

In case of lack of sufficient accurate documentation, scrutineers may carry out direct scrutineering by comparison with an identical part available from a concessionaire.

It will be up to the competitor to obtain the homologation form concerning his car from his ASN.

Description : A form breaks down in the following way :

- 1) A basic form giving a description of the basic model.
- 2) At a later stage, a certain number of additional sheets describing "homologation extensions", which can be "variants", or "errata" or "evolutions".

a - Variants (VF, VO)

These are either supply variants (VF) (two suppliers providing the same part for the manufacturer and the client does not have the possibility of choice), or options (VO) (supplied on request and available at the concessionaires).

b - Erratum (ER)

Replaces and cancels an incorrect piece of information previously supplied by the constructor on a form.

c - Evolution (ET, ES)

Characterises modifications made on a permanent basis to the basic model (complete cessation of the production of the car in its original form in the case of the evolution of the type (ET), or sporting evolution (ES) intended to render a model more competitive.

Use :

1) Variants (VF, VO)

The competitor may use any variant or any part of a variant as he wishes, only on condition that all the technical data of the vehicle, so designed, conforms to that described on the homologation form applicable to the car, expressly allowed by Appendix J.

For example, the fitting of a brake calliper as defined on a variant form is only possible if the dimensions of the brake linings, etc. obtained in this way, are indicated on a form applicable to the car in question. (For Production Cars (Group N), see also art. 254.2).

2) Evolution of the type (ET) (For Production Cars (Group N), see also art. 254.2)

The car must comply with a given stage of evolution (independent of the date when it left the factory), and thus an evolution must be wholly applied or not at all.

Besides, from the moment a competitor has chosen a particular evolution, all the previous evolutions should be applied, except where they are incompatible : for example, if two brake evolutions happen one after another, only that corresponding to the date of the stage of evolution of the car will be used.

3) Sporting evolution (ES)

Since the ES form refers to a previous extension, or to the basic form, the car must correspond to the stage of evolution corresponding to this reference ; moreover, the Sporting Evolution must be applied in full.

2.1.9) Mechanical components :

All those necessary for the propulsion, suspension, steering and braking as well as all accessories whether moving or not which are necessary for their normal working.

2.1.10) Original or series parts :

A part which has undergone all the stages of production foreseen and carried out by the manufacturer of the vehicle concerned, and originally fitted on the vehicle.

2.2 - DIMENSIONS

Perimeter of the car seen from above :

The car as presented on the starting grid for the event in question.

2.3 - ENGINE

2.3.1) Cylinder capacity :

Volume V generated in cylinder (or cylinders) by the upward or downward movement of the piston(s).

$$V = 0.7854 \times b^2 \times s \times n \quad \text{where} \quad \begin{array}{l} b = \text{bore} \\ s = \text{stroke} \\ n = \text{number of cylinders} \end{array}$$

2.3.2) Supercharging :

Increasing the weight of the charge of the fuel-air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust systems) by any means whatsoever.

The injection of fuel under pressure is not considered to be supercharging (see article 3.1 of the General prescriptions for Groups N, A, B).

2.3.3) Cylinder block :

The crankcase and the cylinders.

2.3.4) Intake manifold :

- Part collecting the air-fuel mixture from the carburettor(s) and extending to the entrance ports of the cylinder head, in the case of the carburettor induction system.

- Part situated between the valve of the device regulating the air intake and extending to the ports on the cylinder head, in the case of an injection intake system.

- Part collecting the air at the air filter outlet and extending to the cylinder head entrance ports in the case of a diesel engine.

2.3.5) Exhaust manifold :

Part collecting together the gases from the cylinder head and extending to the first gasket separating it from the rest of the exhaust system.

2.3.6) For cars with a turbocharger, the exhaust begins after the turbocharger

2.3.7) Sump :

The elements bolted below and to the cylinder block which contain and control the lubricating oil of the engine. These elements must not have any mounting part of the crankshaft.

2.3.8) Engine compartment :

Volume defined by the structural envelope closest to the engine.

2.4 - RUNNING GEAR

The running gear includes all parts totally or partially unsuspended.

2.4.1) Wheel :

Flange and rim ; by complete wheel is meant flange, rim and tyre.

2.4.2) Friction surface of the brakes :

Surface swept by the linings on the drum, or the pads on both sides of the disc when the wheel achieves a complete revolution.

2.4.3) Mac Pherson suspension :

Any suspension system in which a telescopic strut, not necessarily providing the springing and/or damping action, but incorporating the stub axle, is anchored on the body or chassis through single attachment point at its top end, and pivots at its bottom end either on a transversal wishbone locating it transversally and longitudinally, or on a single transversal link located longitudinally by an anti-roll bar, or by a tie rod.

2.5 - CHASSIS - BODYWORK

2.5.1) Chassis :

The overall structure of the car around which are assembled the mechanical components and the bodywork including any structural part of the said structure.

2.5.2) Bodywork :

- externally : all the entirely suspended parts of the car licked by the airstream.

- internally : cockpit and boot.

Bodywork is differentiated as follows :

- 1) completely closed bodywork
- 2) completely open bodywork
- 3) convertible bodywork with the hood in either supple (drop-head) or rigid (hard-top) material.

2.5.3) Seat :

The two surfaces making up the seat cushion and seatback or backrest.

Seatback or backrest :

Surface measured from the bottom of a normally seated person's spine.

Seat cushion :

Surface measured from the bottom of the same person's spine towards the front.

2.5.4) Luggage compartment :

Any volume distinct from the cockpit and the engine compartment inside the vehicle.

These volumes are limited in length by the fixed structures provided for by the manufacturer and/or by the rear of the seats and/or, if this is possible, reclined at a maximum angle of 15° to the rear. These volumes are limited in height by the fixed structures and/or by the detachable partitions provided for by the manufacturer, or in the absence of these, by the horizontal plane passing through the lowest point of the windscreen.

2.5.5) Cockpit :

Structural inner volume which accommodates the driver and the passengers.

2.5.6) Bonnet :

Outer part of the bodywork which opens to give access to the engine.

2.5.7) Mudguard :

A mudguard will be considered to be the area defined according to drawing 251-1.

Front mudguard :

The area defined by the inner face of the complete wheel of the standard car (C1/C1) and the lower edge of the side window(s) (A/A) and the front edge of the front door (B1/B1).

Rear mudguard :

The area defined by the inner face of the complete wheel of the standard car (C2/C2) and the lower edge of the side window(s) (A/A) and the rear edge of the rear door (B2/B2).

In the case of two-door cars (B1/B1) and (B2/B2) will be defined by the front and rear of the same door.

2.6 - ELECTRICAL SYSTEM

Headlight : Any signal the focus of which creates an in-depth luminous beam directed towards the front.

2.7 - FUEL

Fuel tank : Any container holding fuel likely to flow by any means whatsoever towards the main tank or the engine.

Art. 252 - General prescriptions for production cars (group N), touring cars (group A), grand touring cars (group B)

1) GENERAL REMARKS

1.1 - All modifications are forbidden unless expressly authorised by the regulations specific to the group in which the car is entered or by the general prescriptions below or imposed under the chapter "Safety Equipment". The components of the car must retain their original function.

1.2 - APPLICATION OF THE GENERAL PRESCRIPTIONS

The general prescriptions must be observed in the event that the specifications of the Production Cars (Group N), Touring Cars (Group A), Grand Touring Cars (Group B) do not lay down a more strict prescription.

1.3 - MAGNESIUM

The use of magnesium alloy sheet metal with a thickness less than 3 mm is prohibited.

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

1.5 - Damaged threads can be repaired by screwing on a new thread with the same interior diameter ("helicoil" type).

2) DIMENSIONS AND WEIGHT

2.1 - GROUND CLEARANCE

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).

Ce test sera effectué sur une surface plane dans les conditions de course (occupants a bord).

2.2 - BALLAST

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, visible and sealed by the scrutineers.

Application : Touring Cars (Group A), Grand Touring Cars (Group B) ; no kind of ballast is authorised in Production Cars (Group N). In rallies, however, the carrying of tools and spare parts for the car will be allowed under the conditions laid down in article 253.

3) ENGINE

3.1 - SUPERCHARGING

In case of supercharging, the nominal cylinder-capacity will be multiplied by 1.7 and the car will pass into the class corresponding to the fictive volume thus obtained. The car will be treated in all respects as if its cylinder capacity thus increased were its real capacity.

This shall particularly be the case for assigning the car to its cylinder-capacity class, its interior dimensions, its minimum number of places, its minimum weight, etc.

3.2 - EQUIVALENCE FORMULA, BETWEEN RECIPROCATING PISTON AND ROTARY ENGINES (of the type covered by the NSU-Wankel patents)

The cubic capacity equivalent is 1.5 times the volume determined by the difference between the maximum and minimum capacities of the combustion chamber.

3.3 - EQUIVALENCE FORMULA BETWEEN RECIPROCATING PISTON AND TURBINE ENGINES

The formula is the following :

$$C = \frac{S(3.10 \times R) - 7.63}{0.09625}$$

S = High pressure nozzle area - expressed in square centimetres by which is meant the area of the air-flow at the exit from the stator blades (or at the exit from the first stage if the stator has several stages). Measurement is done by taking the area between the fixed blades of the high pressure turbine first stage. In cases where the first stage turbine stator blades are adjustable, they must be opened to their greatest extent. The area of the high pressure nozzle is thus the product of the height (expressed in cm) by the width (expressed in cm) and by the number of blades.

R = The pressure ratio is the ratio of the compressor of the turbine engine. It is obtained by multiplying together the value for each stage of the compressor, as indicated hereafter :

Subsonic axial compressor	: 1.15 per étage
Trans-sonic axial compressor	: 1.5 par étage
Radial compressor	: 4.25 par étage

Thus a compressor with one radial and six axial subsonic stages will be designated to have a pressure ratio of : $4.25 \times 1.15 \times 1.15 \times 1.15 \times 1.15 \times 1.15$ ou $4.25 \times (1.15)^6$.

C = Equivalent cubic capacity for reciprocating piston engines in cm^3 .

3.4 - All engines into which fuel is injected or in which fuel is burned after an exhaust port are prohibited.

3.5 - EQUIVALENCES BETWEEN RECIPROCATING PISTON ENGINES AND NEW TYPES OF ENGINES

The FIA reserves the right to make modifications on the basis of comparisons established between classic engines and new types of engines, by giving a two year notice from the 1st January following the decisions taken.

3.6 - EXHAUST SYSTEM AND SILENCER

Even when the specific provisions for a group allow the replacement of the original silencer, the cars competing in an open-road event shall always be equipped with an exhaust silencer complying with the traffic regulations of the country(ies) through which the event is run.

The orifices of the exhaust pipes shall be placed at a maximum of 45 cm and a minimum of 10 cm from the ground. The exit of the exhaust pipe must be situated within the perimeter of the car and less than 10 cm from this perimeter, and aft of the vertical plane passing through the centre of the wheelbase. Moreover, adequate protection must be provided in order to prevent heated pipes from causing burns.

The exhaust system must not be provisional. Exhaust gas may only exit at the end of the system. Parts of the chassis must not be used to evacuate exhaust gasses.

Catalytic exhausts : Should two possible version, any combination of the two versions being prohibited.

3.7 - STARTING ON BOARD THE VEHICLE

Starter with electric or other source of energy on board operable by the driver when seated in the seat.

3.8 - CYLINDERS

For non-sleeved engines, it will be possible to repair the cylinders by adding material, but not parts.

4) TRANSMISSION

All cars must be fitted with a gearbox including a reverse gear which must be in working order when the car starts the event, and be able to be operated by the driver when he is normally seated.

5) SUSPENSION

Suspension parts made partially or entirely from composite materials are prohibited.

6) WHEELS

Wheels made partially or entirely from composite materials are prohibited.

Measuring wheel width :

The width is to be measured with the wheel mounted on the car, on the ground, the vehicle in race condition, driver aboard, at any point along the circumference of the tyre, except in the area in contact with the ground. When multiple tyres are fitted as part of a complete wheel, the latter must comply with the maximum dimensions for the Group in which these tyres are used (see article 255.5.4 and article 256.5).

7) COACHWORK

7.1 - Convertible vehicles must comply in all respects with the specifications applying to open cars.

7.2 - MINIMUM INSIDE DIMENSIONS

If a modification authorised by Appendix J affects a dimension stated on the homologation form this dimension may not be retained as an eligibility criterion for the car.

7.3 - COCKPIT

Only the following accessories may be installed in the cockpit : spare wheels, tools, spare parts, safety equipment, communication equipment, ballast (if permitted), windscreen washer water container (Touring Cars Group A and Grand Touring Cars (Group B) only). The passenger area and seat of an open car must in no way be covered.

Containers for helmets and tools situated in the cockpit must be made of non-inflammable material and they must not, in case of fire, give off toxic vapours.

7.4 - All body panels of the vehicle must be at all times of the same materials as those of the original homologated car and must be of the same material thickness as that of the original homologated car (tolerance $\pm 10\%$).

7.5 - HEADLAMP MOUNTING AND PROTECTION

The boring of holes in the front bodywork for light brackets is authorised, limited solely to mountings.

In rallies, non-reflecting protectors made from flexible material may be mounted on the headlamps ; they must not protrude forwards beyond the headlamp glass by more than 10 cm.

7.6 - Any object of a dangerous nature (battery, inflammable products, etc.) must be carried outside the cockpit.

7.7 - MUDFLAPS (in Rallies only)

If the supplementary regulations of the event authorise them or impose them, transversal mudflaps will be accepted under the following conditions :

- They must be made from flexible material.
- They must cover at least the width of each wheel, but at least one third of the width of the car (see drawing 252-6) must be free behind the front wheels and the rear wheels.
- There must be a gap of at least 20 cm between the right and left mudflaps in front of the rear wheels.
- The bottom of these mudflaps must be no more than 10 cm from the ground when the car is stopped, with nobody on board.
- In vertical projection, these mudflaps must not protrude beyond the bodywork.

Mudflaps to prevent splashing towards the front, made from flexible material, may be installed at the front of the vehicle, if the supplementary regulations of the event authorise them or impose them. They must not protrude beyond the overall width of the vehicle, or beyond the original overall length by more than 10 cm, and at least one third of the width of the car must be free in front of the front wheels.

8) ELECTRICAL SYSTEM

8.1 - LIGHTING

A fog light may be changed for another light, and vice versa, provided that the original mounting remains the same.

8.2 - The mounting of the alternator is free.

9) FUEL - COMBUSTIVE

9.1 - The fuel must be commercial petrol which comes from a service station pump, without any additive other than that of a lubricant on current sale. The fuel must comply with the following specifications :

- 102 RON and 90 MON maximum, 95 RON and 85 MON minimum for unleaded fuel.
- 100 RON and 92 MON maximum, 97 RON and 86 MON minimum for leaded fuel.

The measurements will be made according to the standards ASTM D 2699-86 and D 2700-86, the fuel being accepted or rejected according to the standard ASTM D 3244 with a confidence limit of 95%.

- Specific gravity between 720 and 785 kg/m³ at 15°C (measured according to ASTM D 4052).

- 2A maximum of 2.8% oxygen (or 3.7% if the lead content is less than 0.013 g/l) and 0.5% nitrogen by weight the remainder of the fuel consisting exclusively of hydrocarbons and not containing any power-boosting additives.

The measuring of the nitrogen content will be carried out according to the standard ASTM D 3228 and that of the oxygen content by elemental analysis with a tolerance of 0,2%.

- Maximum content of peroxides and nitrooxide compounds : 100 ppm (ASTM D 3703 or in the case of impossibility UOP 33-82).

- Maximum lead content : 0,40 g/l or the standard of the country of the event if it is lower (ASTM D 3341 or ISO 3237).

- Maximum benzene content : 5 % in volume (ASTM D 3606).
- Maximum Reid vapour pressure : 900 hPa (ASTM D 323).
- Distillation at 70°C : 10 % - 47 % (ASTM D 86)
- Distillation at 100°C : 30 % - 70 % (ASTM D 86).
- Distillation at 180°C : 85 % minimum (ASTM D 86),
- Maximum final boiling point : 225°C (ASTM D 86).
- Maximum residue : 2 % in volume (ASTM D 86).

If the fuel available locally for the event is not of a sufficient quality for use by competitors, the ASN of the organising country must ask the FIA for a waiver in order to enable the use of fuel not corresponding to the characteristics defined above.

9.2 - Only air may be mixed with the fuel as an oxidant.

9.3 - REFUELLING PROCEDURE

Standardised coupling :

- In case of a centralised system provided by the circuit or a system provided by the competitors, the refuelling hose shall be provided with a leak-proof coupling to fit the standardised filler mounted on the car. The dimensions of this fitting are given in the drawing 252-5.

- All cars must be provided with a fuel filler complying with this diagram. This leak-proof fitting must comply with the dead man principle and must not therefore incorporate any retaining device when in an open position (spring loaded, bayonet, etc.).

- The air vent(s) must be equipped with non return and closing valves having the same closing system as that of the standard filler and having the same diameter. During refuelling the outlets of the air-vents must be connected with the appropriate coupling either of the main supply-tank or to a transparent portable container with a minimum capacity of 20 litres provided with a closing system rendering it completely leak-proof. The venting catch tank must be empty at the beginning of the refuelling operation.

In the cases where the circuits are unable to provide the entrants with a centralised system, they will have to refuel according to the above procedure.

The level of the reserve tank may in no case be more than 3 metres above the level of the track where the refuelling is effected. This applies to the whole duration of the event.

The overflow bottles must conform to one of the drawings 252-1 or 252-2.

The reserve tank and all metal parts of the refuelling system from the coupling over the flow meter up to the tank and its rack must be connected electrically to the earth.

The application of the following is recommended :

1. Each pit should be equipped with two aircraft type grounding connections.
2. The refuelling system (including tower, tank, hose, nozzle, valves and vent bottle) should be connected to one of the above grounding connections for the entire duration of the race.
3. The car should be connected, at least momentarily, to the other grounding connection as soon as it stops in the pit.

4. No fuel hose connection (fill or vent) unless and until conditions 2 and 3 have been fulfilled.

5. All fuel-handling pit crew members should wear non-static protective clothing.

The refuelling tank may be one of the following :

- models made of rubber, of the type FT3, built by an approved manufacturer, or
- tanks conforming to one of the drawings 252-3 or 252-4.

Application : For Touring Cars (Group A), Grand Touring Cars (Group B), refer to the general prescriptions of the FIA Championships.

9.4 - TANK VENTILATION

It is authorised to equip a tank with ventilation exiting through the car roof.

9.5 - INSTALLATION OF THE FT3 TANK

The FT3 tank may be placed 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.

10) BRAKES

Carton brake discs are forbidden.

Art. 253 - Safety equipments (groups N, A, B)

1) A car, the construction of which is deemed to be dangerous, may be excluded by the Stewards of the meeting.

2) If a device is optional, it must be fitted in a way that complies with regulations.

3) LINES

3.1 - PROTECTION

Fuel, oil and brake lines must be protected externally against any risk of deterioration (stones, corrosion, mechanical breakages, etc.) and internally against all risks of fire. If the series production fitting is retained, no additional protection is necessary.

Application : Obligatory for Touring Cars (Group A), Grand Touring Cars (Group B), optional for Production Cars (Group N).

3.2 - SPECIFICATIONS AND INSTALLATION

Series production fittings may be retained. If they are modified, they must comply with the specifications concerning them below :

- Fuel and lubricating oil lines must have a minimum burst pressure of 70 bar (1000 psi) and a minimum operating temperature of 135°C (250°F).

When flexible, these lines must have threaded connectors and an outer braid resistant to abrasion and flame will not sustain combustion).

- Lines containing hydraulic fluid, with the exception of lines under gravity head only, must have a minimum burst pressure of 70 bar (1000 psi) or higher according to operating pressure, and a minimum operating temperature of 232°C (450°F).

When flexible, these lines must have threaded connectors and an outer braid resistant to abrasion and flame will not sustain combustion).

- Lines containing cooling water or lubricating oil must be outside the cockpit. Lines containing fuel or hydraulic fluid may pass through the cockpit, but without any connectors inside except on the front and rear bulkheads according to drawings 253-1 and 253-2, and on the braking circuit.

4) BRAKING SAFETY SYSTEM

Double circuit operated by the same pedal : the pedal shall normally control all the wheels ; in case of a leakage at any point of the brake system pipes or of any kind of failure in the brake transmission system, the pedal shall still control at least two wheels.

Application : Compulsory fitting on all cars. If this system is fitted in series production, no modifications are necessary.

5) ADDITIONAL FASTENERS

At least two additional safety fasteners must be fitted for each of the bonnet and boot lids. The original locking mechanisms will be rendered inoperative or removed.

Large objects carried on board the vehicle (such as the spare wheel, tool-kit, etc.) must be firmly fixed.

Application : Obligatory for Touring Cars (Group A) and Grand Touring Cars (Group B). Optional for Production Cars (Group N).

6) SAFETY BELTS

6.1 - Wearing of one diagonal strap and one lap strap ; anchorage points on the shell : 3.

Application : Compulsory for all Production Cars (Group N) together with Touring Cars (Group A), Grand Touring Cars (Group B) participating in rallies.

6.2 - Wearing of two shoulder straps and one lap strap ; anchorage points on the shell : two for the lap strap, one or possibly one symmetrical about the seat for the shoulder straps.

Application : Compulsory for all Touring Cars (Group A), Grand Touring Cars (Group B), except in rallies.

6.3 - INSTALLATION

- A safety harness must be installed on the anchorage points of the series car.

The recommended geometrical locations of the anchorage points are shown in drawing n° 253-42.

Shoulder straps should be installed in such a way that they do not make an angle of more than 10° to the horizontal from the upper rim of the backrest.

The maximum angles in relation to the centre-line of the seat are 20° divergent or convergent.

If possible, the anchorage point originally mounted by the car manufacturer on the C-pillar should be used.

Anchorage points creating a higher angle to the horizontal must not be used unless the seat meets the requirements of the FIA standard.

In that case, the shoulder straps of 3-point and 4-point safety harness must be installed on the rear seat lap anchor points originally mounted by the car manufacturer. In the case of a 3-point harness, the anchorage point closest to the centre-line of the front seat must be used.

For a 4-point harness, the shoulder straps must be installed crosswise symmetrically about the centre-line of the front seats.

A safety harness must not be installed on a seat having no head restraint or having a backrest with integrated head restraint (no opening between backrest and head restraint).

The lap and crotch straps should pass not over the sides of the seat but through the seat, in order to wrap and hold the pelvic region over the greatest possible surface. The lap straps must fit tightly in the bend between the pelvic crest and the upper thigh. Under no conditions must they be worn over the region of the abdomen. Holes may be made in the series seat if this proves to be necessary in order to avoid such an occurrence.

Care must be taken that the straps cannot be damaged through chafing against sharp edges.

- If installation on the series anchorage points is impossible for the shoulder and/or crotch straps, new anchorage points must be installed on the shell or the chassis, as near as possible to the centre-line of the rear heels for the shoulder straps. If this latter mounting is impossible, the shoulder straps may be fixed or leaning on rear transversal tube fixed to the rollbar or to the top anchorage points of the front belts. They may also be fixed to the safety rollage or to a reinforcement bar.

- Each anchorage point must be able to withstand a load of 1470 daN, or 720 daN for the crotch straps. In the case of one anchorage point for two straps, the load considered will be equal to the sum of the required loads.

For each new anchorage point created, a steel reinforcement plate with a surface area of at least 40 cm² and a

thickness of at least 3 mm must be used.

- Principles of mounting to the chassis/monocoque :

- 1) General mounting system : see drawing 253-43.
- 2) Shoulder strap mounting : see drawing 253-44.
- 3) Crotch strap mounting : see drawing 253-45.

6.4 - USE

A safety harness must be used in its homologation configuration without any modifications or removal of parts and in conformity with the manufacturer's instructions. The effectiveness and longevity of safety belts are directly related to the manner in which they are installed, used and maintained. The belts must be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight. They must also be replaced if metal parts or buckles are bent, deformed or rusted. Any harness which does not function perfectly must be replaced.

7) EXTINGUISHERS - EXTINGUISHING SYSTEMS

7.1 - IN RALLIES

- Group N :

The systems mounted in accordance with art. 7.3 are recommended.

- Groups A and B :

These systems are compulsory.

Furthermore, hand-operated extinguishers are compulsory for all Groups (see art. 7.4).

7.2 - IN CIRCUIT EVENTS, SLALOMS, HILLCLIMBS

Hand-operated extinguishers are compulsory.

An automatic extinguisher (see art. 7.3) may replace the manual extinguisher.

7.3 - SYSTEMS MOUNTED

7.3.1) All cars must be fitted with two fire extinguisher systems, one which will discharge into the cockpit and one into the engine compartment. A single bottle may be used if the extinguishant is divided up in accordance with the directives given below.

7.3.2) Permitted extinguishants:

BCF (C F₂ Cl Br)
FM 100 (C H F₂ Br)
NAF S3
NAF P
ZERO 2000

Dry powder is also permitted but only on cars being used in or coming from countries where national regulations preclude the use of the above products.

7.3.3) Minimum extinguisher capacity:

Cockpit : 1.65 litres.
Engine : 3.30 litres.

7.3.4) Minimum quantity of extinguishant:

BCF	: Cockpit : 2.5 kg
	Engine : 5.0 kg
FM 100	: Cockpit : 2.0 kg
	Engine : 4.0 kg
NAF S3	: Cockpit : 2.0 kg
	Engine : 4.0 kg
NAF P	: Cockpit : 2.0 kg
	Engine : 4.0 kg
ZERO 2000	: Cockpit : 1.12 litres
	Engine : 2.25 litres
Powder	: Cockpit : 1.2 kg
	Engine : 2.4 kg

7.3.5) Discharge time:

Engine : 10 seconds minimum / 40 seconds maximum.
Cockpit : 30 seconds minimum / 80 seconds maximum.

Both extinguishers must be released simultaneously.

7.3.6) All extinguishers must be pressurised according to the contents:

BCF	: 7.0 bar
FM 100	: 7.0 bar
NAF S3	: 7.0 bar
NAF P	: 7.0 bar
ZERO 2000	: 12.0 bar
Powder	: 13.5 bar

Furthermore, each extinguisher when filled with Zero 2000 must be equipped with a means of checking the pressure of the contents.

7.3.7) The following information must be visible on each extinguisher:

- capacity
- type of extinguishant
- weight or volume of the extinguishant
- date the extinguisher must be checked, which must be no more than two years after either the date of filling or the date of the last check.

7.3.8) All extinguishers must be adequately protected and must be situated within the cockpit. In all cases their mountings must be able to withstand a deceleration of 25 g.

All extinguishing equipment must withstand fire.

7.3.9) Any triggering system having its own source of energy is permitted, provided it is possible to operate all extinguishers should the main electrical circuits of the car fail.

The driver must be able to trigger all extinguishers manually when seated normally with his safety belts fastened and the steering wheel in place.

Furthermore, a means of triggering from the outside must be combined with the circuit-breaker switch, or situated close to it. It must be marked with a letter "E" in red inside a white circle of at least 10 cm diameter with a red edge.

7.3.10) The system must work in any position, even when the car is inverted.

7.3.11) Extinguisher nozzles must be suitable for the extinguishant and be installed in such a way that they are not directly pointed at the occupants.

7.4 - MANUAL EXTINGUISHERS

7.4.1) All cars must be fitted with one or two fire extinguishers.

7.4.2) Permitted extinguishants:

BCF (C F₂ Cl Br)
 FM 100 (C H F₂ Br)
 NAF S3
 NAF P
 AFFF
 Powder

7.4.3) Minimum extinguisher capacity:

In case of use of BCF, FM 100, NAF SIII, NAF P, or powder :

2.60 litres for the quantities specified hereafter.

7.4.4) Minimum quantity of extinguishant:

BCF : 4.0 kg
 FM 100 : 3.2 kg
 NAF S3 : 3.2 kg
 NAF P : 3.2 kg
 AFFF : 2.4 litres
 Powder : 2.0 kg

7.4.5) All extinguishers must be pressurised according to the contents:

BCF : 7.0 bar
 FM 100 : 7.0 bar
 NAF S3 : 7.0 bar
 NAF P : 7.0 bar
 AFFF : 12.0 bar
 Powder : 13.5 bar

Furthermore, each extinguisher when filled with AFFF must be equipped with a means of checking the pressure of the contents.

7.4.6) The following information must be visible on each extinguisher:

- capacity
- type of extinguishant
- weight or volume of the extinguishant
- date the extinguisher must be checked, which must be no more than two years after either the date of filling or the date of the last check.

7.4.7) All extinguishers must be adequately protected. Their mountings must be able to withstand a deceleration of 25 g. Furthermore, only quick-release metal fastenings, with metal straps, will be accepted.

7.4.8) The extinguishers must be easily accessible for the driver and the co-driver.

8) ROLLOVER STRUCTURES**8.1 - DEFINITIONS****8.1.1) Safety cage :**

A structural framework designed to prevent serious bodysell deformation in the case of a collision or of a car turning over.

8.1.2) Rollbar :

Structural frame or hoop and mounting points.

8.1.3) Rollcage :

Structural framework made up of a main rollbar and a front rollbar (or of two lateral rollbars), their connecting members, one diagonal member, backstays and mounting points. (For example, see drawings 253-3 and 253-4).

8.1.4) Main rollbar :

Structure consisting of a near-vertical frame or hoop located across the vehicle just behind the front seats.

8.1.5) Front rollbar :

Similar to main rollbar but its shape follows the windscreen pillars and top screen edge.

8.1.6) Lateral rollbar :

Structure consisting of a near-vertical frame or hoop located along the right or left side of the vehicle. The rear legs of a lateral rollbar must be just behind the front seats. The front leg must be against the screen pillar and dashboard such that it does not unduly impede the entry or exit of driver and co-driver.

8.1.7) Longitudinal member :

Longitudinal tube which is not a part of the main, front or lateral rollbar and linking them, together with the backstays.

8.1.8) Diagonal member :

Transverse tube between a top corner of the main rollbar or upper end of a backstay and a lower mounting point on the other side of the rollbar of backstay.

8.1.9) Framework reinforcement :

Reinforcing member fixed to the rollcage to improve its structural efficiency.

8.1.10) Reinforcement plate :

Metal plate fixed to the bodysell or chassis structure under a rollbar mounting foot to spread load into the structure.

8.1.11) Mounting foot :

Plate welded to a rollbar tube to permit its bolting or welding to the bodysell or chassis structure, usually onto reinforcement plate.

8.1.12) Removable members :

Structural members of a safety cage which must be able to be removed.

8.2 - SPECIFICATIONS**8.2.1) General comments :**

8.2.1.1. - Safety cage must be designed and made so that, when correctly installed, they substantially reduce bodysell deformation and so reduce the risk of injury to occupants.

The essential features of safety cages are sound construction, designed to suit the particular vehicle, adequate mountings and a close fit to the bodyshell.

Tubes must not carry fluids. The safety cage must not unduly impede the entry or exit of the driver and co-driver.

Members may intrude into the occupant's space in passing through the dashboard and front side-trim, as well as through the rear side-trim and rear seats. The rear seat may be folded down. Any modification to a homologated safety cage is forbidden.

8.2.1.2 - Basic safety cage :

Only rollcages must be used.

8.2.1.3 - Compulsory diagonal member :

Different ways of fitting the compulsory diagonal member : see drawings 253-3 to 253-5.

The combination of several members is permitted.

8.2.1.4 - Optional reinforcing members :

Each type of reinforcement (drawings 253-6 to 253-17) may be used separately or combined with others.

8.2.2) Technical specifications :

8.2.2.1 - Main, front and lateral rollbars :

These frames or hoops must be made in one piece without joints. Their construction must be smooth and even without ripples or cracks. The vertical part of the main rollbar must be as straight as possible and as close as possible to the interior contour of the bodyshell.

The front leg of a front rollbar or of a lateral rollbar must be straight, or if it is not possible, must follow the windshield pillars and have only one bend with its lower vertical part. Where a main rollbar forms the rear legs of a lateral rollbar (drawing 253-4), the connection to the lateral rollbar must be at roof level.

To achieve an efficient mounting to the bodyshell, the original interior trim may be modified around the safety cages and their mountings by cutting it away or by distorting it.

However, this modification does not permit the removal of complete parts of upholstery or trim.

Where necessary, the fuse box may be moved to enable a rollcage to be fitted.

8.2.2.2 - Mounting of rollcages to the bodyshell :

Minimum mountings are :

- 1 for each leg of the main or lateral rollbar ;
- 1 for each of the front rollbar ;
- 1 for each backstay (see 8.2.2.3).

Each mounting foot of the front, main and lateral rollbars must include a reinforcement plate, of a thickness of at least 3 mm which must not be less than that of the tube onto which it is welded.

Each mounting foot must be attached by at least three bolts on a steel reinforcement plate at least 3 mm thick and of at least 120 cm² area which is welded to the bodyshell. Examples are shown in drawings 253-18 to 253-24. This does not necessarily apply to backstays (see below).

Bolts must be of at least M8 size of ISO standard 8.8 or better.

Fasteners must be self-locking of fitted with lock washers.

These are minimum requirements. In addition to these requirements, more fasteners may be used, the rollbar legs may be welded to reinforcement plates, the rollcage may be welded to the bodyshell. Rollbars mounting feet must not be welded directly to the bodyshell without a reinforcement plate.

8.2.2.3 - Backstays :

These are compulsory and must be attached near the roof line and near the top outer bends of the main rollbar on both sides of the car. They must make an angle of at least 30° with the vertical, must run rearwards and be straight and as close as possible to the interior side panels of the bodyshell.

Their materials specification, diameter and thickness must be as defined in 8.3.

Their mountings must be reinforced by plates. Each backstay should be secured by bolts having a cumulative section area at least two thirds of that recommended for each rollbar leg mounting in 8.2.2.2 above, and with identical reinforcement plates of at least 60 cm² area (see drawing 253-25).

A single bolt in double shear is permitted, provided it is of adequate section and strength (see drawing 253-26) and provided that a bush is welded into the backstay.

8.2.2.4 - Diagonal members :

At least one diagonal member must be fitted.

Their location must be in accordance with drawings 253-3 to 253-5 and they must be straight, not curved.

The attachment points of the diagonal members must be so located that they cannot cause injuries. They may be made removable but must be in place during events. The lower end of the diagonal must join the main rollbar or backstay not further than 100 mm from the mounting foot. The upper end must join the main rollbar not further than 100 mm from the junction of the backstay joint, or the backstay not more than 100 mm from its junction with the main rollbar.

They must comply with the minimum specification set out in 8.3. Diagonal members fixed to the bodyshell must have reinforcement plates as defined in 8.2.2.3 above.

8.2.2.5 - Optional reinforcement of the rollcage :

The diameter, thickness and material of reinforcements must be as defined in 8.3.

They shall be either welded in position or installed by means of demountable joints.

Reinforcement tubes must not be attached to the bodyshell.

8.2.2.5.1) Transverse reinforcing members :

The fitting of two transverse members as shown in drawing 253-7 is permitted. The transverse member fixed to the front rollbar must not encroach upon the space reserved for the occupants. It must be placed as high as possible but its lower edge must not be higher than the top of the dashboard.

8.2.2.5.2) Doorbars (for side protection) :

One or more longitudinal members may be fitted at each side of the vehicle (see drawings 253-7, 253-8, 253-12, 253-17). They may be removable. The side protection must be as high as possible but not higher than one third of the total height of the door measured from its base.

8.2.2.5.3) Roof reinforcement :

Reinforcing the upper part of the rollcage by adding members as shown in drawing 253-9 is permitted.

8.2.2.5.4) Reinforcement of bends and junctions :

It is permitted to reinforce the junction between the main rollbar and the front rollbar, as well as the top rear bends of the lateral rollbars and the junction between the main rollbar and the backstays (see drawings 253-14 and 253-16).

The ends of these reinforcing tubes must not be more than half way down or along the members to which they are attached.

8.2.2.6 - Protective padding :

Where the occupants' bodies or their crash helmets could come into contact with the safety cage, non-flammable padding must be provided for protection.

8.2.2.7 - Removable members :

Should removable members be used in the construction of a rollcage, the demountable joints used must comply with a type approved by the FIA (see drawings 253-27 to 253-36). They must not be welded.

The screws and bolts must be of adequate diameter, and of ISO standard 8.8 or better.

It should be noted that demountable joints must not be used as part of a main, front or lateral rollbar because they act as hinges in the principal structure and allow deformation. Their use is solely for attaching members to the rollbars and for attaching a lateral rollbar to a main rollbar (drawing 253-4). In this last case, hinged joints illustrated in drawings 253-30, 253-33 and 253-36 must not be used.

8.2.2.8) Guidance on welding :

All welding must be of the highest possible quality with full penetration and preferably using a gas shielded arc.

Although good external appearance of a weld does not necessarily guarantee its quality, poor looking welds are never a sign of good workmanship.

When using head-treated steel the special instructions of the manufacturers must be followed (special electrodes, gas protected welding).

It must be emphasised that the use of heat-treated or medium carbon steels may cause problems and that bad fabrication may result in a decrease in strength (caused by brittle heat-affected zones) or inadequate ductility.

8.3 - MATERIAL SPECIFICATIONS

Specifications of the tubes used :

<u>Min. material</u>	<u>Min. yield strength</u> (diam. in mm)	<u>Min. dimensions</u>	<u>Use</u>
Cold drawn seamless carbon steel	350 N/mm ²	Preferably 45 x 2.5 or, failing that 50 x 2.0	Main rollbar (drawing 253-38) ; lateral rollbar and their rear connection (drawing 253-39) according to construction.
Cold drawn seamless carbon steel	350 N/mm ²	38 x 2.5 or 40 x 2.0	Other parts of the safety cage.

Note that these figures represent the minima allowed. In selecting the steel, attention must be paid to obtaining good elongation properties and adequate weld ability.

The tubing must be bent by a cold working process and the centreline bend radius must be at least 3 times the tube diameter. If the tubing is ovalised during bending, the ratio of minor to major diameter must be 0.9 or greater.

8.4 - HOMOLOGATION BY THE ASN

Safety cage manufacturers may submit a safety cage of their own design to their ASN for approval as regards the quality of steel used, the dimensions of the tubes, the optional reinforcing members and the mounting to the vehicle, provided that the construction is certified to withstand the stress minima given hereafter in any combination on top of the safety cage :

- 1.5 W* lateral ;
- 5.5 W fore and aft ;
- 7.5 W vertical.

(*W = weight of the car + 150 kg).

Longitudinal rollcage extensions are allowed up to the level of the original suspension mounting points on the shell. There must not be direct connection between the top extension and the bottom extension.

A homologation certificate, approved by the ASN and signed by qualified technicians representing the manufacturer, must be presented to the event's scrutineers. It must contain a drawing or photo of the safety cage in question declaring that the rollcage can resist the forces specified above. These safety cages must not be modified in any way.

To obtain the ASN's approval, a manufacturer must have demonstrated his consistent ability to design and manufacture rollcages which comply with the specifications approved by the FIA.

Manufacturers approved by the ASN shall supply customers only with products designed and manufactured to the approved standards.

Each ASN-approved manufacturer shall demonstrate to the ASN :

- that the material he uses has a certificate of origin or of traceability, and is kept segregated from other batches of material ;
- that the welding methods he uses produce consistent and sound welds and are regularly checked by laboratory tests ;
- that he operates and maintains auditable in-house quality standards and procedures, updated regularly.

The ASNs may carry out static test on the rollcages submitted to them for approval as follows (see drawing 53-37) :

- 1 - Rollcage to be considered :

As the total function of a rollcage must be considered only in its entirety, the test must be carried out on the complete rollcage.

2 - Testing device :

This must be constructed in such a way that none of the loads has any influence on its structure.

3 - Mountings :

The rollage must be fitted to the testing device by its original mountings.

4 - Test :

A vertical load of 7.5 W (W being the weight of the car + 150 kg) is to be applied with a stamp with minimum area 500 x 200 mm on the main rollbar behind the driver's seat.

5 - Accepted distortion :

This test must not produce, in the total safety structure, any breakage or any plastic distortion of more than 50 mm.

8.5 - FIA HOMOLOGATION

FIA suggests that each car manufacturer should recommend a type of safety cage complying with FIA standards, as defined in 8.4 above. This safety cage must be described on a homologation extension form presented to FIA for approval and the safety cage must not be modified (see 8.2.1.1) in any way."

9) REAR VIEW

This shall be provided by an inside mirror commanding a rear window with at least a 10 cm vertical opening maintained along a width of at least 50 cm. However, if the straight line connecting the upper and lower edges of the rear window opening makes an angle inferior to 20° with the horizontal, the rear view must be efficiently obtained by other means (two outside mirrors or any other system of equivalent efficiency). Furthermore, all these cars should be equipped with two outside mirrors for circuit events.

Application : Obligatory for all Groups.

10) TOWING-EYE

All cars will be equipped with a rear and front towing-eye for all events. This towing-eye will only be used if the car can move freely . It will be clearly visible and painted in yellow, red or orange.

Application : All groups.

11) WINDOWS

The windows must be certified for road use, their marking standing as proof. The windshield must be made of laminated glass.

The use of silvered or tinted films is authorised in rallies only, on the side and rear windows, and on the following conditions :

- Openings in these films must allow a person outside the car to see the driver as well as the contents of the car.

- This authorisation must be mentioned in the supplementary regulations of the event.

Application : All groups.

12) SAFETY FIXING DEVICES FOR WINDSHIELD

Such devices may be used freely.

Application : Optional.

13) GENERAL CIRCUIT BREAKER

The general circuit breaker must cut all electrical circuits, battery, alternator or dynamo, lights, hooters, ignition (electrical controls, etc.) and must also stop the engine. It must be a spark-proof model, and will be accessible from inside and outside the car. As for the outside, the triggering system of the circuit breaker will compulsorily be situated at the lower part of the windscreen mounting of the driver's side for closed cars. It will be marked by a red spark in a white-edged blue triangle with a base of at least 12 cm. This outside triggering system only concerns closed cars.

Application : Compulsory fitting for all cars taking part in speed events on circuits or hill-climbs. The fitting is recommended for other events.

14) FIA APPROVED SAFETY FUEL TANKS

Whenever a competitor uses a safety fuel tank, it must come from a manufacturer approved by the FIA.

In order to obtain the FIA's agreement, a manufacturer must have proved the constant quality of its product and its compliance with the specifications approved by the FIA.

Safety tank manufacturers recognised by the FIA must undertake to deliver to their customers exclusively tanks complying with the norms approved. To this end, on each tank delivered the name of the manufacturer, the model, the exact specifications according to which this tank has been manufactured, the date of the manufacturing, and the series number, shall be printed.

14.1 - TECHNICAL SPECIFICATIONS

The FIA reserves the right to approve any other set of technical specifications after study of the dossier submitted by the manufacturers concerned.

14.2 - SPECIFICATIONS FIA/FT3

The technical specifications for these tanks are available, on request, from the FIA Secretariat.

14.3 - AGEING OF TANKS

The ageing of safety tanks entails a considerable reduction in the strength characteristics after approximately five years.

Therefore, all fuel cells must be replaced by new ones at the latest five years after the fabrication date indicated on the cell.

14.4 - APPLICATION OF THESE SPECIFICATIONS

Production Cars (Group N), Touring Cars (Group A) and Grand Touring Cars (Group B) may be equipped with a safety fuel tank if the modifications necessary do not exceed those allowed by the regulations.

As far as Production Cars are concerned, the maximum capacity of the FT3 tanks must be that of the homologated tank, and the original tank must be removed.

The use of safety foam in FT3 tanks is recommended.

15) PROTECTION AGAINST FIRE

An efficient protective screen must be placed between the engine and the occupant's seat, in order to prevent the direct passage of flames in case of fire.

Should this screen be formed by the rear seats, it is advisable to cover them with a flameproof coating.

16) SEAT ATTACHMENT/SUPPORT

If the original seat attachments or supports are changed, the new parts must either be made by an FIA approved manufacturer or must comply with the following specifications (see drawing 253-52) :

1) Supports must be attached to the shell/chassis via at least 4 mounting points per seat using bolts with a minimum diameter of 8 mm and counterplates, according to the drawing. The minimum area of contact between support, shell/chassis and counterplate is 40 cm² for each mounting point. If quick release systems are used, they must be capable of withstanding vertical and horizontal forces of 18000 N, applied non-simultaneously. If rails for adjusting the seat are used, they must be those originally supplied with the homologated car or with the seat.

2) The seat must be attached to the supports via 4 mounting points, 2 at the front and 2 at the rear of the seat, using bolts with a minimum diameter of 8 mm and reinforcements integrated into the seat. Each mounting point must be capable of withstanding a force of 15000 N applied in any direction.

3) The minimum thickness of the supports and counterplates is 3 mm for steel and 5 mm for light alloy materials.

The minimum longitudinal dimension of each support is 6 cm.

17) PRESSURE CONTROL VALVES

Pressure control valves on the wheels are forbidden.

Art. 254 - Specific regulations for production cars (Group N)

1) DEFINITION

Large scale series production touring cars.

2) HOMOLOGATION

At least 2500 identical units must have been produced in 12 consecutive months and homologated by the FIA in Touring Cars (Group A).

The Supply Variants (VF) homologated in Touring Cars (Group A) are also valid in Production Cars (Group N).

The Optional Variants (VO) of the Touring Cars (Group A) form shall not be valid in Production Cars (Group N) unless they refer to :

- fly-wheel for automatic gearboxes ;
- fuel tank ;
- automatic gearboxes ;
- sun roof ;
- safety rollcage ;
- 2/4 doors versions.

The use of tanks homologated in VO on the Touring Car (Group A) form must be carried out under the conditions laid down in article 5.9.2 of the Touring Car (Group A) regulations, and article 254.6.8.

Evolutions of the type (ET) or sporting evolutions (ES) homologated in Touring Cars (Group A) are not valid in production Cars (Group N).

3) NUMBER OF SEATS

Cars must have at least four places, in accordance with the dimensions defined for Touring Cars (Group A).

4) MODIFICATIONS AND ADJUNCTIONS ALLOWED OR OBLIGATORY

All the modifications which are not allowed by the present regulations are expressly forbidden. The only work which may be carried out on the car is that necessary for its normal servicing, or for the replacements of parts worn through use or accident. The limits of the modifications and fittings allowed are specified hereinafter. Apart from these, any part worn through use or accident can only be replaced by an original part identical to the damaged one.

The cars must be strictly series production models identifiable by the homologation form data.

5) MINIMUM WEIGHT

Cars must have at least the weight appearing on the homologation form plus the weight of the safety devices

As far as rollcages which cannot be removed from the car and which were manufactured in accordance with articles 253.8.2 and 8.3 of Appendix J are concerned, the following weights will be taken as a basis :

- Rollcage according to drawings 253-3/4 : 30 kg
- Rollcage according to drawings 253-5 to 17 : 35 kg

This is the real weight of the empty car (without persons or luggage aboard) without tools, jack. All the liquid tanks (lubrication, cooling, braking, heating where applicable) must be at the normal level foreseen by the manufacturer, with the exception of the windscreen wiper or headlight wiper, brake cooling system, fuel and water injection tanks, which shall be empty. Additional headlights which do not appear on the homologation form must be removed before weighing.

6)

6.1 - ENGINE

- The accelerator cable may be replaced or doubled by another one regardless of whether it comes from the manufacturer or not.

- Ignition : The make and type of the spark plugs, rev. limiter and high tension leads are free. The ignition components in the electronic control unit are free. Sensors and actuators on the input side must be standard, as must their function.

- Cooling system : The thermostat is free as is the control system and the temperature at which the fan cuts in.

- Locking system for the radiator cap is free.

- Carburetors : The original system must be retained. The components of the carburetor which control the quantity of petrol entering the combustion chamber may be modified, provided that they do not have any influence over the quantity of air admitted.

Replacement air filter cartridges are accepted in the same way as the original ones.

- Injection : The original system must be retained. Components of the injection system situated downstream of the air-flow measuring device, and which control the quantity of petrol entering the combustion chamber may be modified but not replaced, provided that they do not have any influence over the quantity of air admitted. The interior of the electronic control unit for the injection is free. Inputs to the electronic control unit (sensors, actuators, etc.), including their function, must remain as standard. Outputs from the electronic control unit must retain their original functions in accordance with the homologation form.

The flow rate of injectors may be modified, but not their operating principle nor their mounting.

Replacement air filter cartridges are accepted in the same way as the original ones.

- Lubrication : The fitting of baffles in the oil sump is authorised.

Replacement oil filter cartridges are accepted in the same way as the original ones.

- The material of the elastic part of the engine mountings is free, but not the number of engine mountings.

- Exhaust : It will be possible :

- either to remove the inside of the original silencer ;

• or to modify the exhaust from the first silencer to the exit, the maximum dimensions of the duct being those of the pipe situated upstream of the first silencer (see drawing 254-3). Should two inlets exist in the first silencer, the section of the modified duct must be less than or equal to the total of the two original sections. Only one pipe may be present at the exit, unless the original part is used. The exit should be situated in the same position as that of the series production exhaust system.

These liberties must not entail any bodywork modifications and must respect the laws of the country in which the event is run with regard to noise levels.

Additional parts for the mounting of the exhaust are authorised.

If an exhaust silencer is added, it must be of the original type and must contain noise-absorbing material.

The catalyst may be replaced with a conical part of the same length and with the same inlet and outlet diameters. After this part, the exhaust will be free with a tube diameter no greater than that of the outlet from the catalyst.

The catalytic converter is considered as a silencer.

- Cylinder head gasket : The material is free, but not the thickness.

- Cruising speed controller : This controller may be disconnected.

- In rallies only : The number of cylinders is limited to 6. The cubic capacity is limited as follows for normally aspirated engines :

- 3 l maximum for two valves per cylinder.

- 2.5 l maximum for more than two valves per cylinder.

In the event of supercharged engines being used :

The nominal cylinder capacity is limited to 2500 cm³ maximum.

The supercharged system must comply with that of the homologated engine.

The maximum diameter of the air intake into the compressor must be 36 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 compressors respecting the above dimensions must be retained. The others must be fitted with a restrictor fixed to the compressor housing and coupling with the dimensions defined above. This restrictor must not be an integral part of the compressor housing ; it must be an added part. In case of an engine with two parallel compressors, each compressor must be limited to a maximum intake diameter of 25.5 mm.

All the air necessary for feeding the engine must pass through the restrictor. 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.

It must be possible to affix seals 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). It must be easy to inspect this restrictor, or possible to dismount it for inspection. The shape of the restrictor is free, subject to restrictions mentioned above.

This restrictor, which is compulsory in Rallies and in the European Hill-Climb Championship, is not prohibited in other events, should a competitor decide to use it.

6.2 - TRANSMISSION

- Clutch : The disc is free, including the weight, with the exception of the number and diameter.

6.3 - SUSPENSION

- Springs :

Coil springs : The length is free, as is the number of coils, the wire diameter, the type of spring (progressive or not), the external diameter and the form of the spring seats.

Leaf springs : The length, width, thickness and vertical curvature are free.

Torsion bars : The diameter is free.

These freedoms on the suspension springs do not authorise one to disregard article 205 of the homologation form (minimum height of the centre of the hubcap, wheel passage opening).

- Shock absorbers : Free, provided that their number, their type (telescopic, arm, etc.), their working principle (hydraulic, friction, mixed, etc.), and their attachment points remain unchanged. A silent block may be replaced by a "Uniball" joint, but only on condition that the shock absorber has no guiding function.

Gas filled dampers, regarding their working principle, will be considered as hydraulic dampers.

If, in order to change the damping element of a Mac Pherson suspension, or a suspension operating in an identical manner, it is necessary to replace the entire Mac Pherson strut, the replacement parts must be mechanically equivalent to the original ones and have the same mounting points.

For Mac Pherson suspensions, the shape of the spring seats is free and these seats are adjustable.

Their material is free.

The reinforcing of the suspension and its anchorage points by the addition of material is allowed.

In the case of oil-pneumatic suspension, the spheres may be changed as regards their dimension, shape and material, but not their number. A tap, adjustable from outside of the car, may be fitted on the spheres.

6.4 - WHEELS AND TYRES

The wheels are free, respecting the homologated diameter (article 801.a), and the homologated width (article 801.b) which is considered as a maximum.

They must be covered by the wings (same checking system as in Group A, article 255.5.4), and the maximum track given on the homologation form must be respected.

Tyres are free provided that they can be mounted on those wheels.

The spare wheel may be brought inside the driving compartment, on condition that it is firmly secured there and that it is not installed in the space reserved for the occupants.

Wheels fixations by bolts may be changed to fixations by pins and nuts provided that the number of attachment points and the diameter of the threaded parts as indicated on drawing 254-1 are respected.

Air extractors added on the wheels are forbidden.

6.5 - BRAKING SYSTEM

Brake linings are free, as well as their mountings (riveted, bonded, etc.) provided that the contact surface of the brakes is not increased.

Protection plates may be removed or bent.

In the case of a car fitted with servo-assisted brakes, this device may be disconnected. The same applies for anti-lock braking systems.

Brake lines may be changed for aviation type lines.

6.6 - BODYWORK

6.6.1) Exterior :

Hubcaps must be removed.

Protective headlight covers may be fitted provided that their only function is to cover the glass, and that they have no influence on the car's aerodynamics.

The fitting of underbody protections is authorised in rallies only, provided that these really are protections which respect the ground clearance, which are removable and which are designed exclusively and specifically in order to protect the following parts : engine, radiator, suspension, gearbox, tank, transmission, exhaust, extinguisher bottles.

Any locking system may be used for the cap of the petrol tank.

The fitting of external rear view mirrors is authorised, as is the changing of the windscreen wiper blades both front and rear.

6.6.2) Passenger space :

All accessories which have no effect on the vehicle's behaviour are allowed without restrictions, such as those concerning the aesthetics or interior comfort (lighting, heating, radio, etc.), on the express condition that they do not influence, even in a secondary manner, the efficiency of the engine, steering, strength, transmission, braking or road-holding.

Inversion of the driving side is possible, on condition that the original car and the modified car are mechanically equivalent and that the parts used are foreseen by the manufacturer for such a conversion for the model in question. All the passenger seats, if occupied, must be fitted with a headrest.

The carpeting must remain in place.

All the controls must be those provided by the manufacturer and they must retain their original function but they can be worked on 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.

The following is allowed in particular :

1) Additional measuring instruments, counters, etc. may be freely installed, provided that their fitting is not likely to create any danger.

2) The horn may be changed. Another one, possibly for the passenger's use, may be added.

3) The mechanism of the handbrake lever may be adapted in order to obtain instant unlocking (fly-off handbrake).

4) Seat supports may be modified, and all kinds of seat-covers may be added including those creating bucket seats.

5) The front seats may be changed for bucket seats.

6) Additional compartments may be added to the glove compartment as well as additional pockets to the doors.

7) The steering wheel is free. The locking system of the anti-theft steering lock may be rendered inoperative.

8) It is authorised to replace the electric window winders with manually-operated winders, using corresponding parts which are available for the model concerned. Likewise, the inner door panel may be replaced.

6.6.3) Reinforcements :

Reinforcement bars may be fitted on the suspension mounting points to the bodyshell or chassis of the same axle, on each side of the car's longitudinal axis, on condition that they are removable and are attached by means of bolts. The distance between a suspension attachment point and an anchorage point of the bar cannot be more than 100 mm, unless the bar is a transversal strut homologated with the rollbar, or unless it is an upper bar attached to a MacPherson suspension or similar. In the latter case, the maximum distance between an anchorage point of the bar and the upper articulation point will be 150 mm (drawings 255-4 and 255-2).

Apart from these points, this bar must not be mounted on the bodyshell or the mechanical parts.

Strengthening of the suspended part is allowed provided that the material used follows the original shape and is in contact with it.

6.6.4) When the spare wheel is originally set in a closed accommodation, and when this wheel is changed for a thicker one (see article 6.4), situated in this space, it is possible to remove from the cover of the location of the wheel the surface induced by the diameter of the new wheel (drawing 254-2).

6.7 - ELECTRICAL SYSTEM

- Battery : The make, capacity, and battery cables are free. The tension and the site of the battery must be retained.

- Generator : May be replaced by a more powerful one. A dynamo may not be replaced by an alternator and vice-versa.

- Lighting system : Additional headlights including the corresponding relays are allowed, provided that the total does not exceed eight (tail and parking lights not included) and that this is accepted by the laws of the country. They may not be housed within the bodywork. Headlights and other exterior lights must always exist in pairs.

The original headlights can be made inoperative and covered with adhesive tape. They can be replaced by other headlights, in compliance with this article. A reversing light may be fitted provided it can only be used when the gear lever is in the "reverse" position, and provided that the police regulations on this subject are observed.

- Fuses may be added to the electrical system.

6.8 - FUEL CIRCUIT

Providing the original tank is equipped with an electric pump and an interior filter, it is possible when using an FT3 tank to place a filter and a pump with identical characteristics to the homologated one outside. These parts must be protected in adequate fashion.

The filler holes may not be located in the window panels.

Fuel lines must be changed for aviation type lines if an FT3 tank is used, the route of these lines being free.

Should a series production tank be used, this change is optional.

The total capacity of the tanks must not exceed that indicated in article 401.d of the Group A homologation form.

6.9 - JACK

The jack is free on condition that its lifting points on the car are not modified.

Art. 255 - Specific regulations for touring cars (Group A)

1) DEFINITION

Large scale series production Touring Cars.

2) HOMOLOGATION

At least 2,500 identical examples of these cars must have been manufactured in 12 consecutive months.

3) NUMBER OF SEATS

Touring cars must have 4 seats minimum.

4) WEIGHT

Cars are subject to the following scale of minimum weights in relation to their cubic capacity.

Up to 1000 cm ³	: 670 kg	From 3000 cm ³ to 3500 cm ³	: 1200 kg
From 1000 cm ³ to 1300 cm ³	: 760 kg	From 3500 cm ³ to 4000 cm ³	: 1280 kg
From 1300 cm ³ to 1600 cm ³	: 850 kg	From 4000 cm ³ to 4500 cm ³	: 1370 kg
From 1600 cm ³ to 2000 cm ³	: 930 kg	From 4500 cm ³ to 5000 cm ³	: 1470 kg
From 2000 cm ³ to 2500 cm ³	: 1030 kg	From 5000 cm ³ to 5500 cm ³	: 1560 kg
From 2500 cm ³ to 3000 cm ³	: 1110 kg	Over 5500 cm ³	: 1650 kg

This is the real weight of the car, without driver nor co-driver nor their equipment. At no time during the event may a car weigh less than the minimum weight stated in this article. In case of doubt, the Scrutineers may drain the tanks to check the weight.

The use of ballast is permitted in the conditions provided for under article 252.2.2 of the "General Prescriptions".

5) MODIFICATIONS AND ADJUNCTIONS ALLOWED

GENERAL CONDITIONS

Irrespective of the parts for which the present article lays down freedom of modification, the original mechanical parts necessary for the propulsion, suspension, as well as all accessories necessary for their normal functioning, excepting any steering or braking part, having undergone the normal machining operations laid down by the manufacturer for series production may be subjected to all tuning operations through finishing, scraping but not replacement. In other words provided that the origin of the series production part may always be established, its shape may be ground, balanced, adjusted, reduced or modified through machining. Chemical and heat treatment are allowed, in addition to the above. However, the modifications defined by the above paragraph are allowed on condition that the weights and dimensions mentioned on the homologation form are respected.

Nuts and bolts : Throughout the car, any nut, bolt, screw may be replaced by any other nut, any other bolt, any other screw and have any kind of locking device (washer, lock nut, etc.).

Addition of material and parts : Any addition of material or parts is forbidden unless it is specifically allowed by an article in these regulations. Any material removed is not to be reused. Restoration of body shape and chassis geometry, following accidental damage, is permissible by the addition of the materials necessary to effect the repairs (body filler, weld metal, etc.); other parts which are worn or damaged are not to be repaired by the addition or attaching of material unless an article in these regulations allows appropriate freedom.

5.1 - ENGINE

5.1.1) Cylinder-block - Cylinder-head :

It is permitted to close the unused apertures in the cylinder block and cylinder head, if the only purpose of this operation is that of closing.

A rebore of 0.6 mm maximum is allowed in relation to the original bore without this leading to the capacity class limit being exceeded.

The resleeving of the engine is allowed within the same conditions as for reboring, and the sleeve material may be modified.

Planing of the cylinder-block and of the cylinder head is allowed.

In the case of rotary engines, on condition that the original dimensions of the intake inlet ports and of the exit of the exhaust are respected, the dimensions of the inlet and exhaust ducts into the engine block are free.

5.1.2) Compression ratio : Free.

5.1.3) Cylinder head gasket : Free.

5.1.4) Pistons :

Free as well as the piston-rings, gudgeon pins and their securing mechanism.

5.1.5) Connecting rods, crankshaft :

Apart from the modifications permitted by the above paragraph "General Conditions", additional mechanical treatments, different from those carried out on the series production part, are allowed to be made to the crankshaft and the con rods.

5.1.6) Bearings :

Make and material are free ; they must however retain their original type and dimensions.

5.1.7) Flywheel :

It may be modified in accordance with the above paragraph "General Conditions" provided that the original flywheel may still be identified.

5.1.8) Fuel and air feed :

Drawings I and II on the Group A/B homologation form must be respected.

The accelerator cable and its cable sleeve stop are free.

The air filter, including the filter box and the plenum chamber, is free.

The air filter along with its box may be removed, moved in the engine compartment or replaced by another (see drawing 255-1).

The pipe between the air filter and the carburettor(s) or the air measuring device (injection) is free.

Likewise, the pipe between the air measuring device and the intake manifold or the supercharging device is free.

The air intake may be fitted with a grill.

Anti-pollution parts may be removed provided that this does not lead to an increase in the quantity of air admitted.

Fuel pumps are free. They may not be fitted in the cockpit unless this is an original fitting, in which case they must be well protected.

Petrol filters, with a maximum unit capacity of 0.5 l may be added to the fuel feed circuit.

The accelerator linkage is free.

The original heat exchangers and intercoolers, or any other device fulfilling the same function, must be retained, and remain in their original location, which means that their supports and position must remain original.

The pipes between the supercharging device, the intercooler and the manifold are free, but their only function must be to channel air.

In the case of air-water intercoolers, the pipes connecting the intercooler and its radiator are free, but their only function must be that of channelling water.

Any water injection fitted must be homologated and must not be modified.

The use of any other substance or device to reduce the temperature of the mixture is forbidden.

The inner dimensions of the ports are free in the rotary chambers for rotary engines and for 2-stroke engines.

The drive pulley of the "G" compressor is free.

For African rallies only : It is possible to make a hole, with a maximum diameter of 10 cm, in the engine bonnet in order to provide air for the engine, and to place a pipe, with a maximum internal diameter of 10 cm, in this hole (see drawing 255-13).

5.1.8.1 - Carburettor :

The carburettors are free, but the original number of carburettors and their working principle must be retained and they must remain in their original location.

Furthermore, the diameter and number of the butterflies as stated on the homologation form must be respected.

5.1.8.2 - Injection :

The original system and its type, as specified on the homologation form of the vehicle (such as K-Jetronic) must be retained, as must its location.

The elements of the injection device regulating the metering of the quantity of fuel admitted to the engine may be modified, but not the diameter of the opening of the butterfly.

The air measuring device is free.

The injectors are free, except for their number, their position, their assembly axis and their operating principle.

The petrol lines feeding them are free.

The electronic box is free, insofar as it does not incorporate more data.

The fuel pressure regulator is free.

5.1.8.3 - Limitation in rallies :

The number of cylinders is limited to 6.

The cubic capacity is limited as follows for normally aspirated engines :

- 3 l maximum for two valves per cylinder.

- 2.5 l maximum for more than two valves per cylinder.

In the event of supercharged engines being used :

The nominal cylinder capacity is limited to 2500 cm³ maximum.

The supercharged system must comply with that of the homologated engine.

The maximum diameter of the air intake into the compressor must be 38 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 compressors respecting the above dimensions must be retained. The others must be fitted with a restrictor fixed to the compressor housing and coupling with the dimensions defined above. This restrictor must not be an integral part of the compressor housing ; it must be an added part.

In case of an engine with two parallel compressors, each compressor must be limited to a maximum intake diameter of 26.9 mm.

All the air necessary for feeding the engine must pass through the restrictor. 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. It must be possible to affix seals 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). It must be easy to inspect the restrictor, or possible to dismantle it for inspection. The shape of the restrictor is free, subject to the restrictions mentioned above.

This restrictor, which is compulsory in rallies and in the European Hill-Climb Championship, is not prohibited in other events, should a competitor decide to use it.

5.1.9) Camshaft(s) :

Free, except the number and number of bearings. Timing is free. The material, type and dimensions of the pulleys, chains and belts for driving the camshafts are free. The material of the gearing and sprockets associated with the camshaft is free. The route and the number of belts and chains are free. The guides and tensioners associated with these chains or belts are also free, as are protective covers.

5.1.10) Valves :

The material and the shape of the valves are free, but their characteristic dimensions (mentioned on the homologation form) must be retained, including the respective angles of the valves axis. Valve lift is free.

With regard to the cylinder head orifices (inner side of the engine), in the case of rotary engines, only those dimensions which have been entered on the homologation form have to be respected.

The cups, cotters and guides (even if they do not exist as original parts) are not subject to any restriction. Shims may be added under the springs.

The material of the seats is free.

5.1.11) Rocker arms and tappets :

Rocker arms may only be modified in accordance with article 5 "General Conditions" above. Tappets are free, provided they are interchangeable with the original ones.

It is possible to use bracking plates to adjust them.

5.1.12) Ignition :

The ignition coil(s), condenser, distributor, interrupter and plugs are free subject to the ignition system (battery/coil or magneto), remaining the same as provided by the manufacturer for the model concerned.

The fitting of an electronic ignition system, even without a mechanical interrupter, is allowed provided no mechanical part other than those mentioned here above is modified or changed, with the exception of the crankshaft, the flywheel or the crankshaft pulley, for which modifications limited to the necessary additions will be possible. In the same conditions, it shall be possible to change an electronic ignition for a mechanical ignition. The number of plugs may not be modified ; that of the coils is free.

5.1.13) Cooling :

Provided the original fitting on the car is retained, the radiator and its fixation are free, as are the lines linking it to the engine. A radiator screen may be fitted. The fan and its drive system can be changed freely, or be withdrawn. It is allowed to add a fan per function.

Thermostat is free.

Dimensions and material of the fan/turbine are free, as are their number. The fitting of a water catch tank is allowed. The radiator cap may be locked.

The water injection devices may be disconnected, but not removed.

The expansion chamber may be modified ; if one does not exist originally, one may be added.

5.1.14) Lubrication :

Radiator, oil/water exchanger, lines, thermostat, sump and pump filter are free, without modifying the bodywork.

However, the fitting of an oil radiator outside the bodywork is only allowed below the horizontal plane passing through the hub in such a way that it does not protrude beyond the general perimeter of the car seen from above as it stands on the starting line, without modifying the bodywork.

Fitting an oil radiator in this manner does not allow the addition of an enveloping aerodynamic structure. All air openings must have the sole effect of inducing the necessary air for the cooling of the radiator, and must not have any aerodynamic effect.

Oil pressure may be increased by changing the discharge valve spring.

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 for cars with a cubic capacity equal to or below 2,000 cm³, and 3 litres for cars with a cubic capacity of over 2,000 cm³. This container shall be made either out of plastic or shall include a transparent window.

An air/oil separator can be mounted outside the engine (maximum capacity 1 litre), in accordance with the drawing 255-3. 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.

5.1.15) Engine : Mountings - Angle and position :

Mountings are free (but not their number) provided that the angle and position of the engine within its compartment are not modified, and that articles 5.7.1 and 5 - General Conditions are respected. Supports may be welded to the engine and to the bodywork and their position is free.

In Rallies only, it is possible to cut out a part of the bulkhead situated in the engine compartment for the fitting of one or more air filters or for the intake of air ; however, such cut-outs must be strictly limited to those parts necessary for this installation (see drawing 255-6).

Furthermore, if the air intake ventilating the driving compartment is in the same zone as the air intake for the engine, this zone must be isolated from the air filter unit, in case of fire.

5.1.16) Exhaust :

Drawings III and IV on the Group A/B homologation form must be respected.

Downstream the exhaust manifold exit the exhaust is free provided that the maximum sound levels permitted in the country(ies) crossed are not exceeded if it is an event on open roads. The exhaust exit must be inside the car's perimeter (see General Prescriptions, article 252.3.6).

For cars with turbocharged engines the exhaust can only be modified after the turbocharger.

In the case of rotary engines, and on condition that the original dimensions of the inlet ports of the exhaust manifold are respected, the dimensions of the ducts in the manifold are free.

Thermal screens may be fitted on the exhaust manifold, the turbocharger and on the exhaust device, with, however, the sole function of thermal protection.

5.1.17) Driving pulleys, belts and chains for ancillaries situated outside the engine :

The material, type and dimensions of the pulleys, chains and belts for driving the ancillaries are free. The route and the number of belts and chains are free.

5.1.18) Gaskets : Free.**5.1.19) Engine springs :**

Springs are not subject to any restrictions but they must keep their original functioning principle.

5.1.20) Starter :

It must be retained, but its make and type are free.

5.1.21) Supercharging pressure :

This pressure may be modified by article 5.1.19 and article 5 - General Conditions. The connection between the housing and the waste-gate may be made adjustable if it is not originally so. The original system of operation of the waste-gate may be modified and be rendered adjustable but this system must be retained. A mechanical system must remain mechanical, an electrical system must remain electrical, etc.

5.2 - TRANSMISSION**5.2.1) Clutch :**

Clutch is free, but the homologated bell-housing must be retained, together with the operation type.

5.2.2) Gearbox :

An additional lubrication and oil cooling device is allowed (circulation pump, radiator, and air intakes situated under the car) in the same conditions as for article 5.1.14, but the original lubrication principle must be retained.

However, a gearbox homologated as an additional one with an oil pump can be used without this pump.

A fan may be fitted for cooling the gearbox oil, but must have no aerodynamic effect.

The gears of the additional gearbox on the homologation form may be changed, provided that they respect the information given on this form.

Gearbox supports are free, but not their number.

May be used :

- the series housing with series ratios or one of the two sets of additional ratios ;
- one of the additional housings only with one of the additional sets of ratios.

5.2.3) Final drive and differential :

A limited-slip differential is allowed provided that it can be fitted into the original housing without any modification other than those laid down in the above paragraph "General Conditions". The original differential may also be locked.

The original lubricating principle for the rear axle must be retained. However an additional lubricating and oil cooling device is allowed (circulation pump, radiator, and air intakes situated under the car) under the same conditions as for article 5.1.14.

The differential supports are free.

5.3 - SUSPENSION

The position of the rotational axles of the mounting points of the suspension to the wheel uprights and to the shell (or chassis) must remain unchanged.

In the case of an oil-pneumatic suspension, lines and valves connected to the spheres (pneumatic parts) are free.

5.3.1) Reinforcement bars may be fitted on the suspension mounting points to the bodyshell or chassis of the same axle, on each side of the car's longitudinal axis. The distance between a suspension attachment point and an anchorage point of the bar cannot be more than 100 mm, unless the bar is a transversal strut homologated with the rollbar, or unless it is an upper bar attached to a MacPherson suspension or similar. In the latter case, the maximum distance between an anchorage point of the bar and the upper articulation point will be 150 mm (drawings 255-4 and 255-2).

Apart from these points, this bar must not be mounted on the bodyshell or the mechanical parts.

5.3.2) Strengthening of the mounting points and of the running gear, by adjunction of material, is allowed.

5.3.3) Anti-roll bar :

The anti-roll bars homologated by the manufacturer may be replaced or removed, provided that their mounting points on the chassis remain unchanged.

These anchorage points can be used for the mounting of reinforcement bars.

5.3.4) The joints may be of a different material from the original ones.

The suspension mounting points to the bodyshell or chassis may be modified :

- by using a "Uniball" joint. The original arm can be cut and a new seat for the "Uniball" welded. Braces will be used next to the "Uniball" itself.

- by using a screw with a greater diameter.

- by reinforcing the anchorage point through the addition of material.

The position of the centre of the articulation cannot be changed (see drawing 255-5).

5.3.5) The material and main spring dimensions are free (but not the type). The spring seats may be made adjustable even if this includes the adjunction of material.

A coil spring may be replaced with two or more springs of the same type, concentric or in series, provided that they are fully interchangeable with the original and can be fitted without any modifications other than those specified in this article.

5.3.6) Shock Absorbers :

Make is free, but not the number, the type (arm, etc.), the system of operation (hydraulic, friction, mixed, etc.) nor the supports.

With regard to their principle of operation, gas-filled shock-absorbers will be considered as hydraulic shock-absorbers.

If in order to change the damping element of a Mac Pherson suspension, or suspension working on an identical principle, it is necessary to replace the entire Mac Pherson strut, the replacement part must be mechanically equivalent to the original one, except for the damping element, and the spring cup.

5.4 - WHEELS AND TYRES

Complete wheels are free provided that they may be housed within the original bodywork ; this means the upper part of the complete wheel, located vertically over the wheel hub centre, must be covered by the bodywork, when measured vertically. Wheel fixations by bolts may be freely changed to fixations by pins and nuts. The use of tyres intended for motor cycles is forbidden. In no case may the width of the rim-tyre assembly in relation to the cubic capacity of the car, exceed the following :

In rallies :	Up to	1000 cm ³ :	6.5"	Up to	3500 cm ³ :	9 "
	"	1300 cm ³ :	7 "	"	4000 cm ³ :	9 "
	"	1600 cm ³ :	7.5"	"	4500 cm ³ :	9 "
	"	2000 cm ³ :	8.5"	"	5000 cm ³ :	9 "
	"	2500 cm ³ :	9 "	Over	5000 cm ³ :	10 "
	"	3000 cm ³ :	9 "			
For other events :	Up to	1000 cm ³ :	6.5"	Up to	3500 cm ³ :	10 "
	"	1300 cm ³ :	7 "	"	4000 cm ³ :	10 "
	"	1600 cm ³ :	7.5"	"	4500 cm ³ :	11 "
	"	2000 cm ³ :	8.5"	"	5000 cm ³ :	11 "
	"	2500 cm ³ :	9 "	Over	5000 cm ³ :	12 "
	"	3000 cm ³ :	9 "			

The rim diameter may be increased or reduced by up to 2 inches in relation to the original dimensions. In rallies, the maximum diameter of the complete wheels is 650 mm, not including the studs if studed tyres are used.

The wheels do not necessarily have to be of the same diameter.

Should the wheel be fixed using a central nut, a safety spring must be in place on the nut throughout the duration of the event and must be replaced after each wheel change. The springs must be painted "Dayglo" red. Spare springs must be available at all times.

5.5 - BRAKING SYSTEM

5.5.1) Brake linings :

Material and mounting method (riveted or bonded) are free provided that the dimensions of the linings are retained.

5.5.2) Servo brakes, braking force adjusters, anti-locking devices :

They may be disconnected but not removed. The adjusting device is free. The braking force adjusters may not be moved from the compartment in which they are originally situated (cockpit, engine compartment, exterior, etc.).

5.5.3) Cooling of brakes :

Protection shields may be modified or removed, but material may not be added.

Only one flexible pipe to bring the air to the brakes of each wheel is allowed, but its inside section must be able to fit into a circle with a 10 cm diameter. The air pipes must not go beyond the perimeter of the car, seen from above.

5.5.4) Brake discs :

The only operation allowed is rectification.

5.5.5) The handbrake device may be disconnected but only for closed course races (circuit, hill climbs, slaloms).

5.5.6) Hydraulic pipes :

Hydraulic pipes may be replaced by lines of aircraft quality.

5.6 - STEERING

Power steering may be disconnected but not removed.

5.7 - BODYWORK - CHASSIS

5.7.1) Lightening and reinforcements :

Strengthening of the sprung parts of the chassis and bodywork is allowed provided that the material used follows the original shape and is in contact with it.

Reinforcements by composite materials are allowed in accordance with this article, whatever their thickness, according to the drawing 255-8.

Insulating material may be removed from under the car floor, from the engine compartment, the luggage boot, and the wheel arches.

Unused supports (e.g. spare wheel) situated on the chassis/bodywork can be removed, unless they are supports for mechanical parts which cannot be moved or removed.

It is possible to close the holes in the cockpit, the engine and luggage compartments, and in the wings. The holes may be closed using sheet metal or plastic materials, and may be welded, stuck or riveted. The other holes in the bodywork may be closed, by adhesive tape only.

5.7.2) Exterior :

5.7.2.1 - Bumpers :

Overrides may be removed.

5.7.2.2 - Hub-caps and wheel embellishers :

Hub-caps may be removed. Wheel embellishers must be removed.

5.7.2.3 - Windscreen wipers :

Motor, position, blades and mechanism are free but there should be at least one windscreen wiper provided for the windscreen. The windscreen washer device may be dismantled. The capacity of the washer tank may be increased and the tank may be moved inside the cockpit in accordance with article 252.7.3.

5.7.2.4 - External decorative strips may be removed. Any parts following external contour of the bodywork and less than 25 mm high will be considered as decorative strips.

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

5.7.2.6 - Headlight covers may be fitted provided their sole aim is to protect the headlight glass and they have no effect on the car's aerodynamics.

5.7.2.7 - Taking into account the different police regulations in each country, registration plate locations and type are free.

5.7.2.8 - The registration plate mountings may be dismantled but not their lighting system.

5.7.2.9 - Additional safety fastenings for the windscreen and the side windows may be fitted provided they do not improve the aerodynamic qualities of the car.

5.7.2.10 - The fitting of underbody protections is authorised in rallies only, provided that these really are protections which respect the ground clearance, which are removable and which are designed exclusively and specifically in order to protect the following parts : engine, radiator, suspension, gearbox, tank, transmission, exhaust, extinguisher bottles.

5.7.2.11 - It is permitted to fold back the steel edges or reduce the plastic edges of the wings if they protrude inside the wheel housing.

The plastic sound-proofing parts may be removed from the interior of the wheel passages. These plastic elements may be changed for aluminium elements of the same shape.

It is possible to fit plastic protection parts in the wings, on the same ground as aluminium parts.

5.7.2.12 - Removable pneumatic jacks are permitted, but without the compressed air bottle on board (circuits only).

5.7.2.13 - "Skirts" are banned. All non-homologated devices or constructions designed so as to fully or partially fill the space between the sprung part of the car and the ground is forbidden in all circumstances. No protection authorised by article 255.5.7.2.10 can play a role in the aerodynamics of the car.

5.7.2.14 - It is authorised to remove or replace existing supports between the bodywork and the chassis, but it is not possible to change or add locations.

5.7.2.15 - The external rear-view mirror are free, if they are only rear-view mirrors. However, the external rear-view mirror on the driver's side, if it is modified or changed, must have a reflecting surface of at least 90 cm².

5.7.3) Cockpit :

5.7.3.1 - Seats :

Occupants' seats and their mountings are free provided that they comply with article 253.16, but they must include a headrest. The front seats may be moved backwards but not beyond the vertical plane defined by the front edge of the original rear seat.

The passenger's seat may be removed as well as the rear seats.

5.7.3.2 - Should the fuel tank be installed in the boot and the rear seats removed, a fireproof and liquid-proof bulkhead must separate the cockpit from the fuel tank.

In the case of twin-volume cars it will be possible to use a non-structural partition wall in transparent, non-flammable plastic between the cockpit and the tank arrangement.

5.7.3.3 - Dashboard :

The trimmings situated below the dashboard and which are not a part of it may be removed.

It is permitted to remove the part of the centre console which contains neither the heating nor the instruments (according to the drawing 255-7).

5.7.3.4 - Doors - Side trim :

It is permitted to remove the soundproofing material from the doors, provided that this does not modify the shape of the doors. In the case of a two-door car, the trim situated beneath the rear side windows is also subject to the above rule.

It is permitted to replace electric winders with manual ones.

5.7.3.5 - Floor

Carpets are free and may thus be removed.

5.7.3.6 - Other sound proofing materials and trim :

Other padding materials, except for those mentioned under articles 5.7.3.4 (Doors) and 5.7.3.3 (Dashboard), may be removed.

5.7.3.7- Heating system :

The original heating equipment may be replaced by another also provided by the manufacturer, and mentioned in his catalogue as supplied on demand.

It is permitted to blank off the water supply of the internal heating device, in order to prevent water spillage during an accident, providing an electric demist system or similar is available.

5.7.3.8- Air-conditioning :

May be added or removed but heating must be assured.

5.7.3.9 - Steering wheel :

Free ; the anti-theft device may be removed. The steering can be on either the right or left provided that it is a question of a simple inversion of the steered wheels control, laid down and supplied by the manufacturer without any other mechanical modifications except those made necessary by the inversion.

5.7.3.10 - A rollcage may be fitted (see article 253.8).

5.7.3.11 - The rear removable window shelf in two-volume cars may be removed.

5.7.3.12 - Air pipes :

Air pipes may only pass through the cockpit if these are intended for the ventilation of the cockpit.

5.7.3.13 - Inside rear view mirrors :

If there are two efficient outside rear view mirrors (one on each side), the inside rear view mirror is optional.

5.7.4) Additional accessories :

All those which have no influence on the car's behaviour are allowed, for example equipment which improves the aesthetics or comfort of the car interior (lighting, heating, radio, etc.). In no case may these accessories increase the engine power or influence the steering, transmission, brakes, or road holding even in an indirect fashion. All controls must retain the role laid down for them by the manufacturer. They may be adapted to facilitate their use and accessibility, for example a longer handbrake lever, an additional flange on the brake pedal, etc.

The following is allowed :

- 1) The original windscreen may be replaced by a laminated windscreen with defrosting equipment incorporated.
- 2) Measuring instruments such as speedometers etc. may be installed or replaced, and possibly have different functions. Such installations must not involve any risk. However, the speedometer may not be removed, if the supplementary regulations of the event prevent this.
- 3) The horn may be changed or an additional one added, within reach of the passenger. The horn is not compulsory on closed roads.
- 4) Circuit breakers may be freely changed vis-à-vis their use, position, or number in the case of additional accessories.
- 5) A "fly-off" hand brake may be installed.
- 6) Spare wheel(s) is not compulsory. However if there are any, they must be securely fixed, and not installed in the space reserved for the occupants of the vehicle. No exterior modification of the bodywork must result from this installation.
- 7) Additional compartments may be added to the glove compartment and additional pockets in the doors provided they use the original panels.
- 8) Insulating material may be added to the existing bulkhead to protect the passengers from fire.
- 9) It is permitted to change the joints of gearbox change systems.

5.8 - ELECTRICAL SYSTEM

5.8.1) The nominal voltage of the electrical system including that of the supply circuit of the ignition must be retained.

5.8.2) The addition of relays and fuses to the electrical circuit is allowed as is the lengthening or addition of electric cables. Electric cables and their sleeves are free.

5.8.3) Battery :

The make and capacity of the battery(ies) are free. Each battery must be securely fixed and covered to avoid any short circuiting or leaks.

The number of batteries laid down by the manufacturer must be retained.

Should the battery be moved from its original position, it must be attached to the body using a metal seat and two metal clamps with an insulating covering, fixed to the floor by bolts and nuts.

For attaching these clamps, bolts with a diameter of at least 10 mm must be used, and under each bolt, a counterplate at least 3 mm thick and with a surface of at least 20 cm² beneath the metal of the bodywork.

The battery must be covered by a leak proof plastic box, attached independently of the battery. Its location is free, however if in the cockpit it will only be possible behind the front seats. In this case, the protection box must include an air intake with its exit outside the cockpit (see drawings 255-10 and 255-11).

5.8.4) Generator and voltage regulator :

Free, but neither the position nor the driving system of the generator may be modified. The position of the voltage regulator may be changed but it may not be placed in the cockpit unless it was placed there originally.

5.8.5) Lighting - Indicating :

All lighting and signalling devices must comply with the legal requirements of the country of the event or with the International Convention on Road Traffic. Taking this into account the location of the indicators and parking lights may be modified, but the original orifices must be sealed. The make of the lighting devices is free.

Lighting devices which are part of the standard equipment must be those laid down by the manufacturer and must comply where their functioning is concerned with what the manufacturer has laid down for the model in question.

Original headlamps can be replaced by others having the same lighting functions as long as there is no cut-out in the bodywork and the original holes are completely closed.

The operating system of the retractable headlights, as well as its energy source, may be modified.

Freedom is granted with regard to the frontal glass, the reflector and the bulbs. The mounting of additional headlights is authorised provided that the total number of headlights equipping the car does not exceed 8 (parking lights and side lights not included) and provided that the total is an even one. They may, if necessary, be fitted in the front part of the coachwork or in the radiator grille, but such openings as needed in this case must be completely filled by the headlights. Original headlights may be rendered inoperative and may be covered with adhesive tape.

The replacement of a rectangular headlight by two circular ones, or vice-versa, fitted on a support corresponding to the dimensions of the aperture and sealing it completely is allowed.

The fitting of a reverse-light is authorised, if necessary by embedding it into the coachwork, provided that it will only switch on when the reverse-gear is engaged and that the police regulations are respected.

If a new registration plate support is provided for with lighting, the original system (support and lighting) may be removed. Except in rallies, plate lighting is not compulsory.

The Supplementary Regulations of an event may give waivers to the above mentioned prescriptions.

5.9 - FUEL TANKS

5.9.1) The total capacity of the fuel tanks must not exceed the following limits, in relation to the engine capacity :

Up to 700 cm ³	: 60 l	From 1600 cm ³ to 2000 cm ³ :	100 l
From 700 cm ³ to 1000 cm ³ :	70 l	From 2000 cm ³ to 2500 cm ³ :	110 l
From 1000 cm ³ to 1300 cm ³ :	80 l	Over 2500 cm ³	: 120 l
From 1300 cm ³ to 1600 cm ³ :	90 l		

5.9.2) The fuel tank may be replaced by a safety fuel tank homologated by the FIA (specification FT3) or by another tank homologated by the car manufacturer. In this case, the number of tanks is free and the tank must be placed inside the luggage compartment or in the original location.

The construction of collector tanks with a capacity of less than 1 litre is free.

The various homologated tanks and the FT3 tanks may also be combined (including the standard tank), insofar as the total of their capacities does not exceed the limits determined by article 5.9.1.

The position of the original tank may only be modified in cars of which the tank has been placed by the manufacturer inside the cockpit or close to the occupants. In this case it shall be permissible either to install a protective device between the tank and the occupants of the car, or to place the tank in the luggage compartment, and, if need be, to modify its supplementary accessories (refuelling orifice, petrol pump, overflow pipe). In any case, these changes of the position of the tanks should not give rise to any lightenings or reinforcements other than those provided for under article 5.7.1 but the opening remaining after the removal of the original tank may be closed by the installation of a panel.

The filler holes may be located in the window panels.

It is possible to fit a radiator in the fuel circuit (maximum capacity one litre).

5.9.3) The use of an increased-capacity fuel tank may be authorised by an ASN with the agreement of the FIA for events organised under special geographic conditions (crossing desert or tropical country for example).

Art. 256 - Specific Regulations for Grand Touring Cars (Group B)

1) DEFINITION

Grand Touring Cars.

2) HOMOLOGATION

At least 200 identical units (minimum 2 seats) of these cars must have been built in 12 consecutive months.

3) FITTINGS AND MODIFICATIONS ALLOWED

All those allowed for Touring Cars (Group A) with the following modifications. However, article 255.5.1.8.3 (Restrictor) has not to be applied, but these cars will be accepted in rallies only on condition that their cylinder capacity, after correction if necessary (see article 252, 3.1 to 3.5), is less than 1600 cm³.

4) WEIGHT

Cars are subjected to the following minimum weight scale in relation to their cubic capacity.

Up to		1000 cm ³ :	620 kg
From	1000 cm ³	to 1300 cm ³ :	700 kg
From	1300 cm ³	to 1600 cm ³ :	780 kg
From	1600 cm ³	to 2000 cm ³ :	860 kg
From	2000 cm ³	to 2500 cm ³ :	940 kg
From	2500 cm ³	to 3000 cm ³ :	1020 kg
From	3000 cm ³	to 3500 cm ³ :	1100 kg
From	3500 cm ³	to 4000 cm ³ :	1180 kg
From	4000 cm ³	to 4500 cm ³ :	1260 kg
From	4500 cm ³	to 5000 cm ³ :	1340 kg
From	5000 cm ³	to 5500 cm ³ :	1420 kg
Over		5500 cm ³ :	1500 kg

5) WHEELS AND TYRES

Same text as for Touring Cars (Group A - art. 5.4) except for the rim diameter and the maximum widths (in rallies only).

In relation to the cubic capacity, the total of the widths of two rim-tyre assemblies on one and the same side of the car must be less than or equal to :

Up to		1000 cm ³ :	13 "
From	1000 cm ³	to 1300 cm ³ :	14 "
From	1300 cm ³	to 1600 cm ³ :	15 "
From	1600 cm ³	to 2000 cm ³ :	17 "
From	2000 cm ³	to 2500 cm ³ :	18 "
From	2500 cm ³	to 3000 cm ³ :	18 "
From	3000 cm ³	to 3500 cm ³ :	20 "
From	3500 cm ³	to 4000 cm ³ :	20 "
From	4000 cm ³	to 4500 cm ³ :	22 "
From	4500 cm ³	to 5000 cm ³ :	22 "
Over		5000 cm ³ :	24 "

In rallies : The rim diameter cannot exceed 16" (or 415 mm for metric dimensions).

Art. 258 - Grand Touring Car technical Regulations**SUMMARY****ARTICLE 1 : DEFINITIONS**

- 1) Grand Touring car
- 2) Automobile
- 3) Land vehicle
- 4) Bodywork
- 5) Automobile make
- 6) Original
- 7) Event
- 8) Weight
- 9) Racing weight
- 10) Wheel
- 11) Door
- 12) Cockpit
- 13) Supercharging
- 14) Sprung suspension
- 15) Active suspension
- 16) Mechanical components
- 17) Telemetry

ARTICLE 2 : REGULATIONS

- 1) Role of the FIA
- 2) Permitted modifications
- 3) Vehicle eligibility
- 4) Eligible cars
- 5) Regulation and eligibility amendments
- 6) Compliance with the regulations
- 7) Measurements

ARTICLE 3 : BODYWORK AND DIMENSIONS

- 1) Dimensions
- 2) Overhangs and wheelbase
- 3) Doors
- 4) Windscreen and windows
- 5) Bodywork
- 6) Bodywork modifications

ARTICLE 4 : WEIGHT

- 1) Minimum weight
- 2) Ballast
- 3) Adding during the race
- 4) Liquids

ARTICLE 5 : ENGINE

- 1) Type of engine
- 2) Engine modifications
- 3) Normally aspirated engines
- 4) Turbocharged engines
- 5) Temperature of the charge
- 6) Cooling
- 7) Exhaust
- 8) Telemetry

ARTICLE 6 : PIPING AND FUEL TANKS

- 1) Fuel tanks
- 2) Fittings and piping
- 3) Fuel tank fillers
- 4) Refuelling
- 5) Fuel capacity

ARTICLE 7 : OIL SYSTEM

- 1) Oil tanks
- 2) Catch tank

ARTICLE 8 : ELECTRICAL EQUIPMENT

- 1) Battery
- 2) Windscreen wiper
- 3) Starting
- 4) Lighting equipment

ARTICLE 9 : TRANSMISSION

- 1) Transmission to the wheels
- 2) Type of gear box
- 3) Reverse gear

ARTICLE 10 : SUSPENSION AND STEERING

- 1) Sprung suspension
- 2) Suspension type and mounting (Class 1)
- 3) Suspension type and mounting (Class 2)
- 4) Active suspension
- 5) Chromium plating
- 6) Suspension members
- 7) Steering (Class 1)
- 8) Steering (Class 2)

ARTICLE 11 : BRAKES

- 1) Separate circuit
- 2) Brake discs
- 3) Anti lock braking system

ARTICLE 12 : WHEELS AND TYRES

- 1) Dimensions
- 2) Location
- 3) Wheel material
- 4) Number of wheels
- 5) Wheel attachment
- 6) Pneumatic jacks

ARTICLE 13 : COCKPIT

- 1) Equipment which may be removed from the cockpit
- 2) Equipment permitted in the cockpit
- 3) Cockpit exit time

ARTICLE 14 : SAFETY EQUIPMENT

- 1) Fire extinguishers
- 2) Safety belts
- 3) Rear view mirrors
- 4) Seat and headrest
- 5) Master switch
- 6) Towing eye

ARTICLE 15 : SAFETY STRUCTURES

- 1) Magnesium sheet
- 2) Rollover structure
- 3) Firewall and floor
- 4) Crash test

ARTICLE 16 : FUEL

- 1) Fuel
- 2) Air

ARTICLE 17 : FINAL TEXT

ARTICLE 1 : DEFINITIONS

1) Grand Touring car :

An open or closed automobile which has no more than one door on each side, has no more than four seats, is fully legal for road use and has been modified to ensure suitability for speed races on circuits or closed courses.

2) Automobile :

A land vehicle running on at least four non-aligned complete wheels, of which at least two are used for steering and at least two for propulsion.

3) Land vehicle :

A locomotive device, propelled by its own means, moving by constantly taking real support on the earth's surface, of which the propulsion and steering are under the control of a driver aboard the vehicle.

4) Bodywork :

All entirely sprung parts of the car in contact with the external air stream, except the parts definitely associated with the mechanical functioning of the engine, transmission and running gear. Any air intake shall be considered to be part of the bodywork.

5) Automobile Make :

An automobile make is a complete car. When a car manufacturer fits an engine which it does not manufacture, the car shall be considered a hybrid and the name of the engine manufacturer shall be associated with the name of the car manufacturer. The name of the car manufacturer shall always precede that of the engine manufacturer. Should a hybrid car win a Championship Title, Cup or Trophy, this will be awarded to the manufacturer of the car.

6) Original :

As fitted to the road registered FIA recognised car.

7) Event :

An event shall consist of official practice and the race.

8) Weight :

Is the weight of the car without the driver at all times during the event.

9) Racing weight

Is the weight of the car in running order with the driver aboard and the fuel tank full.

10) Wheel :

Flange and rim. Complete wheel : Flange, rim and tyre.

11) Door :

That part of the bodywork that opens to give access to the driver and passenger compartments.

12) Cockpit :

The volume which accommodates the driver and the passenger.

13) Supercharging :

Increasing the weight of the charge of the fuel/air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust system) by any means whatsoever. The injection of fuel under pressure is not considered to be supercharging.

14) Sprung suspension :

The means whereby all complete wheels are suspended from the body/chassis unit by a spring medium.

15) Active Suspension :

Any system which allows control of any part of the suspension or of the trim height when the car is moving.

16) Mechanical Components :

All those necessary for the propulsion, suspension, steering and braking, as well as all accessories, whether moving or not, which are necessary for their normal working.

17) Telemetry :

The transmission of data between a moving car and anyone connected with the entry of that car.

ARTICLE 2 : REGULATIONS

1) Role of the FIA :

The following technical regulations for Grand Touring cars are issued by the FIA.

2) Permitted modifications :

All modifications not allowed by these regulations are expressly forbidden.

3) Vehicle type eligibility :

Vehicles will be eligible in two different classes. For a vehicle to be eligible in either class, it must be a Grand Touring car which is recognised by the FIA as a bona fide road car which is on genuine and general sale to the public and has been registered for road use in at least two of the following countries: France, Benelux, Germany, Japan, USA, Italy or Britain.

3.1. Before a vehicle can be eligible to race in Class One, at least 25 identical cars must have been produced. Furthermore, the manufacturer must send a completed homologation form, a technical manual and brochures for the car and make a car available for inspection. All details will be circulated to other manufacturers, any objections must be made within 30 days. The entire dossier, including any objections, will then go before the FIA Homologation Working Group for approval.

A manufacturer may request a preliminary approval of a car in the planning stage.

3.2. For a vehicle to be eligible in Class Two it must also be homologated Group B.

4) Eligible cars :

A list of homologated GT cars will be published by the FIA.

5) Regulation and eligibility amendments :

Each year in October the FIA will publish changes made to these regulations. All such changes will take effect on the second 1st of January following their publication.

Changes for safety reasons may be made without notice.

Changes covered by Articles 4.1.3, 5.3.4, 5.4.5 and 6.5.2 will be made in accordance with the period of notice specified in the relevant Sporting Regulations, save in circumstances deemed to be exceptional by the governing body of the relevant Championship.

6) Compliance with the regulations :

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

7) Measurements :

All measurements must be made while the car is stationary on a flat horizontal surface or as provided in the Grand Touring Car Sporting Regulations.

ARTICLE 3 : BODYWORK AND DIMENSIONS**1) Dimensions :**

All bodywork dimensions and shape must remain original with the exception of alterations permitted under Article 3.6.

2) Overhangs and wheelbase :

Front overhang, rear overhang and wheelbase must remain original.

3) Doors :

The dimensions and functions of the doors must remain original.

4) Windscreen and windows :

A windscreen made of one piece of laminated glass is compulsory. Side and rear windows may be replaced with an alternative transparent material. Additional fastenings may be used.

5) Bodywork :

5.1. With the exception of the lower half of the complete wheels, the bodywork must cover all mechanical components in vertical projection seen from above.

5.2. Any air intake higher than the highest point of the windscreen must not be forward of that point.

5.3. Any part of the bodywork, including any part having an aerodynamic influence, must be rigidly secured to the entirely sprung part of the car (chassis/body unit), must not have any degree of freedom, must be securely fixed and remain immobile in relation to this part while the car is in motion.

5.4. Any device or construction that is designed to bridge the gap between the sprung part of the car and the ground is prohibited under all circumstances.

5.5. Material used for the bonnet, boot, doors and wings is free, but where a panel is replaced, it must be attached in a way which is at least as strong as the original method.

There must be at least two safety fasteners securing bonnet/boot/engine covers, both of which are clearly indicated by red (or contrasting colour) arrows.

5.6. The cockpit opening of open cars must be symmetrical when viewed in plan or left/right elevation. The passenger area must not be covered.

5.7. All bodywork joints in the vicinity of the refuelling connections must be designed in such a way as to prevent any leakage of fuel into the engine compartment during refuelling.

5.8. No part of the car must touch the ground when both the tyres on one side are deflated. This test will be carried out on a flat surface, in race trim, with the driver on board.

6) Bodywork modifications :

6.1. Strengthening of the chassis and bodywork is allowed provided that the material used follows the original shape and is in direct contact with it.

6.2. The overall width of the bodywork across the front and rear wheel arches may be increased by 10 cm. These modifications must result in the panel being as close to the original as possible in appearance.

6.3. For Class 1 cars only, it is permitted to fit a rear wing. This can replace an existing wing but may not be used in addition to it. The wing assembly must not protrude beyond the perimeter of the bodywork as seen from the front of the car nor from above, nor must any part of it form the highest part of the bodywork.

It must comprise no more than one aerofoil section with a single trim tab. No air may pass between the wing section and trim tab. The chord of the aerofoil section must not exceed 250 mm.

In Class 2, only the original wing may be fitted.

6.4. Bodywork may be modified below the horizontal plane of the front wheel axis and forward of the complete front wheels provided that the result does not protrude beyond the perimeter of the original bodywork when viewed from above.

6.5. Any parts following the external contour of the bodywork and less than 25 mm high will be considered as decorative strips and may be removed.

6.6. Two holes for cooling the rear brakes may be added, one each side of the car, provided that each does not exceed 155 cm² in area and that nothing protrudes beyond the original surface of the bodywork.

6.7. Modifications required to fit additional lighting and refuelling connectors are permitted.

ARTICLE 4 : WEIGHT**1) Minimum weight (Class 1 and Class 2) :**

1.1. The weight of the car must not be less than 1100 kg.

1.2. The weight of a car fitted with four wheel drive must not be less than 1250 kg.

1.3. The right is reserved to adjust the weight of any car to maximise equality of performance.

2) Ballast :

Provision must be made to secure ballast such that tools are required for its removal and to allow the fixing of seals by the scrutineers.

3) Adding during the race :

The adding to the car during the race of any solid material whatsoever or the replacement during the race of any part of the car with another which is materially heavier is forbidden.

4) Liquids :

The weight may be checked at any time during the event with the quantity of liquids remaining in the tanks except after the race where the car may be emptied of all the fuel before weighing.

ARTICLE 5 : ENGINE

Provided the regulations in Articles 5.1 to 5.8 are complied with, the engine and ancillaries are free.

1) Type of engine :

The make and type of engine used, and its location and orientation must remain original.

2) Engine modifications :

2.1. The engine must retain the original cylinder block, cylinder heads, valve angles, number and location of camshafts and firing order.

The addition of material to the block or heads is not permitted. However, it is permitted to sleeve a block that originally is not fitted with sleeves, by welding if necessary.

It is also permitted to modify or close the lubrication holes in the cylinder head, close standard injector holes or to use helicoils.

2.2.Variable valve timing is not permitted.

2.3.Variable length inlet systems are not permitted.

2.4.Titanium is not permitted except in connecting rods, valves, valve retainers and heat shields.

2.5.The use of magnesium is not permitted.

2.6.The use of any ceramic component is forbidden.

2.7.The use of carbon or composite materials is restricted to clutches and non-stressed covers or ducts.

2.8.Only a direct mechanical linkage between the throttle pedal and the engine is permitted.

Systems listed above in 2.2 - 2.8 may be used if they are fitted as original equipment using original parts. However, if a manufacturer intends to use any of these they must appear on the homologation form.

3) Normally aspirated engines :

3.1.The engine air intake system must be fitted with an air restrictor 3 mm long which has the following maximum diameter:

Class 1 : 46.0 mm

Class 2 : 39.0 mm

3.2.All the air feeding the engine must pass through this restrictor, which must be made of metal or metal alloy.

3.3.The entire intake system including manifolds, injectors, airbox and restrictor must fit into a box 100 cm long x 50 cm wide x 50 cm high.

3.4.The right is reserved to adjust the size of the air restrictor to maximise equality of performance.

4) Turbocharged engines :

4.1.The type of turbocharger is free but must appear on the homologation form.

4.2.The engine air intake system must be fitted with an air restrictor 3mm long which have the following maximum diameters:

Class 1 : One restrictor 44.0 mm / Two restrictors 31.0 mm.

Class 2 : One restrictor 37.0 mm / Two restrictors 26.0 mm.

4.3.All restrictors must be placed no further than 50 mm from the forward face of the compressor wheel blades.

4.4.All the air feeding the engine must pass through these restrictors, which must be made of metal or metal alloy.

4.5.The right is reserved to adjust the size of the air restrictor(s) to maximise equality of performance.

4.6.Turbocharged cars must not to be equipped with any device which allows the boost pressure or the electronic management system controlling the boost pressure, to be adjusted while the car is in motion.

4.7.Ceramic components, variable diameter inlets and adjustable internal vanes on turbochargers are forbidden.

5) Temperature of the charge :

5.1.With the exception of location, intercoolers are free and may be used for cooling intake air. Apart from that, any device, system, procedure, construction or design the purpose and/or effect of which is any decrease whatsoever of the temperature of the intake air and/or of the charge (air and/or fuel) of the engine is forbidden. The pipes between the supercharging device, the intercooler and the manifold are free, but their only function must be to channel air.

5.2.Internal and/or external spraying or injection of water or any substance whatsoever is forbidden (other than fuel for the normal purpose of combustion in the engine).

6) Cooling :

Provided the method of cooling is retained, the cooling system is free but the water radiator must remain in the original position.

7) Exhaust :

Provided the regulations in Articles 5.7.1, 5.7.2, 5.7.3 and 5.7.4 are complied with, the exhaust system is free.

7.1.The exhaust system must incorporate one or more FIA accepted catalytic converters, which must be functioning at all times and through which all exhaust gases must pass.

7.2.The noise generated by the car is not to exceed 110 dB(A) at 6300 rpm, or at three quarter maximum revs if less.

This will be measured at a distance of 0.5 m and at a 45 degrees angle to the point of exit of the exhaust.

All measures which are taken to ensure that the maximum noise limits are not exceeded must be permanent in nature, and must not be removed by the exhaust gas pressure.

7.3.Exhaust pipe outlets must exit at the rear of the car and face rearwards.

They must not protrude beyond or be more than 10 cm from the perimeter of the bodywork as seen from above.

7.4.The underbody and bulkhead may be modified for the installation of the exhaust system, but these modifications may only serve to accommodate or provide clearance for the exhaust system.

The exhaust system must be adequately isolated from the driver compartment.

8) Telemetry :

The use of telemetry is forbidden.

ARTICLE 6 : PIPING AND FUEL TANKS

Provided the regulations in Articles 6.1; 6.2 and 6.3 are complied with, the fuel system is free.

1) Fuel tanks :

1.1.All fuel tanks must be placed in the luggage compartment or in the original location and must be separated from the driver and engine compartment by a firewall.

1.2.All fuel tanks must be rubber bladders conforming to or exceeding the specification of FIA/FT3.

1.3.All rubber bladders must be made by manufacturers recognised by the FIA.

In order to obtain the agreement of the FIA a manufacturer must prove the compliance of its product with the specifications approved by the FIA. These manufacturers must undertake to deliver to their customers exclusively tanks complying with the approved standards. A list of approved manufacturers is available from the FIA.

1.4. All rubber bladders shall have a printed code indicating the name of the manufacturer, the specifications to which the tank has been manufactured and the date of manufacture.

1.5. No rubber bladders shall be used more than 5 years after the date of manufacture, unless inspected and recertified by the manufacturer for a period of up to another 2 years.

2) Fittings and piping :

2.1. All fuel fittings in the tank (including air vents, inlets, outlets, tank fillers, inter tank connectors and access openings) must be metal fittings bonded into the fuel tank.

2.2. All fuel lines between the fuel tank and the engine must have a self sealing breakaway valve. This valve must separate at less than 50 % of the load required to break the fuel line fitting or to pull it out of the fuel tank.

2.3. All fuel and lubricating oil lines must have a minimum burst pressure of 41 bar (600 psi) and a minimum operating temperature of 135 degrees C (250 degrees F).

When flexible, these lines must have threaded connectors and an outer braid resistant to abrasion and flame (will not sustain combustion).

2.4. All lines containing hydraulic fluid, with the exception of lines under gravity head only, must have a minimum burst pressure of 70 bar (1000 psi) or higher according to the operating pressure, and a minimum operating temperature of 232 degrees C (450 degrees F).

When flexible, these lines must have threaded connectors and an outer braid resistant to abrasion and flame (will not sustain combustion).

2.5. No line containing fuel, water or oil may have a connection inside the cockpit which is capable of being removed.

2.6. All lines must be fitted in such a way that any leakage cannot result in the accumulation of fluid in the cockpit.

3) Fuel tank fillers :

3.1. All cars must be fitted with fuel tank fillers and vents which must be combined, or single units installed on both sides of the car.

Both fillers and air vents must be equipped with leakproof dry break couplings complying with the dead man principle and therefore not incorporating any retaining device when in an open position.

Coupling dimensions are given in the diagrams of Appendix J Article 252.8.3.

3.2. The tank fillers, vents and caps must not protrude beyond the bodywork.

3.3. The tank fillers, vents and breathers must be placed where they would not be vulnerable in the event of an accident.

3.4. Unless the tank fillers are connected directly to the tank, there must be a valve, supplied by the tank manufacturer, at the top of the tank which seals in the event of the filler being knocked off during an accident.

3.5. Any breather pipe connecting the tank to atmosphere must exit on the outside of the bodywork, must be fitted with a non return valve and must be designed in such a way as to avoid any liquid leakage when the car is running or upside down.

3.6. All cars must be fitted with a self sealing connector which can be used by the scrutineers to obtain fuel from the tank.

This connector must be the type approved by FIA and must be fitted immediately before the injectors.

4) Refuelling during the race :

4.1. Refuelling the car by any other means than by gravity with a maximum height of 2 metres above the track where the refuelling takes place is forbidden throughout the event.

4.2. During the race, only one autonomous supply tank complying with the diagram 257-2 must be used per car. This tank must have a simple cylindrical internal shape and must not have any additional internal parts.

4.3. Above the tank there must be either a collector tank of at least 5 litres capacity or a vent at least 1 m above.

4.4. The refuelling pipe, minimum length 250 cm, must be provided with a leak proof coupling to fit the filler mounted on the car, and during refuelling the outlet of the air vent must be connected with the appropriate coupling to the supply tank.

4.5. Before refuelling commences, the car connector must be connected electrically to earth.

All metal parts of the refuelling system from the coupling to the supply tank and its rack must also be connected to earth.

4.6. A 90 degrees cut off valve, situated on the outlet of the supply tank and controlling the fuel flow must be manned at all times during refuelling.

4.7. All hoses and fittings from the supply tank to the car and back must have a maximum inside diameter of 1.5".

4.8. During practice, the standard supply tank or an unpressurised container not exceeding 12 litres capacity which is vented to air and has a leak proof coupling connecting it to the tank filler on the car can be used.

4.9. If a meter is used it must be of a FIA homologated type.

If an external sight glass is fitted to the tank, it must be fitted with isolating valves as close as possible to the tank.

4.10. Refuelling on the starting grid is forbidden.

4.11. The storing of fuel on board the car at a temperature less than 10 degrees centigrade below the ambient temperature is forbidden.

The use of a specific device, whether on board the car or not, to reduce the temperature of the fuel below the ambient temperature is forbidden.

5) Fuel capacity :

5.1. The maximum amount of fuel which may be carried on board is 100 litres. Any device, system, procedure, construction or design, the purpose and/or effect of which is any increase whatsoever, even temporarily, of the total fuel storage capacity beyond the maximum of 100 litres is forbidden.

5.2. The right is reserved to adjust the size of the fuel tank to maximise equality of performance.

ARTICLE 7 : OIL SYSTEM

Provided the regulations in this Article are complied with, the oil system is free.

1) Oil tanks :

1.1. If oil storage tanks are not located in the original position they must be surrounded by a 10mm thick crushable structure.

1.2. The oil tank must not be located in the cockpit.

2) Catch tank :

When a car's lubrication system includes an open type sump breather, it must vent into a catch tank of at least 3 litres capacity.

ARTICLE 8 : ELECTRICAL EQUIPMENT

Provided the regulations in this Article are complied with, the electrical system is free.

1) Battery :

Batteries must be securely fixed and completely surrounded by a box made of insulating material. If located in the cockpit they must be behind the front seats and the protection box must include an air vent which exits outside the cockpit.

2) Windscreen wiper :

The car must be fitted with at least one effective windscreen wiper which must be in working order throughout the event.

3) Starting :

A starter must be fitted and be in working order at all times during an event. The driver must also be able to operate the starter when seated normally.

4) Lighting equipment :

4.1. All lighting equipment must be in working order throughout the event.

4.2. With the exception of the number plate light, all original exterior lighting equipment must be retained, but supplementary lighting may be added.

ARTICLE 9 : TRANSMISSION TO THE WHEELS

Provided the regulations in this Article are complied with, the transmission system is free.

1) Transmission to the wheels :

1.1. Four wheel drive may only be used if it is fitted as original equipment, in which case only homologated parts may be used.

1.2. The use of traction control is forbidden.

2) Type of gearbox :

2.1. The position of the gearbox must remain original

2.2. The gearbox must remain original or can be replaced with one of two other homologated units.

2.3. Semi automatic or automatic gearboxes and differentials with electronic, pneumatic or hydraulic slip control, are forbidden.

3) Reverse gear :

All cars must have a reverse gear which, at any time during the event, can be selected while the engine is running and used by the driver when seated normally.

ARTICLE 10 : SUSPENSION AND STEERING

1) Sprung suspension :

Cars must be fitted with sprung suspension

The springing medium must not consist solely of bolts located through flexible bushes or mountings.

There must be movement of the wheels to give suspension travel in excess of any flexibility in the attachments.

2) Suspension type and mounting (Class One) :

2.1. All suspension components are free but the suspension type and method of operation must remain original.

2.2. All suspension mounting points may be strengthened but must remain in the original position, with a tolerance of 20 mm.

3) Suspension type and mounting (Class Two) :

3.1. All suspension components, with the exception of parts specifically mentioned, must be original equipment supplied by the manufacturer. These parts may be strengthened provided the original part can still be identified.

3.2. Suspension mounting points must remain in the original position but may be strengthened.

3.3. Rubber joints may be replaced by unibal joints.

3.4. The addition of an anti roll bar is permitted

3.5. The material, number and dimensions of the springs are free.

3.6. Shock absorbers are free provided their number remains original

4) Active suspension :

The use of active suspension is forbidden.

5) Chromium plating :

Chromium plating of steel suspension members is forbidden.

6) Suspension members :

All suspension members must be made from an homogeneous metallic material.

7) Steering (Class 1) :

7.1. The steering system is free but must consist of a mechanical link between the driver and the wheels.

7.2. The use of four wheel steering is forbidden.

8) Steering (Class 2) :

8.1. All steering components, with the exception of the steering ratio, must be original equipment supplied by the manufacturer. These parts may be strengthened provided the original part can still be identified.

8.2. Power steering may be disconnected.

8.3. The use of four wheel steering is forbidden.

ARTICLE 11 : BRAKES

1) Separate circuits :

With the exception of 2) and 3) below, the complete braking system is free provided it incorporates at least two separate circuits operated by the same pedal. This system must be designed so that if leakage or failure occurs in one circuit, the pedal shall operate the brakes on at least two wheels.

2) Brake discs :

Brake discs must be made from ferrous material.

3) Anti lock braking systems :

The use of anti lock brake systems is forbidden.

ARTICLE 12 : WHEELS AND TYRES**1) Dimensions :**

1.1. Class 1: Maximum width of the rim/tyre assembly is 14".

Class 2: Maximum width of the rim/tyre assembly is 12".

Maximum complete wheel diameter : 28 inches.

1.2. Measurements will be taken horizontally at axle height.

2) Location :

The complete wheel above the hub centre line must be able to be housed within the wheel arch.

3) Wheel material :

Wheel material is free but they must be made from an homogeneous metallic material.

4) Number of wheels :

The maximum number of wheels is four.

5) Wheel attachment :

Wheel attachment is free but if a single wheel nut is used, a safety spring must be in place on the nut whenever the car is running and must be replaced after each wheel change. These springs must be painted dayglo red or orange. Alternatively, another method of retaining the wheels may be used, provided it has been approved by the FIA.

6) Pneumatic jacks :

Pneumatic jacks may be fitted to the car, but compressed air bottles are not to be carried on board.

ARTICLE 13 : COCKPIT**1) Equipment in the cockpit :**

1.1. The following must be removed from the cockpit :

- Roof padding and lining
- Steering lock
- Carpets and insulating material

1.2. The following may also be removed from the cockpit

- Seats
- All trim except the dashboard
- Heating system and air conditioning, but an adequate ventilation and demisting system must be retained
- Window winding mechanisms, central locking systems and any other systems fitted to the original car solely for the comfort of the driver or passengers.

2) Equipment permitted in the cockpit:

2.1. The only components which can be added in the cockpit are:

- Safety equipment and structures
- Tool kit
- Seat, instruments and any other controls necessary for driving
- Electronic equipment
- Driver cooling system.
- Ballast
- Pneumatic jacks and their pipes
- Battery
- Ventilation equipment
- Door trims may be replaced with different material

2.2. None of the above items may hinder cockpit exit.

2.3. The above components must be covered where necessary by a rigid protective material to minimize injury and must be attached such that they are able to withstand 25 g deceleration.

3) Cockpit exit time:

3.1. The cockpit must be designed so as to allow the driver to get out from his normal driving position in 7 seconds through the driver's door and in 9 seconds through the passenger's door.

3.2. For the purposes of the above tests, the driver must be wearing all normal driving equipment, the seat belts must be fastened, the steering wheel must be in place in the most inconvenient position, and the doors must be closed.

ARTICLE 14 : SAFETY EQUIPMENT**1) Fire extinguishers :**

1.1. All cars must be fitted with two fire extinguishing systems, one which will discharge into the cockpit and one into the engine compartment.

1.2. Permitted extinguishants :

- a) BCF (C F₂ Cl Br)
- b) FM100 (C H F₂ Br)
- c) NAF S3
- d) NAF P
- e) ZERO 2000

Dry powder is also permitted but only on cars being used in or coming from countries where national regulations preclude the use of the above products.

1.3. Minimum extinguisher capacity :

- Cockpit : 1.65 litres.
- Engine : 3.30 litres.

1.4. Minimum quantity of extinguishant :

a) BCF :	Cockpit :	2.5 kg
	Engine :	5.0 kg
b) FM100 :	Cockpit :	2.0 kg
	Engine :	4.0 kg
c) NAF S3 :	Cockpit :	2.0 kg
	Engine :	4.0 kg
d) NAF P :	Cockpit :	2.0 kg
	Engine :	4.0 kg
e) ZERO 2000 :	Cockpit :	1.12 litres
	Engine :	2.25 litres
f) Powder :	Cockpit :	1.2 kg
	Engine :	2.4 kg

1.5. Discharge time :

Engine : 30 seconds min / 80 seconds max.

Cockpit : 10 seconds min / 40 seconds max.

Both extinguishers must be released simultaneously.

1.6. All extinguishers must be pressurised according to the contents:

a) BCF :	7.0 bar
b) FM100 :	7.0 bar
c) NAF S3 :	7.0 bar
d) NAF P :	7.0 bar
e) ZERO 2000 :	12.0 bar
f) Powder :	13.5 bar

Furthermore, if filled with ZERO 2000, each extinguisher must be equipped with a means of checking the pressure of the contents.

1.7. The following information must be visible on each extinguisher:

- Capacity
- Type of extinguishant
- Weight or volume of the extinguishant
- Date the extinguisher must be checked, which must be no more than two years after the date of filling or the date of the last check.

1.8. All extinguishers must be adequately protected and must be situated within the survival cell. In all cases their mountings must be able to withstand a deceleration of 25 g.

All extinguishing equipment must withstand fire.

1.9. Any triggering system having its own source of energy is permitted, provided it is possible to operate all extinguishers should the main electrical circuits of the car fail.

The driver must be able to trigger all extinguishers manually when seated normally with his safety belts fastened and the steering wheel in place.

Furthermore, a means of triggering from the outside must be combined with the circuit breaker switch. It must be marked with a letter "E" in red inside a white circle of at least 10cm diameter with a red edge.

1.10. The system must work in any position, even when the car is inverted.

1.11. Extinguisher nozzles must be suitable for the extinguishant and be installed in such a way that they are not directly pointed at the driver.

2) Safety belts :

The wearing of two shoulder straps, one abdominal strap and two straps between the legs is compulsory. These straps must comply with FIA standard 8853-85.

3) Rear view mirrors :

The car must be fitted with two rear view mirrors, one fitted on each side of the car in order to give an efficient view to the rear. Each mirror must have a minimum area of 100cm².

4) Seat and headrest :

4.1. The driver's seat must either be original equipment or a competition seat and mounting frame of adequate strength and proven standard, attached to the original seat mounting points.

4.2. All cars must be equipped with a headrest which cannot deflect more than 5 cm when a rearward force of 85 daN is applied.

The headrest surface must not be less than 400 cm² and must be continuous and without protruding parts. It must be positioned so that it is the first point of contact for the driver's helmet in the event of an impact projecting his head backwards when he is seated normally.

5) Master switch :

5.1. The driver, when seated normally with the safety belt fastened and the steering wheel in place, must be able to cut off the all electrical circuits by means of a spark proof circuit breaker switch.

This switch must be located on the dashboard and must be clearly marked by a symbol showing a red spark in a white edged blue triangle.

5.2. There must also be an exterior switch, with a handle which is capable of being operated from a distance by a hook. This switch must be located at the lower part of the windscreen pillar on the left hand side.

6) Towing eye :

6.1. A towing eye with a minimum and maximum inner diameter of 80 mm and 100 mm respectively must be securely fitted to the front and rear structures of all cars.

6.2. They must be positioned in such a way that they can be used should the car be stopped in a gravel bed.

6.3. The towing eye must be clearly visible and painted in yellow, red or orange.

ARTICLE 15 : SAFETY STRUCTURES**1) Magnesium sheet :**

The use of magnesium sheet less than 3 mm thick is forbidden.

2) Rollover structure :

The car must be fitted with a rollcage complying with Appendix J Article 253.8.

Longitudinal struts, or an alternative acceptable to the FIA, providing lateral protection, must be included in both cases.

3) Firewall and floor:

Cars must be equipped with a firewall between the driver and engine to prevent the passage of flames from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size for the passage of controls and wires and must be completely sealed.

4) Crash test :

4.1. All cars must have been subjected to and passed the relevant EEC, North American or Japanese road car crash tests, regardless of the number of cars produced.

4.2. A dossier defining the structure, test methods and results of all tests must be submitted to the FIA before the use of the relevant model of car in a GT event.

4.3. The chassis or unitary construction must remain to the manufacturers original specification and material.

No modification may be introduced into any structure which has been tested.

ARTICLE 16 : FUEL**1) Fuel specification :****1.1. The fuel must have the following characteristics :**

100 RON maximum, 98 RON minimum, 90 MON maximum, 88 MON minimum, the measurements being made according to the standards ASTM D2699-86 and D2700-86, the fuel being accepted or rejected according to ASTM D3244 with a confidence limit of 95 %.

Specific gravity between 720 and 785 kg/m³ at 15 degrees C (the measurement being made according to the standard ASTM D4052).

A maximum of 2.8 % oxygen and 0.5 % nitrogen by weight, the remainder of the fuel consisting exclusively of hydrocarbons and not containing any power boosting additives.

The measurement of the nitrogen will be carried out according to the standard ASTM D3228, that of the oxygen by elemental analysis with a tolerance of 0.2 %.

Maximum content of peroxides and nitrooxide compounds of 100 ppm (ASTM D3703).

Maximum lead content of 0.013 g/l (ASTM D3237).

Maximum benzene content of 5 % in volume (ASTM D3606).

Maximum Reid vapour pressure of 700 hPa (ASTM D323).

1.2. The fuel must be petrol without any additive other than that of a lubricant on current sale which cannot increase the octane number.

2) Air :

Only air may be mixed with the fuel as an oxidant.

ARTICLE 17 : FINAL TEXT

The final text of these regulations is the English version which will be used should any dispute arise over their interpretation.

Art. 259 - Technical Regulations for Production Sports Cars (Groupe CN)

1) DEFINITIONS

1.1 - PRODUCTION SPORTS CAR

Two-seater competition automobile, open or closed, constructed especially for speed races.

1.2 - AUTOMOBILE

Land vehicle running on at least four non-aligned complete wheels, of which at least two are used for steering and two used for propulsion

1.3 - LAND VEHICLE

Locomotive device, propelled by its own motive power by constantly taking real support from the ground surface, with propulsion and steering controlled by a driver on board the vehicle

1.4 - BODYWORK

All those parts of the automobile which are wholly sprung, in contact with the external airstream, excepting those parts clearly associated with the mechanical function of the engine, the transmission or the running gear. All air intakes shall be considered to be part of the bodywork.

1.5 - AUTOMOBILE MAK

An automobile make corresponds to a complete vehicle. When a manufacturer fits an engine not manufactured by himself, the vehicle shall be considered as a hybrid and the name of the engine manufacturer shall be associated with the name of the car manufacturer. The name of the car manufacturer shall always precede that of the engine manufacturer. Should a hybrid win a Championship Title, Cup or Trophy, this will be awarded to the manufacturer of the automobile.

1.6 - EVENT

An event shall consist of the official practice sessions and the race itself.

1.7 - WEIGHT

The weight is held to be that of the car without the driver at any moment during the event.

1.8 - WHEEL : Flange and rim.

Complete wheel : Flange, rim and tyre

1.9 - DOOR

That part of the bodywork which opens to give access to the driver and passenger compartments.

1.10 - COCKPIT

Inner structural volume used to accommodate the driver and passenger.

1.11 - ENGINE

Assembly constituted by the cylinder block, cylinders and cylinder heads.

1.12 - CYLINDER CAPACITY

The volume swept by the movement of the pistons inside the cylinders of the engine. In calculations of cylinder capacity, the number π is held to be 3.1416.

1.13 - SUPERCHARGING

Increasing the weight of the charge of the fuel-air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust system) by any means whatsoever. The injection of fuel under pressure is not considered to be supercharging.

1.14 - MAIN STRUCTURE

This is the fully sprung part of the structure to which the suspension and/or spring loads are transmitted, extending longitudinally from the foremost front suspension mounting on the chassis to the rearmost rear mounting.

1.15 - MECHANICAL ELEMENTS

All the elements necessary for propulsion, suspension, steering and braking, together with all the accessories, moving or not, which are necessary for the normal function of the above.

2) REGULATIONS

2.1 - The following regulations governing the construction of Production Sports Car automobiles are issued by the FIA.

2.2 - In October each year, the FIA will publish any changes made to these regulations. All such changes will take effect on the second January 1 following their publication. Changes made for safety reasons may come into force without notice.

2.3 - Any automobile which is deemed to be dangerous may be excluded by the Stewards of the event.

2.4 - It is the duty of each competitor to satisfy the Scrutineers and Stewards that his car complies with the regulations in their entirety at all times during the event. The competitor must be able to show the Scrutineers the Group A and N homologation form corresponding to the reference vehicle for the engine used, whenever the Scrutineers so request.

2.5 - All measurements must be taken while the car is stationary on a flat horizontal surface.

2.6 - The use of titanium is prohibited.

2.7 - Only chassis made exclusively of metal, whether monocoque or tubular, are authorised; as far as the chassis is concerned, metal honeycomb constructions are authorised only for the flat bottom (see article 3.7.4).

2.8 - All modifications not explicitly authorised are prohibited.

Apart from these authorisations, the engine must be strictly series production and identifiable from the information given in the corresponding articles of the FIA homologation form. Therefore, any engine part damaged through wear or through an accident may only be replaced with an original part identical to the damaged part.

3) BODYWORK AND EXTERIOR DIMENSIONS

3.1 - LENGTH

The overall length of the car must not exceed 4800 mm.

3.2 - WIDTH

The overall width of the car including the complete wheels shall not exceed 2000 mm, when the steered wheels are in the straight ahead position.

3.3 - HEIGHT

The height measured vertically from the lowest point of the flat surface as defined in article 3.7.4 to the highest part of the vehicle, shall not exceed 1030 mm, except as regards the rollover bar which must not constitute an aerodynamic element.

3.4 - OVERHANGS

Front plus rear overhangs must not exceed 80 % of the wheelbase. The difference between the front and rear overhangs must not exceed 15 % of the wheelbase.

3.5 - DOORS**3.5.1) Closed cars :**

Two doors are compulsory.

The doors when opened must afford free access to the seats. No mechanical element may hinder access to the seats. The external door handle on closed cars must be clearly indicated.

The dimensions of the lower panel (the part which is normally opaque) must be such as to allow a rectangle or a parallelogram at least 500 mm wide and 300 mm high, measured vertically, to be affixed. The corners of this rectangle or parallelogram may be rounded with a maximum radius of 150 mm.

Cars with sliding doors will be admitted only if they are fitted with a safety device enabling the occupants of the car to be evacuated quickly and easily.

The doors must include a window distinct from the panel mentioned above, made of transparent material, and capable of containing a parallelogram with horizontal sides measuring at least 400 mm. The height measured on the surface of the window perpendicular to the horizontal sides shall be at least 250 mm. The corners of the parallelogram may be rounded to a maximum radius of 50 mm. Measurements shall be taken on the chord of the arc.

The doors must be designed in such a way that the lateral vision of the driver is never restricted.

Each door must have only one outside handle which must be of a lever type, operated by being pulling upwards, and which must be clearly indicated by an arrow in red or in another contrasting colour.

Door hinges must be designed in the form of pins which can be removed, without using tools, from the outside of the car.

3.5.2) Open cars :

Doors are optional.

If doors are fitted, they must comply with the dimensions stipulated in article 3.5.1 above (closed cars) as regards the opaque element.

If doors are not fitted, the bodywork at the side of the cockpit must comply with these same dimensions.

3.6 - WINDSCREEN**3.6.1) Closed cars :**

A windscreen made of one piece of laminated glass or equivalent FIA approved material is compulsory.

The shape of the windscreen must be such that at a distance of 50 mm measured vertically downwards from the highest point of the transparent part, the glazed surface is at least 250 mm wide measured across the chord of the arc on either side of the longitudinal axis of the car.

The shape of the windscreen must be such that its upper edge forms a regular, continuous convex line.

It must be possible to affix to the windscreen a vertical band 100 mm high and 950 mm long (measured horizontally) across the chord of the arc between the inner faces of the windscreen, the centre of which shall be 300 mm (measured vertically downwards) from the highest point of the roof, excluding air intakes.

3.6.2) Open cars :

The windscreen is optional and dimensions are free, on condition that article 3.3 of these regulations is complied with.

3.7 - BODYWORK

3.7.1) The use of carbon fibre and/or kevlar for the manufacturing of the bodywork is prohibited.

3.7.2) The bodywork shall cover all the mechanical components: only the exhaust and air intake piping, and the top of the engine, may project.

3.7.3) On closed cars, the height of the air intakes must not exceed that of the highest point of the roof; open cars must comply with article 3.3.

3.7.4) The bottom of all cars, rearward of the vertical plane tangent to the rear of the complete front wheels, and forward of the vertical plane tangent to the complete rear wheels, must be fitted with a continuous solid, flat (tolerance ± 5 mm), hard, impervious and rigid surface within which it would be possible to draw a rectangle 1000 mm (measured along the transverse axis of the car) by 800 mm (measured along the longitudinal axis of the car).

The whole of this surface must form an integral part of the chassis/body unit and must have no freedom of movement or provision for adjustment in relation to this unit. No space may exist between this "flat bottom" as defined above and the chassis/body unit.

To help overcome any manufacturing difficulties, a tolerance of ± 5 mm will be permitted for the "flat bottom" defined above. The aim of this tolerance is not to permit designs which go against the spirit of the "flat bottom".

3.7.5) No part having an aerodynamic effect, and no part of the bodywork may under any circumstances be located below the geometric plane of the flat surface provided for in article 3.7.4.

3.7.6) Any part having an aerodynamic effect, and all parts of the bodywork must be rigidly secured to the entirely sprung part of the car (chassis/body unit), must have no freedom of movement, must be solidly fixed and must remain immobile in relation to this part while the car is in motion.

3.7.7) Any device or contrivance designed to bridge the gap between the sprung part of the car and the ground is prohibited in all circumstances.

3.7.8) Behind the rear wheels, the bodywork must descend below the rear axle.

Any cooling holes in the bodywork which are directed rearward must be fitted with louvres or other similar devices to ensure that the tyres will not at any time be visible from the rear.

The bodywork shall project over the complete wheels in such a way as to cover at least one third of their circumference and their entire width.

3.7.9) All elements of the bodywork shall be completely and cleanly finished, with no temporary or makeshift elements.

3.7.10) In the case of open cars, the opening above the seats must be symmetrical in relation to the longitudinal axis of the car.

An open car must respect the following prescriptions:

- The shape of the bodywork seen from one side must be identical to the shape seen from the other side.
- Seen from above, the existence of a central element separating the driver from the passenger, even if this element is not connected to the bodywork at the backs of the seats, may be accepted as long as the cockpit opening is of the same size for both driver and passenger.

- The bodywork may be made of transparent material, but the rules regarding the windscreen must be complied with (see also article 13.8).

3.7.11) The clips fastening the front and rear covers must be clearly indicated by arrows in red or in another contrasting colour, and it must be possible to manipulate them without using tools.

3.7.12) The engine cover and its junction with the bodywork/cockpit must be designed so as to prevent any leakage of fuel into the interior of the engine compartment during refuelling.

4) WEIGHT

4.1 - Cars must weigh at least the following weights, according to their engine capacity:

Up to 1000 cm ³ :	460 kg
From 1000 to 1300 cm ³ :	480 kg
From 1300 to 1600 cm ³ :	500 kg
From 1600 to 2000 cm ³ :	520 kg
From 2000 to 2500 cm ³ :	560 kg
From 2500 to 3000 cm ³ :	600 kg

4.2 - Ballast may be used provided that it is secured in such a way that tools are required for its removal. It must be possible to affix seals if this is deemed necessary by the Scrutineers.

4.3 - The adding of any solid material whatsoever to the car, or the replacement of any part of the car by a heavier part, is strictly prohibited during the race.

4.4 - The weight of the car may be checked at any time during the event with the quantity of fluids remaining in the tanks. In case of doubt, the Scrutineers may drain the fuel tanks to check the weight.

5) ENGINE

5.1 - TYPE OF ENGINE ALLOWED

The engine must come from a model of car homologated by the FIA in Group N.

Cylinder capacity: less than or equal to 3000 cm³.

Maximum number of cylinders: 6. Cars with rotary piston engines covered by NSU-Wankel patents will be admitted on the basis of a piston displacement equivalence. This equivalence is 1.5 times the volume determined by the difference between the maximum and minimum capacities of the working chamber.

5.2 - Supercharging of any kind whatsoever is prohibited.

5.3 - INJECTION AND SPRAYING OF WATER

Internal and/or external spraying or injection of water or any substance whatsoever is prohibited (other than fuel for the normal purpose of combustion inside the engine).

5.4 - TEMPERATURE OF THE CHARGE

Any device, system, procedure, construction or design the purpose and/or effect of which is to decrease in any way the temperature of the intake air and/or the charge (air and/or fuel) of the engine is prohibited.

5.5 - ENGINE MOUNTINGS - POSITION

The material, type and number of engine mountings are free, as are the position and incline of the engine in its compartment.

5.6 - IGNITION

The original ignition system (battery/coil or magneto) must be maintained. The make and type of plugs, the rev limiter and the high tension cables are free. Electronic control of the engine is free.

5.7 - LUBRICATION

The lubrication system is free, on condition that it complies with articles 3.7.2 and 7.

5.8 - COOLING

The cooling radiator and the lines connecting it to the engine are free, as are the thermostat and the fan, and their location. The water pump is free.

5.9 - FUEL FEED

Carburettor parts or fuel injection system parts regulating the quantity of fuel reaching the engine may be modified, provided that they have no influence on air admission. The original injection system must be maintained. The injectors may be changed for injectors which are identical except with regard to the size of the pintle nozzle hole at the end. Electronic control of the engine is free.

The air filter, along with its box, the plenum chamber and the lines connecting it to the engine, are free. The air filter and its box may therefore be removed, moved to a different position, or replaced. The air measuring device is free.

5.10 - EXHAUST

5.10.1) The exhaust is free after the cylinder head, but the interior dimensions of the exit from the original manifold must be maintained, and the maximum interior dimensions of the duct must be those of the exit from the manifold. This freedom must not enable the maximum sound levels permitted by the laws of the country in which the event is run to be exceeded.

5.10.2) The exhaust pipe outlets must be directed either rearwards or sideways. If the exhaust pipes are directed rearwards, their outlets shall be situated between 450 mm and 100 mm above the ground. If the exhaust pipes are directed sideways, their outlets must be located to the rear of a vertical plane passing through the wheelbase centre plane and may not project beyond the bodywork in any way.

6.5 - REFUELLING

(Only for circuit races where refuelling is necessary)

The refuelling hose must be provided with a leak proof coupling to fit the standardised filler mounted on the car. The dimensions of this filler are given in drawing 252-5.

Fillers and air vents must be equipped with leak proof dry break couplings complying with the dead man principle and therefore not incorporating any retaining device when in an open position (spring loaded balls, bayonet, etc.).

The air vent(s) must be equipped with non-return and closing valves having the same closing system as that of the standard filler, and the same diameter. During refuelling, the outlets of the air vents must be connected with the appropriate coupling, either to the main supply tank or to a transparent portable container with a minimum capacity of 20 litres provided with a closing system rendering it completely leak proof.

Should the circuits be unable to provide the entrants with a centralised system, these will have to refuel according to the above procedure. In no case may the level of the reserve tank exceed two metres above the track where the refuelling takes place, for the entire duration of the event.

The overflow bottles and the independent storage tanks must comply with drawings 252-1 or 252-2 and 252-3 or 252-4.

All metal parts of the refuelling system from the coupling over the flow meter to the tank and its rack must be connected electrically to the earth.

A 90° cut off valve situated close to the main supply tank, controlling the fuel flow, must be manned at all times during refuelling.

All hoses, valves, fittings and couplings used must have a maximum inner diameter of 1 1/2".

6.6 - FUEL CAPACITY

The maximum amount of fuel which may be carried on board is 100 litres. Any device, system, procedure, construction or design the purpose and/or effect of which is to increase in any way, even temporarily, the total fuel storage capacity beyond 100 litres, is prohibited.

7) OIL SYSTEM

7.1 - OIL TANKS

The quantity of oil carried on board must not exceed 20 litres.

7.2 - No part of the car containing oil may be situated behind the complete rear wheels.

7.3 - All oil tanks must be properly protected. All oil tanks situated outside the main structure of the car must be surrounded by a 10 mm thick crushable structure as defined in article 15.2.3.

7.4 - OIL CATCH TANK

If a car has a lubrication system which includes an open type sump breather, this must vent into a catch tank of at least 3 litres capacity. The catch tank must either be made of transparent material or include a transparent panel.

7.5 - OIL LINES

7.5.1) All lubricating oil lines must have a minimum burst pressure of 41 bars (600 psi) and a minimum operating temperature of 135°C (250°F).

When flexible, these lines must have threaded connectors and an outer braid resistant to abrasion and flame (will not sustain combustion)

7.5.2) No lines containing lubricating oil may pass through the cockpit.

8) ELECTRICAL EQUIPMENT

8.1 - BATTERIES

Batteries must be located outside the cockpit. They must be securely fixed and completely protected inside a box made of insulating material

8.2 - WINDSCREEN WIPER

If the car has a windscreen, it must be fitted with at least one windscreen wiper which is in working order throughout the event.

8.3 - STARTING

A starter with an electrical or other power source must be carried on board the car: it must be possible for the driver to operate it when seated normally in the car.

8.4 - LIGHTING EQUIPMENT

8.4.1) All lighting equipment must be in working order throughout the event, even if the event is run entirely in daylight.

8.4.2) All cars must be fitted with two red stop lights and two red rear lights. They must be located symmetrically on either side of the longitudinal axis of the car and must be mounted in a visible position

8.4.3) For night races, all cars must be fitted with at least two headlights, and with direction indicators mounted at the front and rear of the vehicle (with side indicators mounted to the rear of the front wheel axle).

8.4.4) All cars must have at least one red rain light of at least 21 watts which must be in working order throughout the event, and which:

- faces rearward and is clearly visible from the rear;

- is mounted not less than 40 cm from the ground;

- is mounted not more than 100 mm from the car centre-line or, in the case of two lights, are mounted symmetrically on either side of the longitudinal axis of the car on the bodywork behind the rear wheels in frontal projection;

- has a minimum surface of 50 cm²;

- can be switched on by the driver when he is seated normally in the car.

In addition, the lenses and reflectors must conform to standards EEC 77/538 or ECE 38 for rear fog lamps of motor vehicles and must carry the corresponding approval marking.

8.5 - CABLES

All electrical circuits must be enclosed in fire-resistant material.

8.6 - ALTERNATOR

The alternator is free.

9) TRANSMISSION**9.1 - GEARBOX**

Free, but the maximum number of gearbox ratios is 5, not including the reverse gear.

All cars must have a reverse gear which must be in working order throughout the event. It must be possible for the driver to select reverse gear while seated normally at the wheel and with the engine running. Transverse gearboxes and semi-automatic and automatic gearboxes are prohibited.

9.2 - CLUTCH

Free, but with a maximum of two discs. These discs must not be made from carbon.

9.3 - DIFFERENTIAL

Free, but electronically, pneumatically or hydraulically controlled slip differentials are prohibited.

9.4 - Four-wheel drive cars are prohibited.**10) SUSPENSION**

10.1 - All road wheels/axles must be suspended from the chassis/body unit by a springing medium (i.e. axles or wheels must not be connected directly to the chassis/body unit). The springing medium must not consist of bolts located through flexible bushes or flexible mountings. There must be independent movement of the axles/hub carriers/stub axles giving suspension travel from "bump" to "droop" in excess of the flexibility of the mounting location attachments.

10.2 - ACTIVE SUSPENSION

Active suspension systems are prohibited, as are all systems enabling the flexibility of springs, shock absorbers and the ground clearance height of the car to be controlled while the car is in motion.

10.3 - Chromium-plating of steel suspension elements is prohibited

10.4 - Suspension parts made partially or completely from composite materials are prohibited.

11) BRAKES

11.1 - All cars must have a braking system which has at least two separate circuits operated by the same pedal. The system must be designed in such a way that in case of leakage or failure on one of the circuits, the pedal continues to operate the brakes on at least two wheels.

11.2 - Carbon brake disks are prohibited.

12) WHEELS AND TYRES, STEERING

12.1 - The maximum width of the complete wheel is 16".

This measurement shall be taken horizontally at the height of the axle with the tyre at normal running pressure and with the car in running order with the driver on board.

12.2 - The number of wheels is fixed at four.

12.3 - A safety spring must be in place on the wheel nut throughout the duration of the event and must be replaced after each wheel change. These springs must be painted dayglo red or orange.

Alternatively, any other wheel-retaining device which has been approved by FIA must be used throughout the event.

12.4 - Cars equipped with four-wheel steering systems are prohibited

12.5 - Pressure control valves on the wheels are prohibited.

12.6 - The use of wheels equipped with a tyre-retaining device is recommended.

12.7 - There must be a continuous mechanical connection between the steering wheel and the steered wheels.

12.8 - Wheels made partially or entirely from composite materials are prohibited.

13) COCKPIT

13.1 - The structural volume of the cockpit must be symmetrical about the longitudinal centre-line of the car.

13.2 - Up to a height of 300 mm from the floor, the driver in his normal driving position must be located on one side of the longitudinal centre-line of the car.

13.3 - ELBOW WIDTH

The minimum elbow width in the cockpit must be 110 cm, maintained over a height of 10 cm and a length of 25 cm. This measurement shall be taken horizontally, and perpendicular to the longitudinal centre-line of the car.

13.4) FOOTWELLS

13.4.1) The car must have two footwells, defined as two free symmetrical volumes on either side of the longitudinal centre-line of the car, each one having a minimum vertical cross-section of 750 cm². This cross-section must be maintained from the pedal faces to the vertical projection of the centre of the steering wheel.

13.4.2) The minimum width of each footwell is 250 mm and this width must be maintained over a height of at least 250 mm.

13.5 - EQUIPMENT PERMITTED IN THE COCKPIT

13.5.1) The only components which can be fitted in the cockpit are the following :

- . Safety equipment and structures
- . Electronic equipment
- . Driver cooling system
- . Tool kit

. Seat and controls required to drive the car.

13.5.2) Each and all of these elements must nevertheless respect the 750 cm² free footwell sections on each side of the centre-line of the car, and must not restrict access through the doors.

13.5.3) These components must be covered by a rigid protection if they have sharp edges which may cause injury. Their fastenings must be able to withstand a 25 g deceleration.

13.6 - VENTILATION

The cockpits of all closed cars must be fitted with a fresh air inlet and a used air outlet.

13.7 - PEDALS

The soles of the driver's feet, when he is seated in the normal driving position with his feet on the pedals and with the pedals in the inoperative position, shall not be situated forward of the vertical plane passing through the centre-line of the front wheels. Should the car not be fitted with pedals, the driver's feet at the maximum forward extension shall not be situated forward of the vertical plane mentioned above.

13.8 - COCKPIT ENGINE

In open cars, the openings which correspond to the driver and passenger seats must enable the horizontal template defined in drawing 259-2 to be placed vertically within the cockpit, with the steering wheel removed. It must be possible to lower the template to a point 25 mm below the lowest point of the cockpit opening.

13.9 - LINES IN THE COCKPIT

No lines containing fuel, cooling liquid, lubricating oil or hydraulic fluid may pass through the cockpit. Only brake lines with no connectors installed within the cockpit may pass through the cockpit.

All lines containing hydraulic fluid, with the exception of lines under gravity head only, must have a minimum burst pressure of 70 bars (1000 psi) or higher according to the operating pressure, and a minimum operating temperature of 232°C (450°F).

When flexible, these lines must have threaded connectors and an outer braid resistant to abrasion and flame (will not sustain combustion).

13.10 - STEERING WHEEL

The steering wheel must be fitted with a quick release mechanism. Its method of release must be by pulling a concentric flange installed on the steering column behind the wheel.

14) SAFETY EQUIPMENT

14.1 - FIRE EXTINGUISHERS

14.1.1) All cars must be fitted with two fire extinguishing systems, one which will discharge into the cockpit and one into the engine compartment.

14.1.2) Permitted extinguishants :

BCF (C F₂ Cl Br)
FM 100 (C H F₂ Br)
NAF S3
NAF P
ZERO 2000

Dry powder is also permitted but only on cars being used in or coming from countries where national regulations preclude the use of the above products.

14.1.3) Minimum extinguisher capacity :

	Closed cars:	Open cars:
Cockpit:	1.65 litres	3.30 litres
Engine:	3.30 litres	1.65 litres

14.1.4) Minimum quantity of extinguishant :

		Closed cars:	Open cars:
BCF:	Cockpit:	2.5 kg	5.0 kg
	Engine:	5.0 kg	2.5 kg
FM 100:	Cockpit:	2.0 kg	4.0 kg
	Engine:	4.0 kg	2.0 kg
NAF S3:	Cockpit:	2.0 kg	4.0 kg
	Engine:	4.0 kg	2.0 kg
NAF P:	Cockpit:	2.0 kg	4.0 kg
	Engine:	4.0 kg	2.0 kg
ZERO 2000:	Cockpit:	1.12 litres	2.25 litres
	Engine:	2.25 litres	1.12 litres
Powder:	Cockpit:	1.2 kg	2.4 kg
	Engine:	2.4 kg	1.2 kg

14.1.5) Discharge time :

Engine : 10 seconds minimum / 40 seconds maximum.

Cockpit : 30 seconds minimum / 80 seconds maximum.

Both extinguishers must be released simultaneously.

All extinguishers must be pressurised according to the contents:

BCF: 7.0 bar
FM 100: 7.0 bar
NAF S3: 7.0 bar
NAF P: 7.0 bar
ZERO 2000: 12.0 bar
Powder: 13.5 bar

Furthermore, each extinguisher when filled with ZERO 2000 must be equipped with a means of checking the pressure of the contents.

14.1.7) The following information must be visible on each extinguisher:

- capacity
- type of extinguishant
- weight or volume of the extinguishant
- date the extinguisher must be checked, which must be no more than two years after the date of filling or the date of the last check.

14.1.8) All extinguishers must be adequately protected and must be situated within the survival cell. In all cases their mountings must be able to withstand a deceleration of 25g.

All extinguishing equipment must withstand fire.

14.1.9) Any triggering system having its own source of energy is permitted, provided it is possible to operate all extinguishers should the main electrical circuits of the car fail.

The driver must be able to trigger all extinguishers manually when seated normally with his safety belts fastened and the steering wheel in place.

Furthermore, a means of triggering from the outside must be combined with the circuit-breaker switch, or situated close to it. It must be marked with a letter "E" in red inside a white circle of at least 10cm diameter with a red edge.

14.1.10) The system must work in any position, even when the car is inverted.

14.1.11) Both extinguisher nozzles must be suitable for the extinguishant and be installed in such a way that they are not directly pointed at the driver.

14.2 - SAFETY BELTS

14.2.1) The wearing of a safety belt comprising two shoulder straps, one lap strap and two straps between the legs is compulsory. These straps must comply with FIA standard n° 8853-85.

14.2.2) Points of anchorage to bodyshell: two anchorage points for the lap strap, two (or one anchorage point symmetrical about the seat) for the shoulder straps, two for the straps between the legs.

14.3 - REAR-VIEW MIRRORS

The car must be fitted with two rear-view mirrors, one fitted on each side of the car in order to give an effective view to the rear. Each mirror must have a minimum area of 100 cm².

14.4 - HEADREST

14.4.1) A headrest with a minimum area of 400 cm² must be fitted to all cars. Its surface must be continuous, without any protruding parts.

14.4.2) The headrest must not deflect more than 5 cm under an 85 kg rearward force.

14.4.3) The headrest shall be located in a position such that it will be the first point of contact with the driver's helmet in the event of an impact projecting the driver's head rearwards when he is in the normal driving position. The distance between the driver's helmet and the headrest should be kept to a minimum so that the helmet will move less than 5 cm under the above-mentioned force.

14.5 - CIRCUIT BREAKER

The driver, when seated normally with his safety belts fastened and the steering wheel in place, must be able to shut off all the electrical circuits and stop the engine by means of a spark-proof circuit-breaker.

The internal switch must be marked by a symbol showing a red spark in a white-edged blue triangle.

There must also be a clearly indicated external handle which emergency service personnel can operate from a distance by means of a hook. For closed cars, this handle must be located at the lower part of the windscreen pillar on the driver's side, and for open cars, at the lower part of the pillar of the rollover structure on the driver's side.

14.6 - TOWING EYE

14.6.1) A towing eye with minimum inner diameter of 80 mm must be securely fitted to the front and rear structures of the car.

14.6.2) The towing eye must be placed in such a way that it can be used should the car be stopped in a gravel bed.

14.6.3) The towing eye must be clearly visible and painted yellow, red or orange, and must be located within the contour of the bodywork as viewed from above.

15) SAFETY STRUCTURE

15.1 - ROLLOVER STRUCTURES

15.1.1) Closed cars

The car must be fitted with two rollbars, one to the front and one behind the chest of the driver and passenger. Both rollbars must correspond in shape to the inner profile of the upper part of the cockpit, and must be connected at the top by at least one tubular member (preferably two, with junctions as far apart as possible) or a box member. In addition, the rear rollbar shall comprise at least one diagonal reinforcing member and two backstays directed rearwards (see drawing 259-3).

The various authorised diagonal members are MQ, MS, NP, and NR, but it is preferable that the upper extremity of the diagonal of the main rollbar should be situated on the driver's side.

This structure must be made exclusively of steel tubing with the following minimum characteristics:

Cold drawn seamless carbon steel	Diam. 45 x 2.5 mm
Yield strength : 300 N/mm ²	

Alloy steel type 25 CD4	Diam. 40 x 2.5 mm
SAE 4125, SAE 4130, CDS 110	
Yield strength : 500 N/mm ²	

Rollbars must be covered with protective fire-resistant anti-shock foam.

15.1.2) Open cars :

Included as open cars, are all cars which do not possess a supporting structure between the top of the windscreen pillars and those of the rear window (if fitted).

The main rollbar behind the front seats must be symmetrical about the longitudinal axis of the car, and meet the following dimensional criteria:

- Height: the top of the rollbar must be 5 cm higher than the top of the driver's helmet when the driver is seated normally at the wheel.

- Width: measured between the inside faces of the vertical members of the rollbar, the width should be at least 20 cm measured 60 cm above the driver's and passenger's seats (on a straight line perpendicular to the vertebral column) from the longitudinal axis of the seat towards the outside.

- Longitudinal position: the longitudinal distance between the top of the rollbar and the helmet of the driver seated normally at the wheel must not exceed 25 cm.

The rollbar structure should conform to drawing 259-1, to the table given in article 15.1.1, to the specifications relevant to removable connections and to the general remarks, as well as to those concerning the diagonal strut of the main rollbar and the presence of anti-shock foam. The fitting of frontal struts directed forward and designed to protect the driver is authorised for open cars, provided that the struts are removable.

15.2 - CRUSHABLE STRUCTURES

15.2.1) The bottoms of fuel tanks must be protected by a crushable structure at least 1 cm thick.

15.2.2) If the fuel tank is situated less than 20 cm from the sides of the car, the entire lateral surface must be protected by a crushable structure at least 10 cm thick.

15.2.3) The crushable structure must be of a sandwich construction incorporating a fire-resistant core with a minimum crush strength of 18 N/cm², and of two sheets at least 1.5 mm thick, one of which is made from aluminium alloy with a minimum tensile strength of 225 N/mm² and minimum elongation of 5 %, or, alternatively, two sheets at least 1.5 mm thick with a minimum tensile strength of 225 N/mm².

15.2.4) Only water pipes may pass through the crushable structures; fuel or oil lines or electrical cables must not.

15.3 - FIREWALL AND FLOOR

15.3.1) Cars must be fitted with a firewall placed between the driver and the engine to prevent flames passing from the engine compartment into the cockpit. Any openings made in the firewall must be the minimum size necessary to allow the passage of controls and cables, and must subsequently be completely sealed.

15.3.2) The floor of the cockpit must be designed in such a way as to protect the driver against gravel, oil, water or any other debris thrown up from the road or coming from the engine.

15.3.3) The floor panels or separation bulkheads must be properly vented to avoid the accumulation of fluids.

15.4 - FRONTAL PROTECTION

The chassis must include an impact-absorbing structure installed in front of the driver's and passenger's feet. This structure must be independent of the bodywork and, if it is removable, it must be securely fixed to the edges of the side box members of the main chassis (i.e. by means of bolts requiring the use of tools for removal).

The structure must have a minimum length of 30 cm, a minimum height of 15 cm at any vertical cross section and a minimum total section of 800 cm².

The structure must be made from a metallic material with a minimum tensile strength of 225 N/mm²; construction should be of the sandwich and honeycomb type with a skin thickness of at least 1.5 mm. It must constitute a box the panels of which must be at least 15 mm thick, or, if the radiator(s) is (are) incorporated into the structure, two continuous box members with a minimum section of 100 cm² on either side of the radiator(s).

16) FINAL TEXT

The final text of these regulations is the French text, which shall be referred to in the event of any disagreement as to interpretation.

Art. 260 - Technical regulations juniors sports cars (Group C3)

1) DEFINITION

Two seater competition automobiles built specially for races on closed circuits.

2) SPECIFICATIONS

2.1 - ENGINE

The whole made up by the block, cylinders and cylinder heads. All modifications are allowed, but the engine must compulsorily be a reciprocating engine, without supercharging, with a maximum cubic capacity of 2.5 litres, or Wankel type (coefficient 1.8). Oval pistons and water injection are forbidden.

2.2 - WEIGHT

The cars must have the following minimum weight, according to their cylinder capacity :

Up to 1000 cm ³ :		500 kg
From 1000 cm ³ :	to 1300 cm ³ :	535 kg
From 1300 cm ³ :	to 1600 cm ³ :	560 kg
From 1600 cm ³ :	to 2000 cm ³ :	600 kg
From 2000 cm ³ :	to 2500 cm ³ :	640 kg

This is the real weight of the empty car, with no persons or baggage on board, the car being fully equipped. All the safety parts normally prescribed are included in this weight.

The weight may be checked at any time during an event with the quantity of liquid remaining in the tanks and after emptying the car of all the fuel (on the understanding that it is forbidden to add oil, water or any other liquid before the weighing). The weight of the car may be completed by means of one or several ballasts incorporated in the material of the car provided that these are solid and unitary blocks, fixed by means of tools and offering the possibility for seals to be affixed if the Scrutineers deem it necessary.

2.3 - MAIN STRUCTURE

The fully sprung structure of the vehicle to which the suspension and/or spring loads are transmitted, extending longitudinally from the foremost front suspension mounting on the chassis to the rearmost one at the rear.

3) OTHER PRESCRIPTIONS

3.1 - EXTERIOR DIMENSIONS

Maximum width : 200 cm.

Maximum length : 480 cm.

The height measured vertically from the lowest point of the flat surface as defined under article 3.8 to the highest point of the car must not exceed 1030 mm, except with regard to the rollbar which must not give rise to an aerodynamic structure.

Front plus rear overhangs must not exceed 80% of the wheelbase.

The difference between the front and rear overhangs must not exceed 15 % of the wheelbase.

3.2 - DOORS

- Closed cars :

Two doors are obligatory. The word door should be taken as meaning that part of the bodywork which opens to give access to the seats. The doors, when open, must afford free access to the seats. No mechanical part should obstruct access to the seats. The outside door handle on closed cars must be clearly indicated.

The dimensions of the lower door panel (the part which is normally opaque) must be such as to allow a parallelogram of at least 50 cm wide and 30 cm height, measured vertically, to be inserted in it. The corners of the parallelogram may be rounded to a maximum radius of 15 cm.

Cars with sliding doors will not be allowed unless they include a safety system enabling a quick and easy evacuation of the car's occupants in case of accident.

The doors should have a window of transparent material into which a parallelogram should be able to be inscribed, the horizontal sides of which shall measure at least 40 cm. The height measured on the surface of the window perpendicularly to the horizontal sides, shall be at least 25 cm. The angles may be rounded with a maximum radius of 5 cm. The measurements shall be taken across the chord of the arc.

The doors should be designed in such a way as to never restrict the lateral vision of the driver.

- Open cars :

Doors are optional. If they exist, they must respect the dimensions laid down in the previous paragraph (closed cars), as far as the opaque part is concerned. If they do not exist, the bodywork at the sides of the cockpit must respect these dimensions.

3.3 - WINDSCREEN

- Closed cars :

A windscreen of a single piece, made of laminated glass, is compulsory.

The shape of the windscreen must be such that at a distance of 5 cm measured vertically downwards from the highest point of the transparent part, the width of the glazed surface is at least 25 cm measured across the chord of the arc on either side of the longitudinal axis of the car.

The shape of the screen must be such that its upper edge forms a regular, continuous convex line.

It must be possible to fit on the windscreen a band 10 cm high (measured vertically) by 95 cm (measured horizontally) across the chord of the arc between the inner faces of the windscreen, the centre of which will be 30 cm vertically from the highest point of the roof.

- Open cars :

A windscreen is optional and its dimensions are free.

3.4 - COCKPIT

3.4.1) Cockpit : Inner volume in which the driver and the passenger sit.

3.4.2) The structural volume of the cockpit must be symmetrical on either side of the longitudinal centre line of the car.

3.4.3) Up to a height of 30 cm from the floor, the driver in his normal driving position must be located on one side of the longitudinal centre line of the car.

3.4.4) The minimum elbow width above the seat is 130 cm, measured horizontally and perpendicularly to the longitudinal centre line of the car between the inner faces of the doors.

3.4.5) The car must have two footwells defined as two free volumes, symmetrical on either side of the longitudinal centre line of the car. The only components allowed to intrude into the footwells are the steering column and its joints.

These footwells will be defined by the following :

- its vertical section perpendicular to the longitudinal centre line of the car, which has a minimum cross section of 750 cm² and its minimum width of 25 cm maintained up to a height of minimum 25 cm.
- its length from the pedals to the vertical projection of the centre of the steering wheel.

3.4.6) Only the following components can be fitted in the cockpit : a communication system, fire extinguishers, driver cooling system, rollbar, tool kit, seat, ignition box and other electronic equipment.

These components must not reduce the access defined by the doors and must respect the free sections of the footwells defined above.

They must be covered by a rigid protection if they have sharp edges that could cause injury. Their fixations must withstand a 25 g deceleration.

3.4.7) An efficient ventilation system with a fresh air inlet and a used air outlet must be provided for.

3.4.8) For open cars, it must be possible to insert vertically the horizontal template shown on drawing 259-2, into the bodywork and chassis openings corresponding to the volume for the driver and the passenger. This verification will be done with the steering wheel removed, down to the seat back rests.

3.5 - WHEELS AND TYRES

The number of wheels is fixed at four. The use of wheels with a device to hold on the tyres is recommended. Should "knockoff" nuts be used, these should never protrude beyond the rims.

The maximum width of the complete wheel is limited to 16".

The width shall be measured with the tyre at normal running pressure, and the wheel mounted on the car resting on the ground in running order with the driver aboard. This measurement of the width will only be taken at the widest point of the tyre, above the hub-level. In no case can the width measured where the beads join the rim exceed the width of the tyre.

The fitting of multiple tyres on one and the same rim is authorised.

A safety spring must be in place on the nut throughout the duration of the event and must be replaced after each wheel change. These springs must be painted dayglo red or orange. Spare springs must be available at all times.

Pressure control valves on the wheels are forbidden.

3.6 - TRANSMISSION

The maximum number of gearbox ratios is set at 5, not including the reverse gear. This reverse gear is obligatory, and the driver must be able to operate it from his seat.

3.7 - SUSPENSION PARTS

It is forbidden to chromium-plate steel suspension parts.

3.8 - BODYWORK

All elements of the bodywork shall be completely and neatly designed and finished, with no temporary or makeshift elements. The body shall cover all mechanical components ; the only parts which may protrude are the exhaust and intake pipes and the top of the engine.

Air intakes must not be higher than the highest points of the roof or windscreen.

In the case of open cars, the opening above the seats must be symmetrical in relation to the longitudinal axis of the car.

An open car must respect the following prescriptions :

- The shape of the bodywork seen from one side must be identical to the shape seen from the other side.
- Seen from above, a central part separating the driver from the passenger, even if this part is not connected to the bodywork at the seat-back level, can be accepted, considering that the opening is of the same size for the driver and for the passenger.
- The bodywork can be made from transparent material, but the rules concerning the windscreen must be respected.

The bodywork shall project over the wheels so as to provide efficient covering of at least a third of their circumference, and at least the whole width of the tyre. Behind the rear wheels, the bodywork must terminate below the axis of the rear wheels.

Cooling holes directed to the rear must be fitted with louvres or any other device to prevent the tyre being visible from the rear.

Any parts having an aerodynamic influence and all parts of the bodywork must be rigidly secured to the entirely sprung part of the car (chassis-body unit), must not have any degree of freedom, must be securely fixed and remain immobile in relation to this part while the car is in motion. On the bottom of any car, rearward of the vertical plane tangent to the rear of the complete front wheels, and forward of the vertical plane tangent to the fore of the complete rear wheels, a solid, flat (tolerance ± 5 mm), hard, rigid and continuous surface must be provided in which a rectangle of 100 cm (measured along the transverse axis of the car) by 80 cm (measured along the longitudinal axis of the car) can be inscribed. The entire surface of this plate, which must be an integral part of the chassis-body unit, must not have any degree of freedom or any provision for adjustment in relation to this unit. No space may exist between the flat bottom defined above and the chassis-body unit.

No part having an aerodynamic influence and no part of the bodywork may, under any circumstances, be located below the geometrical plane produced by the surface as defined above.

Any transverse, longitudinal or other flexible, retractable, pivoting or sliding device bridging the gap between the body and the road surface is forbidden.

3.9 - LIGHTING EQUIPMENT

At the rear, the cars will be equipped with at least two "stop" lights, as well as two rear red lights. They will be situated symmetrically on either side of the car's longitudinal axis in a visible position. All cars will be equipped with a rear red rain light, of which the optical seen from the rear will have a flat vertical surface of at least 50 cm² (minimum 21 Watts) and will be clearly visible from the rear.

The bulb and reflector must conform to EEC 77/538 or ECE 38 standards for the rear fog lamps or motor vehicles and must carry the corresponding approval marking.

In addition, for night racing, the cars must be equipped with at least two headlights as powerful as those with which touring cars are usually fitted plus direction indicators (with side indicators mounted to the rear of the axis of the hub of the front wheels) mounted at the front and rear.

The lighting equipment must be in working order throughout the whole duration of the race.

3.10 - BATTERY

It must be fitted outside the cockpit and be firmly fixed and completely protected by a box in insulating material.

3.11 - WINDSCREEN WIPER

If the car is equipped with a windscreen, at least one windscreen wiper, in working order, is obligatory.

3.12 - OIL TANKS

The quantity of oil carried on board may not exceed 20 litres.

All oil tanks must be efficiently protected. All oil storage tanks situated outside the main structure of the car must be surrounded by 10 mm thick crushable structure. No part of the car containing oil may be situated aft of the gearbox or final drive casing on any rear wheel driven car. In the case of front wheel drive, no part containing oil may be situated behind the complete rear wheels.

All oil lines external to the cockpit, with the exception of lines permanently mounted on the engine, must be capable of withstanding a pressure of 70 kg/cm² (1000 psi) and a temperature of 230°C (446° F).

3.13 - STARTING

Only the on-board source of energy and starter may be used to start the engine, operated by the driver from his seat.

3.14 - FUEL

- For petrol engines :

The fuel must be commercial petrol which comes from a service station pump, without any additive other than that of a lubricant on current sale. The fuel must comply with the following specifications :

- 102 RON and 90 MON maximum, 95 RON and 85 MON minimum for unleaded fuel.

100 RON and 92 MON maximum, 97 RON and 86 MON minimum for leaded fuel.

The measurements will be made according to the standard ASTM D 2699-86, the fuel being accepted or rejected according to the standard ASTM D 3244 with a confidence limit of 95 %.

- Specific gravity between 720 and 758 kg/m³ at 15°C measured according to ASTM D4052.

- A maximum of 2.8 % oxygen (or 3.7 % if the lead content is less than 0.013g/l) and 0.5 % nitrogen by weight, the remainder of the fuel consisting exclusively of hydrocarbons and not containing any power-boosting additives.

The measuring of the nitrogen content will be carried out according to the standard ASTM D3228 and that of the oxygen content by elemental analysis with a tolerance of 0.2 %.

- Maximum content of peroxides and nitrooxide compounds : 100 ppm (ASTM D3703 or in the case of impossibility UOP 33-82).

- Maximum lead content : 0.40 g/l or the standard of the country of the event if this is lower (ASTM D3341 or D3237).

- Maximum benzene content : 5 % in volume (ASTM D3606).

- Maximum Reid vapour pressure : 900 hPa (ASTM D 323).

- Distillation at 70°C : 10 % - 47 % (ASTM D 86).

- Distillation at 100°C : 30 % - 70 % (ASTM D 86).

- Distillation at 180°C : 85 % minimum (ASTM D 86).

- Maximum final boiling point : 225°C (ASTM D 86).

- Maximum residue : 2 % volume (ASTM D 86).

If the fuel available locally for the event is not of a sufficient quality for use by competitors, the ASN of the organising country must ask the FIA for a waiver in order to enable the use of fuel not corresponding to the characteristics defined above.

The storing of fuel on board the car at a temperature more than 10 degrees centigrade below the ambient temperature is forbidden.

The use of a specific device (either on board or otherwise) to reduce the fuel temperature below the ambient temperature is forbidden.

- For diesel engines :

The fuel must correspond to the following specifications :

- Hydro-carbon content, % in weight 99.0 min

- Density 0.860 max

- Cetane n° (ASTM D613) or calculated

Cetane index (ASTM D976/80) 60 max

3.15 - Only air may be mixed with the fuel as an oxidant.

4) SAFETY EQUIPMENT

4.1 - CABLES, LINES AND ELECTRICAL EQUIPMENT

Unless the cables, lines and electrical equipment such as batteries, fuel pumps, etc. are in compliance with the requirements of the aircraft industry as regards their location, material and connections, they must be placed or fitted in such a way that any leakage cannot result in :

- accumulation of liquid,

- entry of liquid into the cockpit,

- contact between liquid and any electrical line or equipment.

Should the cables, lines or electrical equipment pass through or be fitted in the cockpit, they must be fully enclosed in a cover of liquid-tight and fireproof material.

All fuel lines external to the cockpit, with the exception of lines permanently mounted on the engine, should be of a reinforced construction, attached by screw-on connectors. They must withstand a 70 kg/cm² pressure (1,000 psi) and a 230°C (446°F) temperature.

All electrical circuits should be enclosed in fire-proof material.

4.2 - ADDITIONAL PROTECTION OF THE PIPES

An additional protection of fuel pipes and brake lines outside the coachwork against any risk of damage (stones, corrosion, breaking of mechanical parts, etc.) and inside the cockpit against any risk of fire (fuel pipes only) is compulsory.

4.3 - SAFETY HARNESSSES

The wearing of two shoulder straps, one abdominal strap and two straps between the legs is obligatory ; fixation points on the bodysell : two for the abdominal strap, two, or else one symmetrical in relation to the seat for the shoulder straps, two for the straps between the legs. This harness must comply with FIA Standard n° 8853-1985.

4.4 - FIRE EXTINGUISHERS :

4.4.1) All cars must be fitted with two fire extinguishing systems, one which will discharge into the cockpit and one into the engine compartment.

4.4.2) Permitted extinguishants :

BCF (C F₂ Cl Br)
FM 100 (C H F₂ Br)
NAF S3
NAF P
ZERO 2000

Dry powder is also permitted but only on cars being used in or coming from countries where national regulations preclude the use of the above products.

4.4.3) Minimum extinguisher capacity :

	Closed cars:	Open cars:
Cockpit:	1.65 litres	3.30 litres
Engine:	3.30 litres	1.65 litres

4.4.4) Minimum quantity of extinguishant :

		Closed cars:	Open cars:
BCF:	Cockpit:	2.5 kg	5.0 kg
	Engine:	5.0 kg	2.5 kg
FM 100:	Cockpit:	2.0 kg	4.0 kg
	Engine:	4.0 kg	2.0 kg
NAF S3:	Cockpit:	2.0 kg	4.0 kg
	Engine:	4.0 kg	2.0 kg
NAF P:	Cockpit:	2.0 kg	4.0 kg
	Engine:	4.0 kg	2.0 kg
ZERO 2000:	Cockpit:	1.12 litres	2.25 litres
	Engine:	2.25 litres	1.12 litres
Powder:	Cockpit:	1.2 kg	2.4 kg
	Engine:	2.4 kg	1.2 kg

4.4.5) Discharge time :

Engine : 10 seconds minimum / 40 seconds maximum.

Cockpit : 30 seconds minimum / 80 seconds maximum.

Both extinguishers must be released simultaneously.

4.4.6) All extinguishers must be pressurised according to the contents:

BCF	7.0 bar
FM 100	7.0 bar
NAF S3	7.0 bar
NAF P	7.0 bar
ZERO 2000	12.0 bar
POWDER	13.5 bar

Furthermore, each extinguisher when filled with ZERO 2000 must be equipped with a means of checking the pressure of the contents.

4.4.7) The following information must be visible on each extinguisher :

- capacity
- type of extinguishant
- weight or volume of the extinguishant
- date the extinguisher must be checked, which must be no more than two years after the date of filling or the date of the last check.

4.4.8) All extinguishers must be adequately protected and must be situated within the survival cell. In all cases their mountings must be able to withstand a deceleration of 25 g.

All extinguishing equipment must withstand fire.

4.4.9) Any triggering system having its own source of energy is permitted, provided it is possible to operate all extinguishers should the main electrical circuits of the car fail.

The driver must be able to trigger all extinguishers manually when seated normally with his safety belts fastened and the steering wheel in place.

Furthermore, a means of triggering from the outside must be combined with the circuit breaker switch. It must be marked with a letter "E" in red inside a white circle of at least 10 cm diameter with a red edge.

4.4.10) The system must work in any position, even when the car is inverted.

4.4.11) Both extinguisher nozzles must be suitable for the extinguishant and be installed in such a way that they are not directly pointed at the driver.

4.5 - SAFETY ROLLBARS**4.5.1) Closed cars :**

Two rollbars, to the front and to the rear of the chest of the driver and the passenger must be provided. They shall correspond in shape to the inner profile of the upper part of the cockpit, shall be connected at their base by the chassis of the car and linked at the top by at least one tubular strut or box-member. In addition, the rear rollbar shall comprise a diagonal reinforcement bar and two braces directed rearwards (see drawing 259-3).

The various authorised diagonal struts are the following : MQ, MS, NP, NR.

The safety rollbars must be covered with non-combustive shock absorber foam.

This structure shall be built with tubes with at least the following characteristics :

- Cold-drawn seamless Carbon steel E-30 daN	Diam. 45 x 2.5 mm
- Alloy steel Type 25 CD4 SAE 4125 etc. SAE 4125 etc.	Diam. 40 x 2.5 mm

E-50 daN

Steels tubes of Diam. 1.75 inch x 0.090 are also accepted.

4.5.2) Open cars :

Will be considered as open cars, cars which do not have a supportive structure between the top of the windscreen side posts and those of the rear window (if there is one).

The main rollbar behind the front seats must be symmetrical in relation to the longitudinal axis of the car, and must respect the following dimensions :

- Height : the top of the rollbar must protrude at least 5 cm beyond the height of the driver's helmet when he is normally seated behind the steering wheel.

- Width : measured within the limits of the vertical pillars of the rollbar, the width should be at least 20 cm, measured at a point 60 cm above the driver's and forward passenger's seats (on the straight line perpendicular to the vertebral column) from the longitudinal axis of the seat towards the outside.

- Longitudinal position : the longitudinal distance between the top of the rollbar and the driver's helmet when he is normally seated at the wheel must not exceed 25 cm.

The structure of the rollbar must conform to the drawing 259-1, or to the drawing 259-3, and to the foregoing table, to the specifications concerning removable connections, and to the General Considerations. The fitting of frontal struts, facing forward, intended for the protection of the driver is authorised for open cars, on condition that these struts are removable.

- Cold-drawn seamless Carbon steel E-30 daN	Diam. 45 x 2.5 mm
- Alloy steel Type 25 CD4 SAE 4125 etc. E-50 daN	Diam. 40 x 2.5 mm

The various authorised diagonal struts are the following : MQ, MS, NP, NR.

4.6 - GENERAL CIRCUIT BREAKER

The general circuit breaker must cut all electrical circuits (battery, alternator or dynamo, lights, hooters, ignition, electrical controls, etc.). It must be of a spark-proof model, and will be accessible from inside and outside the car. As for the outside, the triggering system must be situated at the lower part of the windscreen pillar on the driver's side for closed cars, or at the lower part of the main hoop of the rollbar, either on the right or on the left, for open cars. It will be marked by a red spark in a white-edged blue triangle with a base of at least 12 cm.

4.7 - OIL CATCH TANK

Any car with a lubrication system which includes an open type sump breather, must be equipped in such a way as to prevent oil spillage. The oil catching device shall have a minimum capacity of 3 litres. The container shall either be made out of translucent plastic or include a transparent panel.

4.8 - TOWING-EYE

A towing-eye (minimum inner diameter : 80 mm) must be securely fitted to the front and the rear of the cars.

This towing-eye will only be used if the car can move freely.

It shall be clearly visible and painted in yellow, red or orange. It must be located inside the contour of the bodywork.

4.9 - TANK FILLERS AND AIR-VENTS

The tank fillers and their caps must not protrude beyond the coachwork. The caps must be designed in such a way as to ensure an efficient locking action which reduces the risks of accidental opening following a crash impact or incomplete locking after closing. The fillers must be placed away from points which are vulnerable in case of accident. The air-vents must be located at places which present no danger.

4.10 - STANDARDISED COUPLING

-The refuelling hose must be provided with a leak-proof coupling to fit the standardised filler mounted on the car. The dimensions of this filler are given in the drawing 252-5.

- All cars must be provided with a fuel filler complying with this diagram. This leak-proof filler must comply with the dead-man principle and must not therefore incorporate any retaining device when in an open position (spring loaded, bayonet, etc.).

- The air-vent(s) must be equipped with non return and closing valves having the same closing system as that of the standard filler, and the same diameter.

During refuelling the outlets of the air-vents must be connected with the appropriate coupling, either to the main supply-tank or to a transparent portable container with a minimum capacity of 20 litres provided with a closing system rendering it completely leak-proof.

- Should the circuits be unable to provide the entrants with a centralised system, these will have to refuel according to the above procedure. In no case may the level of the reserve tank exceed two metres above the track where the refuelling takes place, for the entire duration of the event.

The overflow bottles and the independent storage tanks must comply with the drawings 252-1 or 252-2 and 252-3 or 252-4.

- All metal parts of the refuelling system from the coupling over the flowmeter to the tank and its rack must be connected electrically to the earth.

A 90° cut off valve situated close to the main supply tank, controlling the fuel flow, must be manned at all times during refuelling.

All hoses, valves, fittings and couplings used must have a maximum inner diameter of 50 mm (2 inches).

4.11 - PETROL TANKS

All the cars must be equipped with safety fuel tanks conforming to the specifications FIA/FT3 and supplied by an approved manufacturer.

The maximum outer diameter of the lines going from the engine to the tanks is 20 mm and their path must be as direct as possible.

The tank(s) may not be placed more than 65 cm from the longitudinal axis of the car and must be located within the limits defined by the front and rear axles of the wheels.

It shall be isolated by means of bulkheads so that in case of spillage, leakage or accident happening to the tank, the fuel will not pass into the cockpit or engine compartment or come into contact with any part of the exhaust system.

The fuel tanks must be efficiently protected (see article 4.14).

Competitors must provide an illustration of the entire fuel circuit of the vehicle. Low points must be provided for in the circuit enabling all the fuel to be speedily drained when the vehicle is positioned on a horizontal surface.

For hill-climbs and slaloms if the total capacity of the fuel tanks is not greater than 20 l, the safety tank will not be compulsory on condition that the position of the tank does not protrude beyond 30 cm in any direction from the longitudinal axis of the car, and that it is surrounded by a crushable structure 1 cm thick.

The safety tank is also optional for circuit races of less than 100 km under the same conditions of installation.

The maximum amount of fuel which may be carried on board is 100 l.

4.12 - HEADREST

Headrest of a minimum area of 20 x 20 cm must be fitted, covered with non-combustive shock absorbing foam.

It must be designed in such a way that the driver's head may not become trapped between the safety structure and the headrest.

4.13 - FIREWALL AND FLOOR

Cars shall have an adequate firewall to prevent the passage of fire from the engine compartment or under the car to the cockpit. Openings in the firewall for the passage of engine controls, wires and lines shall be of the minimum size necessary. The cockpit floor shall be constructed to protect the driver by preventing the entry of gravel, oil, water and debris from the road or from the engine. Bottom panels or belly panels shall be adequately vented to prevent the accumulation of liquid.

4.14 - CRUSHABLE STRUCTURES

The bottom of the tanks licked by the airflow shall be protected by a crushable structure, the entire surface of which shall be 1 cm thick.

All the petrol tanks shall be at least 20 cm from the lateral flanks and must be protected by a crushable structure, the entire surface of which shall be 10 cm thick.

The crushable structure should be a sandwich construction based on a fire-resistant core of a minimum crushing strength of 18 N/cm². Water pipes may be passed through this core, but not fuel, oil or electrical lines.

The sandwich construction must include two sheets of 1.5 mm thickness, one of which shall be aluminium alloy sheet having a tensile strength of 225 N/mm² and minimum elongation of 5 %, or, alternatively, two sheets of 1.5 mm thickness having a tensile strength of 225 N/mm².

4.15 - SURVIVAL CELL AND FRONTAL PROTECTION

The chassis must include an impact-absorbing structure fitted ahead of the feet of the driver and passenger. This structure must be independent of the bodywork and, if it is detachable, it must be solidly fixed to the extremities of the side box members of the main chassis (i.e. using bolts requiring the use of tools for removal).

It must have a minimum length of 30 cm, a minimum height of 15 cm in any vertical section, and a total minimum cross section of 800 cm². This structure must be made from a metallic material with a minimum tensile strength of 225 N/mm² and be of a honeycomb sandwich construction with a minimum skin thickness of 1.5 mm. It must constitute a box, the panels of which will have a minimum thickness of 15 mm, or if the radiator(s) is(are) incorporated into the structure, two continuous box members of a minimum cross section of 100 cm² on either side of the radiator(s).

4.16 - REAR-VIEW

Rear-view mirrors giving an efficient view towards the rear must be fitted on both sides. (minimum surface 100 cm² for each one).

4.17 - BRAKES

The braking system must be designed in such a way that the brake pedal controls all wheels normally. In the event of any kind of failure in the brake transmission, the pedal shall still control at least two wheels.

4.18 - EXHAUST SYSTEM

It shall be directed either rearwards or sideways. If the outlet pipes are pointing rearwards, their orifices shall be placed between 45 cm and 10 cm above the ground. If the exhaust pipes are directed sideways, their orifices must be located aft of a vertical passing through the wheelbase centre plane and may not project in any way beyond the bodywork.

4.19 - POSITION OF THE PEDALS

The axis of the pedals must never be situated to the fore of the axis of the front wheels.

N.B : The prescriptions under art. 4.15, 4.19, 3.1, 4.5.1 and 4.5.2 are compulsory for any new car built as from 1st January 1987. The cars which were built before this date are admitted, provided that proof of the date of construction is supplied.

In the case of the latter :

- article 3.1 : The prescriptions concerning the sum and the difference of the overhangs are not to be respected, nor is the maximum width of 200 cm, which is then fixed at 210 cm.
- article 3.3.4 : The minimum width can be reduced to 110 cm, and to 100 cm for cars of less than 1000 cm³.
- articles 4.5.1 and 4.5.2 : The dimensions of the tubes for the rollbars should then be respectively
 - 42.4 x 2.6 for carbon steel
 - 35 x 2 for alloy steel.

Art 262 - Touring car technical regulations (Class II)

1) GENERAL

These Technical Regulations apply to large-scale series production touring cars of a minimum overall length of 4.20 metres and a maximum engine capacity of 2 litres, and having the engine installed in the front part of the car.

The cars are required to retain a close identity with the Appendix J Group A regulations of the FIA Year Book, but have some additional freedoms, particularly with respect to engines.

Two-doors versions will not be accepted unless at least one 4-door version of the model concerned is homologated on the same homologation form. All cars must be FIA Group A homologated (but not evolutions).

2) FIA APPROVAL

2.1 - The vehicle must comply with all the dimensional and other FIA Group A homologation requirements, except for those additional modifications allowed in these regulations.

2.2 - The vehicle (art. 2.1) and engine (art. 5.1) must be in production and freely on sale for retail purchase through dealer outlets, at the time of the application.

2.3 - Homologation of a series produced car will become null and void 5 years after the date on which the series production of the said model has been stopped.

2.4 - Any manufacturer who applies for FIA homologation will, where necessary, be required to arrange and pay for the verification of quantities produced. The manufacturer is required to agree to provide any reasonable access to information relevant to the verification procedure.

2.5 - An homologation form (available from the ASN) must be presented, specifying the standard vehicle/engine for which approval is being requested.

2.6 - If requested by FIA, the entrant is required to provide a standard vehicle/engine or parts for comparison purposes.

3) NUMBER OF SEATS

All cars in original condition must have a minimum of four seats, i.e. two front seats and two rear seats, and comply with Group A internal dimensions.

4) WEIGHT

4.1 - All cars using front wheel drive only must not weigh less than 950 kg.

4.2 - All cars using rear or four wheel drive must not weigh less than 1050 kg.

These minimum weights are the weight of the vehicle in the condition which it crosses the finishing line, or at any time during the event (excluding the driver).

The use of ballast is permitted in accordance with Appendix J of the FIA Yearbook, article 252.2.2 - General Prescriptions.

Weight is used as the only controlling element between front, rear, and 4-wheel drive cars.

5) MODIFICATIONS ALLOWED

General conditions :

a) The FIA reserves the right to consider the engineering integrity and safety of any modifications carried out, and require corrective action to be taken if appropriate.

b) Any nut, bolt or screw throughout the car may be replaced by any other nut, bolt or screw and have any kind of locking device (washer, lock-nut, etc.).

c) Apart from the parts for which the present article lays down freedom of modification, the original mechanical parts necessary for the propulsion, suspension as well as all accessories necessary for their normal functioning, excepting any steering or braking part, having undergone the normal machining operations laid down by the manufacturer for series production may be subjected to all tuning operations through finishing, scraping but not replacement.

In other words provided that the origin of the series production part may always be established, its shape may be ground, balanced, adjusted, reduced or modified through machining. Chemical and heat treatment are allowed, in addition to the above. However, the modifications defined by the above paragraph are allowed on condition that the weights and dimensions mentioned on the homologation form are respected.

d) Addition of material and parts :

Any addition of material or parts is not permitted unless it is specifically allowed by an article in these regulations. Any material removed is not to be reused.

Restoration of body shape and chassis geometry, following accidental damage, is permissible only using original panels or parts or by the addition of the materials necessary to effect the repairs (body filler, weld metal, etc.) ; other parts which are worn or damaged are not to be repaired by the addition or attaching of material unless an article in these regulations allows appropriate freedom.

5.1 - ENGINE

The engine must come from the FIA homologated car, or another model of the same make produced by the same manufacturer. If the engine comes from another model, at least 2500 of these engines must have been produced in 12 consecutive months ending not later than 12 months after the application is submitted. Evidence of production must be given at the time of FIA homologation.

The axis of the original engine relative to the homologated bodysell must be retained.

2-stroke engines are prohibited.

5.1.1) Engine block and cylinder head :

The engine must have no more than 6 cylinders, in any configuration. Bore and stroke may be changed to achieve a maximum capacity of 2000 cm³. The bore is required to be cylindrical and the stroke linear. The engine block must be from the FIA homologated vehicle or engine as in art. 5.1.

Sleeving or resleeving of the cylinder bores is allowed ; material of the sleeves is free. Machining of all surfaces is allowed ; material may be added. Steel (or other material) main caps are allowed, as are ladder reinforcement frames.

Cylinder head :

The cylinder head must be from the FIA homologated vehicle or the same engine as in art. 5.1. The position and the axis of the cylinders and ports must be retained, as must the axis and angle of the valves. Port sizes may be changed, but the port centres at the manifold face must remain original (± 2 mm). The addition or removal of material is allowed subject to other restrictions in these regulations. The number of valves cannot be changed (see also art. 5.1.10).

5.1.2) Compression ratio : Free.

5.1.3) Cylinder head gasket : Free.

5.1.4) Pistons : Free, as well as the piston rings, gudgeon pins and their securing mechanism.

5.1.5) Connecting rods, Crankshaft : Free, but they must be made of ferrous materials.

5.1.6) Bearings :

Make, dimensions and material are free, but the original type must be retained, e.g. thin wall shell or roller bearings.

5.1.7) Flywheel : Free.

5.1.8) Fuel feed and Induction system :

Free, except it is forbidden to use any type of water injection system. The use of any other substance or device to reduce the temperature of the mixture is forbidden (other than the fuel radiator permitted by art. 5.9.1). The induction system, location of the injectors, number of injectors, air filter assemblies and pipes are free to be changed or modified. Fuel electronics and injector types are free. It is not permitted to inject any fuel or additive other than that specified under art. 5.1.22.

Variable intake trumpets are forbidden.

5.1.9) Camshaft(s) :

Free, except position and number which must remain as for the original head. Number of bearings is free. Belts, pulleys, chains are free, as are their layout.

5.1.10) Valves :

The material, dimensions and the shape of the valves are free, but their principle of operation (coil springs, hydraulic) mentioned on the homologation form must be retained (including the respective angles of the valve axes). Cups, cotters, guides and springs are all free. Shims may be added under the springs. Hydraulic cam followers may be changed for solid ones. Valve lift is free. The material of the seats is free. The maximum number of valves is four per cylinder ; the number of valves cannot be changed from that homologated.

5.1.11) Rocker arms and tappets :

Free, including the respective leverages of the rocker arms.

5.1.12) Ignition :

Free, but must include the FIA approved RPM limiting device which must be installed so as to limit engine RPM to 8,500 maximum.

This RPM limiting device must be installed in such a manner as to provide direct and easy access to it, to facilitate inspection and testing procedures which are to be carried out by the Technical Scrutineer or other approved FIA personnel. The RPM limiter must be installed and wired up strictly in accordance with the limiter manufacturer's instructions and any wiring diagrams issued. The regulation wiring plug seal must always be intact.

The limiter will be checked and certified as and when deemed necessary throughout the event.

The number of sparks plugs may not be modified.

5.1.13) Cooling :

The method of cooling must be as on the homologated car or engine (i.e. air cooled/water cooled). Provided the original location in the car is retained, the radiator and its attachments are free, as are all its connections to the engine. A radiator screen may be fitted. Cooling fans and their method of operation are free. Thermostats are free.

The water pump must retain its original housing and location, but the internals are free. A water catch-tank may be fitted. The expansion chamber is free.

5.1.14) Lubrication :

Lubrication is free. A dry sump system is permissible.

The position of the oil tank is free other than it must not be located within the cockpit, unless positioned in the luggage area of a hatch-back car and then enclosed within a fluid/flame-proof bulkhead. Additional oil pumps, fans and coolers are allowed. Air ducts and mounting brackets under the car to these coolers and pumps are allowed, but no aerodynamic benefits may be derived from them, and the external appearance of the car must remain unchanged ; oil pumps, coolers and ducts must not protrude beyond the perimeter of the bodywork as seen from above. If the lubrication system includes an open type sump breather, it must be equipped in such a way that the oil can flow into a catch-tank of at least 2 litres capacity. This catch-tank must be made out of plastic or must include a transparent window.

5.1.15) Engine mountings :

The engine position and its mountings are free, provided the crankshaft retains its same orientation within the engine bay as in the homologated car, and the metal sheet forming the engine/gearbox bay remains as in the FIA homologated car. The bulkhead must be capable of preventing the passage of fluid or flame into the cockpit.

5.1.16) Exhaust :

Exhaust manifold and system are free but the noise from the car is not to exceed 110 dB(A) at 6300 RPM (or 3/4 max RPM, if less), when measured at 0.5 m distance and at a 45 degree angle to the point of exit of the exhaust.

No exhaust-pipe or pipes may protrude beyond the perimeter of the car's bodywork as seen from above ; furthermore the outlet for the exhaust-pipe must be at the rear of the car ; the outlet must be not more than 10 cm from the perimeter of the car. A catalytic converter must be used if required by the ASN.

It is permitted to modify the floor pan for the purposes of providing exhaust-pipe clearance, but at no point may this result in a duct larger than 21 cm in diameter, and only one such duct per vehicle is allowed ; the exhaust system must be adequately isolated from the driver compartment. All measures which are taken to ensure that the maximum noise limit is not exceeded, must be permanent in nature, and must not be removed by the exhaust gas pressure.

5.1.17) Driving belts and pulleys for ancillaries :

These are free, in number, location and design.

5.1.18) Gaskets : Free.

5.1.19) Engine springs :

Springs are not subject to any restrictions but they must keep their original functioning principle.

5.1.20) Starter :

A starter must be retained, but its make and type are free ; it must be capable of starting the engine at any time using energy stored on board.

5.1.21) Supercharging :

Any system of forced induction is prohibited. Ram effects which are entirely produced by the forward motion of the vehicle or the tuning of induction or exhaust pipe length, are permitted.

5.1.22) Fuel :

5.1.22.1 - The fuel must be commercial petrol which comes from a service station pump, without any additive other than that of a lubricant on current sale. The fuel must be approved by the ASN and must have the following characteristics :

- 102 RON and 90 MON maximum, 95 RON and 85 MON minimum for unleaded fuel.

100 RON and 92 MON maximum, 97 RON and 86 MON minimum for leaded fuel.

The measurement will be made according to the standards ASTM D 2699-86 and 2700-86, the fuel being accepted or rejected according to ASTM D 3244 with a confidence limit of 95 %.

- Specific gravity between 720 and 785 kg/m³ at 15°C (measured according to ASTM D4052).

- A maximum of 2.8 % oxygen (or 3.7 % if the lead content is less than 0.013 g/l) and 0.5 % nitrogen by weight, the remainder of the fuel consisting exclusively of hydrocarbons and not containing any power-boosting additives.

The measuring of the nitrogen content will be carried out according to the standard ASTM D3228 and that of the oxygen content by elemental analysis with a tolerance of 0.2 %.

- Maximum content of peroxides and nitrooxide compounds : 100 ppm (ASTM D3703 or in the case of impossibility UOP 33-82).

- Maximum lead content : 0.40 g/l or the standard of the country of the event, if it is lower (ASTM D3341 or D3237).

- Maximum benzene content : 5 % volume (ASTM D3606).

- Maximum Reid vapour pressure : 900 hPa (ASTM D 323).

- Distillation at 70°C : 10 % - 47 % (ASTM D 86).

- Distillation at 100°C : 30 % - 70 % (ASTM D 86).

- Distillation at 180°C : 85 % minimum (ASTM D 86).

- Maximum final boiling point : 225°C (ASTM D 86).

- Maximum residue : 2 % volume (ASTM D 86).

If the fuel available locally for the event is not of a sufficient quality for use by competitors, the ASN of the organising country must ask the FIA for a waiver in order to enable the use of fuel not corresponding to the characteristics defined above.

5.1.22.2 - Only air may be mixed with the fuel as an oxidant.

5.2 - TRANSMISSION

5.2.1) Clutch :

The clutch and its control are free but automatic operation of the clutch is not allowed. The clutch must be activated by the driver's feet.

5.2.2) Gearbox :

Gearbox is free. Gear selection mechanisms must be mechanically operated, (electronic, hydraulic or pneumatic mechanisms are not permitted). The maximum number of forward gears allowed is 6. The drive train concept, i.e. FWD, RWD or 4WD must be retained. However 4WD cars can disconnect either front or rear drive and run at the respective weight subject to the article 4.1 or 4.2. A reverse gear must be retained and be operational at all times.

Additional oil pumps and coolers are allowed. Air ducts and mounting brackets under the car to these coolers and pumps are allowed, but no aerodynamic benefits may be derived from them, and the external appearance of the car must remain unchanged ; oil pumps, coolers and ducts must not protrude beyond the perimeter of the bodywork as seen from above. Gearbox supports are free. The gearbox location relative to the other transmission/drive train components must be retained.

5.2.3) Final-drive assembly, differentials, prop-shafts and drive-shafts :

Free, subject to art. 5.2.2.

Electronically controlled systems are not permitted.

5.3 - SUSPENSION

The position of the rotational axis of the mounting points of the suspension to the shell (or chassis) must remain the same (within ± 20 mm), as must the operating and design layout of the suspension system (i.e. McPherson strut, Double A arms, etc.) remain as per the homologated car. The materials from which the suspension components are made and their design are free, except composite components are not permitted.

5.3.1) Reinforcing bars on the suspension mounting points of the body shell (or chassis) may be installed as follows : the distance between the suspension attachment point and the attachment point of the reinforcing bar must not exceed 100 mm, unless the bar is a transverse strut homologated with the rollcage, or unless there is an upper bar associated with a MacPherson suspension, or similar. In the latter case, the maximum distance between the attachment point of the reinforcing bar and the upper articulation point of the strut must not exceed 150 mm.

The attachment points at not more than 100 mm/150 mm are the only points on or within the car to which the reinforcing bars are to be affixed.

5.3.2) Strengthening of the mounting points, suspension parts, and the running gear is allowed.

5.3.3) Active suspension and any system which allows control of the spring flexibility, shock absorption and trim height when the car is moving are not allowed.

Adjustable anti-roll bars are permitted and these may be adjusted from the cockpit. If anti-roll bars are fitted as standard, their removal is allowed, and their mounting points may be used as suspension attachment points.

5.3.4) "Uniball" suspension joints may be used, or joints of a different material from original.

5.3.5) Road springs :

The material and main spring dimensions are free but not the type. The spring seats may be made adjustable even if this includes the addition of material. The road springs must retain their original operating principle. A coil spring may be replaced with two or more springs of the same type, concentric or in series, provided they can be fitted without any modifications other than those specified in these regulations. Combined spring/shock-absorber units are permissible subject to art. 5.3.6.

5.3.6) Shock absorbers :

Make and type are free, but not the number. It is permissible to replace the McPherson strut with another make or type including coil spring seats, but this must not result in a change of their working principle. Eccentric top-mounts for McPherson struts are permissible. In this case the articulation point of the strut is not subject to the ± 20 mm restriction as per article 5.3. Notwithstanding the foregoing, the position in the bodywork to which the eccentric top-mount is attached must remain as original, subject to the article 5.3.2.

5.4 - WHEELS AND TYRES

The maximum width of the rim-tyre assembly is of 9 inches ; the complete wheel diameter is not to exceed 650 mm. The complete wheel above the hub centre-line must be able to be housed within the wheel arch. The internal arch may be modified minimally to accommodate the wheel as long as it does not affect the structural integrity of the vehicle, change the external appearance or contravene art. 5.3 and art. 5.7.2.11.

5.4.1) Wheels :

The design and diameter are free, as is the type of attachment, but wheels made partially or entirely from composite materials are prohibited. If the wheel is of the centre lock type using a central nut, then a safety spring must be in place on the nut at all times during the event. These springs must be painted "dayglo red" and each car must have spare springs available at all times.

5.4.2) Tyres :

See Sporting Regulations.

5.4.3) Ground clearance :

No part of the car must touch the ground when both the tyres on one side are deflated. This test will be carried out on a flat surface, in race trim, with the driver on board.

5.5 - BRAKES

Drum brakes may be changed for disc brakes and vice versa.

5.5.1) Brake linings :

Material, dimensions and mounting method are free.

5.5.2) Brake servos, callipers and adjusters are free. Anti-lock devices are not allowed.

5.5.3) Brake cooling :

Protection shields may be modified or removed. Flexible ducts to bring the air to the brakes of each wheel are allowed, but its cross-sectional area must total less than 80 cm² and the maximum dimension less than 25 cm.

The air ducts must not protrude beyond the perimeter of the bodywork seen from above.

5.5.4) Brake discs :

Brake discs are free, subject to them being made from ferrous material.

5.5.5) Handbrake :

May be removed.

5.5.6) Hydraulic lines :

Hydraulic lines may be replaced by lines of aircraft quality.

5.6 - STEERING

Free, providing the type fitted to the homologated vehicle is retained, and that the steering mechanism operates only the front wheels. Power steering may be disconnected and/or removed, or added.

5.7 - BODYWORK - BODYSHELL

5.7.1) Lightening and reinforcement :

All bodywork panels of the vehicle must be of the same shape, material and thickness as the original homologated car. Windows must be made of glass, be approved for road use and marked accordingly.

Strengthening of the chassis and bodywork is allowed provided that the material used follows the original shape and is in direct contact with it. New supports and mounting brackets may be added as required subject to art. 5.3.

Reinforcement by composite materials is allowed in accordance with this article. Insulating material may be removed from under the car floor, from the engine compartment, the luggage boot and the wheel arches. Unused supports (e.g. for spare wheel) situated on the chassis/bodywork may be removed unless they are required for mechanical parts which cannot be moved or removed. Any holes in the cockpit, engine bay and luggage compartment, must be closed in such a way as to prevent the passage of fluid or flame. Any other holes may be closed off using adhesive tape.

5.7.2) Exterior :

5.7.2.1 - Bumpers and all external bodywork must remain as on the homologated vehicle.

5.7.2.2 - Hub caps and wheel embellishers must be removed.

5.7.2.3 - Windscreen wipers and washers : The wiper is free but it must be operational and clear the screen directly in front of the driver. The capacity of the washer tank may be increased and it may be moved in position or removed.

5.7.2.4 - External decorative strips and mud flaps may be removed. Any parts following the external contour of the bodywork and less than 25 mm high will be considered as decorative strips.

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

5.7.2.6 - Headlights covers may be fitted provided that their sole aim is to protect the headlight glass and that they have no effect on the car's aerodynamics.

5.7.2.7 - Registration plates may be removed.

5.7.2.8 - Registration plates mountings may be dismantled as well as their lighting system.

5.7.2.9 - Additional safety fastenings for the windscreen and the side windows may be fitted provided that they do not improve the aerodynamic qualities of the car.

5.7.2.10 - The fitting of any underbody protection is prohibited except for undertrays installed as original equipment on the homologated car.

5.7.2.11 - The metal or plastic edges of the wing panels may be folded back or trimmed if they protrude inside the wheelhousing. The plastic sound-proofing parts may be removed from the interior of the wheel bays (see also art. 5.4).

5.7.2.12 - Pneumatic jacks are permitted, but compressed air bottles are not to be carried on board.

5.7.2.13 - "Skirts" are banned. All non-homologated devices or constructions designed so as to fill, fully or partially, the space between the sprung parts of the car and the ground are forbidden in all circumstances.

5.7.2.14 - It is authorised to remove or replace existing supports between the bodywork and the chassis, but it is not possible to change or add locations.

5.7.2.15 - The external rear-view mirrors are free. However one must be fitted to each side of the car and have no other function. Each of external rear-view mirror must have a reflecting surface of at least 90 cm².

5.7.3) Cockpit :

5.7.3.1 - Seats :

The driver's seat and its mountings are free, but the seat must include a head restraint. The head restraint must be capable of restraining a 17 kg mass decelerating at 5 g. Its dimensions must be such that the driver's head/helmet is retained and cannot move past it under rearward acceleration, or be trapped between the roll-over bar and the head restraint. The driver's seat may be moved backwards but not beyond the vertical plane defined by the front edge of the original rear seat. Passengers' seats are to be removed to reduce combustible material.

5.7.3.2 - If the fuel tank is installed in the boot, a fireproof and liquid proof bulkhead must separate the cockpit from the fuel tank.

5.7.3.3 - Dashboard :

The trim situated below the dashboard, and which is not part of it, may be removed. It is also permitted to remove the part of the centre console which contains neither the heating nor the instruments.

5.7.3.4 - Doors :

All door interior-trim and sound-proofing material may be removed and replaced with panels of non-combustible material (e.g. aluminium, carbon and/or aramid based composites) in order to obscure the door and window mechanisms. Manual winders may replace electric ones.

5.7.3.5 - Roof :

All padding, insulating material and roof lining are to be removed from the underside of the roof. Sun roofs are not permitted.

5.7.3.6 - Floor :

Insulating and padding materials and carpets are to be removed.

5.7.3.7 - Any other padding and interior trim may be removed.

5.7.3.8 - The cockpit heating system may be removed ; however an adequate system of de-misting must be fitted.

5.7.3.9 - Air conditioning may be added or removed, but de-misting must be assured.

5.7.3.10 - Steering wheel :

Free ; the anti-theft steering-lock device must be made inoperative. The steering may be either right or left-hand, provided this is achieved by a simple inversion of the steering wheel controls, specified and supplied by the manufacturer, without any other mechanical modifications except those made necessary by the inversion.

Pedals :

The pedals may be either right or left provided this is achieved by a simple inversion of the pedals controls, specified and supplied by the manufacturer, without any other mechanical modifications except those made necessary by the inversion.

5.7.3.11 - A steel rollcage must be fitted to conform with art. 253.8 - Safety of Appendix J.

5.7.3.12 - The removable rear window shelf in two volume cars may be removed.

5.7.3.13 - Air pipes may only pass through the cockpit if these are intended for the ventilation of the cockpit or air jacks.

5.7.3.14 - The inside rear view mirror is optional.

5.7.4) Additional accessories :

All those which have no influence on the car's behaviour are allowed, e.g. equipment which improves the aesthetics or comfort of the car interior (lighting, radio, etc.). In no case are these accessories permitted to increase the engine power or influence the steering, transmission, brakes or road holding, even in an indirect fashion. All controls must retain the role laid down for them by the manufacturer. They may be adapted to facilitate their use and accessibility, e.g. a longer handbrake lever, an additional pad on the brake pedal, etc.

The following are allowed :

1) The original windscreen may be replaced by a laminated windscreen with defrosting equipment incorporated.
2) Measuring instruments such as speedometer, etc. may be installed, removed or replaced. Data logging/time-keeping equipment may be fitted.

3) The horn is not compulsory.

4) Circuit breakers may be freely changed regarding their use, position or number in the case of additional accessories.

5) A "fly-off" hand brake may be installed.

6) A spare wheel is not compulsory. However, if there is one, it must be securely fixed and not installed in the cockpit. No exterior modification of the bodywork is to result from its installation.

7) Insulating material may be added to the existing bulkheads to provide additional protection for the driver from fire.

5.8 - ELECTRICAL SYSTEM

5.8.1) The nominal voltage of the electrical system, including that of the supply circuit of the ignition, must be retained. Relays, fuses and cables are free.

5.8.2) Battery :

The make, number and capacity of the batteries are free. Each battery must be securely fixed and covered to avoid any short-circuits or leaks. The location of each battery is free, however it must not be placed in the cockpit.

5.8.3) Generator and voltage regulator :

Free, including position and drive system.

5.8.4) Lighting and indicating :

All lighting and signalling devices, as homologated, must be operational (with the exception of the number-plate lights and reversing lights) in order to preserve vehicle identity. The make of the lighting devices is free. The operating system of the retractable headlights, as well as its energy source, may be modified. If a reversing light is operational, it must only operate when reverse gear is selected. Fog lights may be removed and the subsequent apertures must be blocked off. In this case, it is not permissible to use the apertures for any purpose.

The headlamps must be capable of providing effective illumination.

5.9 - FUEL TANKS

5.9.1) The fuel tank must be replaced by one or several safety fuel tanks homologated by FIA (specification FT3). Each tank must be placed inside the luggage compartment, or in its original location, provided that it is not in the cockpit. The construction of collector-tanks with a capacity of less than 1 litre is free. A fluid/flame-proof bulkhead is to be installed between the tank compartments and the cockpit, and if needs be, suitable protection provided for the supplementary accessories (refuelling orifice, petrol pump, overflow pipe). The changes of the position of the tanks should not give rise to any lightening or reinforcement other than provided for under article 5.7.1. In the case of a fuel tank being fitted below the floor of the car, it must be contained in a close fitting flame proof housing that has no aerodynamic advantage. The opening remaining after the removal of the original tank may be closed by the installation of a panel of the same dimensions as the fuel tank aperture. 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 is effected in such a way that no fuel will leak into 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. It is permitted to fit a radiator in the fuel circuit.

The total capacity of the fuel tanks must not exceed 100 litres.

5.10 - GENERAL PRESCRIPTIONS AND SAFETY

5.10.1) Cars must also comply with the relevant requirements of Appendix J article 252 - General Prescriptions and article 253 - Safety, as published in the FIA Yearbook and which are not already covered in these regulations.

6) FINAL TEXT

The final text for these regulations shall be the French version which will be used should any dispute arise over their interpretation.

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ARTICLE 1 : DEFINITIONS**1) Formula 3 car :**

Automobile designed solely for speed races on circuits or closed courses.

2) Automobile :

Land vehicle running on at least four non aligned complete wheels, of which at least two are for steering and at least two for propulsion.

3) Land vehicle :

A locomotive device propelled by its own means, moving by constantly taking real support on the earth's surface, of which the propulsion and steering are under the control of a driver aboard the vehicle.

4) Bodywork :

All entirely sprung parts of the car in contact with the external air stream, except the rollover structures and the parts definitely associated with the mechanical functioning of the engine, transmission and running gear. Airboxes and radiators are considered to be part of the bodywork.

5) Wheel :

Flange and rim. Complete wheel : Flange, rim and tyre.

6) Automobile Make :

In the case of Formula racing cars, an automobile make is a complete car. When the car manufacturer fits an engine which it does not manufacture, the car shall be considered a hybrid and the name of the engine manufacturer shall be associated with that of the car manufacturer. The name of the car manufacturer must always precede that of the engine manufacturer. Should a hybrid car win a Championship Title, Cup or Trophy, this will be awarded to the manufacturer of the car.

7) Event :

An event shall consist of official practice and the race.

8) Weight :

Is the weight of the car without fuel or driver at all times during the event.

9) Racing weight :

Is the weight of the car in running order with the driver aboard and all fuel tanks full.

10) Cubic capacity :

The volume swept in the cylinders of the engine by the movement of the pistons. This volume shall be expressed in cubic centimetres. In calculating engine cubic capacity, the number π shall be 3.1416.

11) Supercharging :

Increasing the weight of the charge of the fuel/air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust system) by any means whatsoever. The injection of fuel under pressure is not considered to be supercharging.

12) Intake system :

All the elements between the cylinder head and the external side of the air restrictor.

13) Main structure :

The fully sprung structure of the vehicle to which the suspension and/or spring loads are transmitted, extending longitudinally from the foremost front suspension on the chassis to the rearmost one at the rear.

14) Sprung suspension :

The means whereby all complete wheels are suspended from the body/chassis unit by a spring medium.

15) Active suspension :

Any system which allows control of any part of the suspension or of the trim height when the car is moving.

16) Cockpit :

The volume which accommodates the driver.

17) Survival cell :

A continuous closed structure containing all fuel tanks and the cockpit.

18) Composite structure :

Non-homogenous materials which have a cross section comprising of two skins bonded to either side of a core material.

19) Telemetry :

The transmission of data between a moving car and anyone connected with the entry of that car.

ARTICLE 2 : REGULATIONS**1) Role of the FIA :**

The following technical regulations for Formula 3 cars are issued by the FIA.

2) Publication date for amendments :

Each year, in October, the FIA will publish all changes made to these regulations. All such changes will take effect on the third 1st January following their publication.

Changes made for safety reasons may come into force without notice.

3) Notice for change in the air restrictor :

The FIA reserves its right to modify the dimensions of the air restrictor with one years notice.

4) Permanent compliance with regulations :

Automobiles must comply with these regulations in their entirety at all times during an event.

5) Measurements :

All measurements must be made while the car is stationary on a flat horizontal surface.

ARTICLE 3 : BODYWORK AND DIMENSIONS**1) Width :**

Overall width of the car, including complete wheels shall not exceed 185 cm, with the steered wheels in the straight ahead position.

2) Width ahead of front wheels :

The bodywork ahead of the front edge of the complete front wheels is limited to an overall width of 130 cm.

Nevertheless, any part of the bodywork ahead of the front wheels exceeding an overall width of 95 cm, must not extend above the height of the front wheel rims with the driver aboard seated normally, and irrespective of the fuel load.

3) Width and shape between the front and rear wheels :

The maximum width of the bodywork behind the forward edge of the complete front wheels and in front of the centre line of the rear wheels is 130 cm.

Between the rear edge of the complete front wheels and the front edge of the complete rear wheels all sprung parts of the car visible from directly beneath the car must lie on one plane.

All these parts must produce a uniform, solid, hard, rigid (no degree of freedom in relation to the body/chassis unit), impervious surface, under all circumstances. The periphery of the surface formed by these parts may be curved upwards with a maximum radius of 5 cm.

To help overcome any possible manufacturing problems, a tolerance of ± 5 mm is permissible across this surface.

With the exception of engine airboxes, no part of the bodywork in front of the rear wheel centre line and extending above the height of the rear complete wheels may project beyond 45 cm each side of the longitudinal axis of the car.

4) Width behind the rear wheel centre line :

Bodywork behind the centre line of the rear wheels must not exceed 90 cm in width.

5) Overhangs :

No part of the car shall be more than 60 cm behind the centre line of the rear wheels or more than 100 cm in front of the centre line of the front wheels.

The centre line of any wheel shall be deemed to be half way between two straight edges, perpendicular to the surface on which the car is standing, placed against opposite sides of the complete wheel at the centre of the tyre tread.

6) Height :

Except for the rollover structures, no part of the car can be higher than 90 cm from the ground with the car in normal racing trim with the driver aboard seated normally.

Any part of the rollover structures higher than 90 cm from the ground must not be shaped to have a significant aerodynamic influence on the performance of the car.

7) Aerodynamic influence :

Any specific part of the car influencing its aerodynamic performance :

- Must comply with the rules relating to bodywork.

- Must be rigidly secured to the entirely sprung part of the car (rigidly secured means not having any degree of freedom).

- Must remain immobile in relation to the sprung part of the car.

Any device or construction that is designed to bridge the gap between the sprung part of the car and the ground is prohibited under all circumstances.

No part having an aerodynamic influence and no part of the bodywork may under any circumstances be located below the geometrical plane generated by the flat surface described in Article 3.3.

No part of the bodywork in front of the front wheel centre line and more than 20 cm from the longitudinal centre line of the car may be closer than 25 mm to the geometrical plane referred to in Article 3.3.

With the exception of brake cooling ducts, in plan view, there must be no bodywork in the area formed by two longitudinal lines parallel to and 40 cm and 90 cm from the car centre line and two transversal lines, one 5 cm forward of the front edge and one 20 cm behind the rear edge of the complete front wheel.

8) Wheelbase and track :

Minimum wheelbase : 200 cm.

Minimum track : 120 cm.

ARTICLE 4 : WEIGHT**1) Minimum weight :**

The weight of the car must not be less than 455 kg.

2) Ballast :

Ballast can be used provided it is secured in such a way that tools are required for its removal. It must be possible to fix seals if deemed necessary by the scrutineers.

3) Adding during the race :

The adding to the car during the race of any liquid or other material whatsoever or the replacement during the race of any part with another materially heavier is forbidden.

ARTICLE 5 : ENGINE**1) Types of engine permitted :**

1.1. Engines with reciprocating pistons:

Two stroke engines are forbidden.

1.2. Engines with rotary pistons:

Cars with rotary piston engines covered by NSU-Wankel patents will be admitted on the basis of a piston displacement equivalence. This equivalence is 1.8 the volume determined by the difference between the maximum and minimum capacity of the working chamber.

1.3. The use of magnesium is forbidden in any engines homologated after 01.01.94.

2) Maximum capacity :

Engine capacity must not exceed 2000 cm³.

3) Supercharging :

Supercharging is forbidden.

4) Engine modifications :

4.1. The engine block and engine head castings, machining completed, must be those of a car engine equipping a car model of which the FIA has ascertained the series production of at least 2500 units in 12 consecutive months.

This engine must be homologated by the FIA, and described on an homologation form for Formula 3 engines.

4.2. The original engine block and cylinder head may be modified by the removal of material, but addition of material is not permitted. However, it is permitted to sleeve an engine block, by welding if necessary, that originally is not fitted with sleeves, to modify or close the lubrication holes in the cylinder head, close standard injector holes or to use helicoils.

Unused apertures in the cylinder head or block may be closed provided the only purpose is that of closing.

Any parts added to the intake system must be permanently attached only to the intake manifold, not to the cylinder head.

4.3. The type of crankshaft bearings may not be modified.

4.4. Mechanical components from the original engine do not have to be used.

4.5. The intake system is free but must be fitted with an air restrictor 3 mm long and having a maximum diameter of 24 mm.

All the air feeding the engine must pass through this air restrictor, which must be made of metal or metal alloy.

4.6. The material of the air box is free, provided that it is not porous.

The entire intake system including manifolds, injectors, airbox and restrictor must fit into a box 100 cm long x 50 cm wide x 50 cm high.

It must be possible to remove the entire intake system from the engine as one unit with the cylinder head.

4.7. Provided Article 5.2 is respected, the bore and stroke are free.

4.8. Internal and/or external spraying or injection of water or any substance whatsoever is forbidden (other than fuel for the normal purpose of combustion in the engine).

4.9. Inlet and exhaust valves must be the conventional poppet type and controlled by coil springs.

4.10 The use of ceramic materials is forbidden.

4.11 Connecting rods must be made from a conventional steel alloy.

4.12 Inlet and exhaust valves must be made from a conventional steel alloy.

5) Vacuum tightness control of the intake system :

The control apparatus described hereafter represents the ultimate method of verification of the vacuum tightness of intake systems, without the possibility of appeal.

All event organisers will have to put such an apparatus at the disposal of the scrutineers for verification purposes, both before and after the race.

The apparatus aims to create artificially a vacuum in the intake system and includes :

- A membrane suction pump, with a nominal output of 25 to 28 litres/minute, and capable of obtaining a vacuum of 55 to 65 cm Hg for zero air flow.

- A rubber tubular stop perfectly adjusted to the flange.

- A vacuum gauge connected to the piping between the rubber stop and the suction-pump.

The procedure to be respected for the checking is the following:

a) Rotate the engine into such a position that, in each cylinder, at least one of the valves is closed.

b) Open the injection slide or the carburettor butterflies.

c) Check on the vacuum gauge that the suction pump creates in the induction system a depression superior or equal to 15 cm Hg.

d) If condition a) cannot be met, disconnect the rocker arms or remove the camshaft, in order to shut all inlet valves.

If one or several valves have been damaged during the event, the entrant may repair them under the steward's control before undergoing the testing procedure.

In these last cases, the minimum vacuum to be obtained shall be 20 cm Hg instead of 15 cm Hg.

6) Exhaust system :

6.1 Variable length exhaust systems are forbidden.

6.2 The outlet orifices of the exhaust pipes, when directed to the rear, must be less than 60 cm from the ground.

7) Telemetry :

The use of telemetry is forbidden.

8) Clutch :

The diameter of the clutch assembly must not be less than 165 mm.

ARTICLE 6 : PIPING AND FUEL TANKS

1) Fuel tanks :

1.1. All fuel tanks must be rubber bladders conforming to or exceeding the specifications of FIA/FT3.

1.2. Fuel must not be stored more than 55 cm from the longitudinal axis of the car.

1.3. All rubber bladders must be made by manufacturers recognised by the FIA. In order to obtain the agreement of the FIA, the manufacturer must prove the compliance of his product with the specifications approved by the FIA. These manufacturers must undertake to deliver to their customers exclusively tanks complying with the approved standards. A list of approved manufacturers is available from the FIA.

1.4. All rubber bladders shall have a printed code indicating the name of the manufacturer, the specifications to which the tank has been manufactured and the date of manufacture.

1.5. No rubber bladders shall be used more than 5 years after the date of manufacture, unless inspected and recertified by the manufacturer for a period of up to another 2 years.

2) Fittings and piping :

2.1. No lines containing fuel, cooling water or lubricating oil may pass through the cockpit.

2.2. All lines must be fitted in such a way that any leakage cannot result in the accumulation of fluid in the cockpit.

2.3. When flexible, all lines must have threaded connectors and an outer braid which is resistant to abrasion and flame.

2.4. All fuel and lubricating oil lines must have a minimum burst pressure of 41 bar at the maximum operating temperature of 135 degrees centigrade.

2.5. All hydraulic fluid lines which are not subjected to abrupt changes in pressure, with the exception of lines under gravity head, must have a minimum burst pressure of 408 bar at the maximum operating temperature of 204 degrees centigrade when used with steel connectors and 135 degrees centigrade when used with aluminium connectors.

2.6. All hydraulic fluid lines subjected to abrupt changes in pressure must have a minimum burst pressure of 816 bar at the maximum operating temperature of 204 degrees centigrade.

2.7. No hydraulic fluid lines may have removable connectors inside the cockpit.

3) Crushable structure :

The chassis must include a crushable structure surrounding the fuel tank with the exception of the access hatches, this structure being an integral part of the car main structure and of the survival cell, and conforming to the following specifications:

3.1. The crushable structure must be a honeycomb sandwich construction based on a fire resistant core of a minimum crushing strength of 18N/ cm² (25lb/in²). It shall be permitted to pass water pipes through this core, but not fuel, lubricating oil or electrical lines.

The sandwich construction must include two skins of 1.5mm thickness having a tensile strength of minimum 225N/mm² (14tons/in²).

3.2. The minimum thickness of the sandwich construction must be 1 cm.

4) Tank fillers :

4.1. Tank fillers must not protrude beyond the bodywork. Any breather pipe connecting the fuel tank to the atmosphere must be designed to avoid liquid leakage when the car is running and its outlet must not be less than 25 cm from the cockpit opening.
All tank fillers must be designed to ensure an efficient locking action which reduces the risk of accidental opening following a crash impact or incomplete locking after refuelling.

4.2. All cars must be fitted with a self sealing connector which can be used by the scrutineers to obtain fuel from the tank.

This connector must be the type approved by the FIA.

5) Refuelling :

5.1. Refuelling during the race is forbidden.

5.2. Refuelling the car on the grid by any other means than by gravity from a maximum head of 2 metres above the ground is forbidden.

5.3. Any storage of fuel on board the car at a temperature of more than ten degrees centigrade below the ambient temperature is forbidden.

5.4. The use of any specific device, whether on board or not, to decrease the temperature of the fuel below the ambient temperature is forbidden.

ARTICLE 7 : OIL SYSTEM

1) Location of oil tanks :

All oil storage tanks must be situated between the front wheel axis and the rearmost gearbox casing longitudinally, and if situated outside the main structure of the car they must be surrounded by a 10mm thick crushable structure.

2) Longitudinal location of oil system :

No other part of the car containing oil may be situated behind the complete rear wheels.

3) Catch tank :

When a car's lubrication system includes an open type sump breather, this breather must vent into a catch tank of at least 2 litres capacity.

4) Transversal location of oil system :

No part of the car containing oil may be more than 55 cm from the longitudinal centre line of the car.

5) Oil replenishment :

No oil replenishment is allowed during a race.

ARTICLE 8 : STARTING

1) Starter :

A starter must be fitted with electrical or other source of energy carried aboard the car, and able to be controlled by the driver when seated normally.

The starter must be capable of starting the engine at all times.

2) Starting the engine :

A supplementary device temporarily connected to the car may be used to start the engine both on the grid and in the pits.

ARTICLE 9 : TRANSMISSION TO THE WHEELS

1) Four wheel drive :

Four wheel drive cars are forbidden.

2) Type of gearbox :

All cars must have no more than five forward gears.

Transversal gearboxes or gearboxes forward of the rear wheel axis are forbidden.

Semi automatic and automatic gearboxes and differentials with electronic, pneumatic or hydraulic slip control are forbidden.

3) Reverse gear :

All cars must have a reverse gear which, at any time during the event, can be selected while the engine is running and used by the driver when seated normally.

4) Traction control :

The use of traction control is forbidden.

ARTICLE 10 : SUSPENSION AND STEERING

1) Active suspension :

Active suspension is forbidden.

2) Chromium plating :

Chromium plating of any steel suspension components is forbidden.

3) Suspension members :

All suspension members must be made from an homogeneous metallic material.

4) Sprung suspension :

Cars must be fitted with sprung suspension.

The springing medium must not consist solely of bolts located through flexible bushes or mountings.

There must be movement of the wheels to give suspension travel in excess of any flexibility in the attachments.

5) Steering :

5.1. The steering must consist of a mechanical link between the driver and the wheels.

5.2. Four wheel steering is forbidden.

ARTICLE 11 : BRAKES

1) Separate circuits :

All cars must have a brake system which has at least two separate circuits operated by the same pedal

This system must be designed so that if leakage or failure occurs in one circuit, the pedal shall still operate the brakes on at least two wheels.

2) Brake discs :

2.1. Brake discs must be made from ferrous material.

2.2. Brake discs must not be cross drilled and must have a maximum of 4 grooves per side. Additionally, all solid discs must have a minimum thickness of 9.5 mm and ventilated discs 15.0 mm when new.

3) Brake callipers :

There must be no more than 4 brake calliper pistons on each wheel

4) Air ducts :

Air ducts for the purpose of cooling the front brakes shall not protrude beyond :

- A plane parallel to the ground situated at a distance of 140 mm above the horizontal centre line of the wheel.

- A plane parallel to the ground situated at a distance of 140 mm below the horizontal centre line of the wheel.

- A vertical plane parallel to the inner face of the front rim and displaced from it by 120mm toward the

centre line of the car.

Furthermore, when viewed from the side the ducts must not protrude forwards beyond the periphery of the tyre or backwards beyond the wheel rim.

ARTICLE 12 : WHEELS AND TYRES**1) Location :**

Complete wheels must be external to the bodywork in plan view, with the rear aerodynamic device removed.

2) Wheel material :

All wheels must be made from an homogeneous metallic material.

3) Dimensions :

3.1. Maximum complete wheel width: 11.5 inches.

Compulsory wheel diameter: 13.0 inches.

3.2. These measurements will be taken horizontally at axle height.

4) Maximum number of wheels :

The number of wheels is fixed at four.

5) Wheel attachment :

A safety spring must be in place on the wheel nut throughout the event and must be replaced after each wheel change. These springs must be painted dayglo red or orange.

Alternatively, another method of retaining the wheels may be used, provided it has been approved by the FIA.

6) Pressure control valves :

Pressure control valves on the wheels are forbidden.

ARTICLE 13 : COCKPIT**1) Cockpit opening :**

The opening giving access to the cockpit must allow the horizontal template, shown in

Appendix J/Drawing 274-5, to be inserted vertically, from above the car into the survival cell and bodywork, with the steering wheel removed.

It must be possible to lower the template 25 mm below the lowest point of the cockpit opening.

The driver must be able to enter and get out of his seat without it being necessary to open a door or move any part of the car. Sitting at his steering wheel, the driver must be facing forward.

The cockpit must be so conceived that the maximum time necessary for the driver to get out from his normal driving position does not exceed 5 seconds with all driving equipment being worn, the safety belts fastened and the steering wheel in place in the most inconvenient position.

2) Steering wheel :

The steering wheel must be fitted with a quick release mechanism. Its method of release must be by pulling a concentric flange installed on the steering column behind the wheel.

3) Internal cross section :

The internal cross section of the cockpit from the soles of the driver's feet to behind his seat shall at no point be less than 700 cm². The only things which can encroach on this area are the steering column and padding for driver comfort.

A free vertical cross section, having a minimum width of 25 cm, maintained over a minimum height of 25 cm and with corner radii of a maximum of 5 cm, must be maintained along the whole length of the cockpit with the steering wheel removed.

The driver, seated normally with his seat belts fastened and with the steering wheel removed, must be able to raise both legs together so that his knees are past the plane of the steering wheel in the rearward direction. This action must not be obstructed by any part of the car.

ARTICLE 14 : SAFETY EQUIPMENT**1) Fire extinguishers :**

1.1. All cars must be fitted with two fire extinguishing systems, one which will discharge into the cockpit and one into the engine compartment.

1.2. Permitted extinguishants :

a) BCF (C F2 Cl Br)

b) FM100 (C H F2 Br)

c) NAF S3

d) NAF P

e) ZERO 2000

Dry powder is also permitted but only on cars being used in or coming from countries where national regulations preclude the use of the above products.

1.3. Minimum extinguisher capacity :

Cockpit: 1.65 litres.

Engine: 3.30 litres.

1.4. Minimum quantity of extinguishant :

a) BCF :	Cockpit	2.5 kg
	Engine	5.0 kg
b) FM100 :	Cockpit	2.0 kg
	Engine	4.0 kg
c) NAF S3 :	Cockpit	2.0 kg
	Engine	4.0 kg
d) NAF P :	Cockpit	2.0 kg
	Engine	4.0 kg
e) ZERO 2000 :	Cockpit	1.12 litres
	Engine	2.25 litres
f) Powder :	Cockpit	1.2 kg
	Engine	2.4 kg

1.5. Discharge time :

Engine : 30 secs minimum / 80 secs maximum.

Cockpit : 10 secs minimum / 40 secs maximum.

Both extinguishers must be released simultaneously.

1.6. All extinguishers must be pressurised according to the contents:

a) BCF :	7.0 bar
b) FM100 :	7.0 bar
c) NAF S3 :	7.0 bar
d) NAF P :	7.0 bar
e) ZERO 2000 :	12.0 bar
f) Powder :	13.5 bar

Furthermore, each extinguisher when filled with ZERO 2000 must be equipped with a means of checking the pressure of the contents.

1.7. The following information must be visible on each extinguisher:

- Capacity
- Type of extinguishant
- Weight or volume of the extinguishant
- Date the extinguisher must be checked, which must be no more than two years after the date of filling or the date of the last check.

1.8. All extinguishers must be adequately protected and must be situated within the survival cell. In all cases their mountings must be able to withstand a deceleration of 25 g.

All extinguishing equipment must withstand fire.

1.9. Any triggering system having its own source of energy is permitted, provided it is possible to operate all extinguishers should the main electrical circuits of the car fail.

The driver must be able to trigger all extinguishers manually when seated normally with his safety belts fastened and the steering wheel in place.

Furthermore, a means of triggering from the outside must be combined with the circuit breaker switch. It must be marked with a letter "E" in red inside a white circle of at least 10 cm diameter with a red edge.

1.10 The system must work in any position, even when the car is inverted.

1.11 Extinguisher nozzles must be suitable for the extinguishant and be installed in such a way that they are not directly pointed at the driver.

2) Master switch :

2.1. The driver, when seated normally with safety belt fastened and steering wheel in place, must be able to cut off all electrical circuits to the ignition, all fuel pumps and the rear light by means of a spark proof circuit breaker switch. This switch must be located on the dashboard and must be clearly marked by a symbol showing a red spark in a white edged blue triangle.

2.2. There must also be an exterior switch, with a horizontal handle, which is capable of being operated from a distance by a hook. This switch must be situated at the base of the main rollover structure on the right hand side.

3) Rear view mirrors :

All cars must have at least two mirrors, each with a minimum surface area of 55 cm², mounted so that the driver has visibility to the rear and both sides of the car.

4) Safety belts :

The wearing of two shoulder straps, one abdominal strap and two straps between the legs is mandatory. These straps must be securely fixed to the car and must comply with FIA standard 8853-1985.

5) Rear light :

All cars must have a red light of at least 21 watts, in working order throughout the event which :

- Faces rearwards at 90° to the car centre line.
- Is clearly visible from the rear.
- Is not mounted more than 10 cm from the car centre line.
- Is at least 40 cm from the ground.

The two measurements being taken to the centre of area of the lens.

- Has a minimum surface area of 50 cm².
 - Can be switched on by the driver when seated normally in the car.
- In addition the lens and reflector must conform to the EEC standards and must carry the corresponding approval marking.

6) Headrest :

All cars must be equipped with a headrest which cannot deflect more than 5 cm when a rearward force of 85 daN is applied.

The headrest surface must not be less than 400 cm² and must be continuous and without protruding parts.

It must be positioned so that it is the first point of contact for the driver's helmet in the event of an impact projecting his head backwards, when he is seated normally.

ARTICLE 15 : SAFETY STRUCTURES**1) Materials used for car construction :**

1.1. The use of magnesium sheet less than 3 mm thick is forbidden.

1.2. The use of titanium is forbidden.

2) Rollover structures :

2.1. The basic purpose of safety structures is to protect the driver. This purpose is the primary design consideration.

2.2. All cars must have at least two rollover structures.

The first structure must be in front of the steering wheel, not more than 25 cm forward of, and at least as high as the top of the steering wheel rim.

The second structure must not be less than 50 cm behind the first and high enough for a line extended from the top of the first structure to the top of the second to pass 5 cm over the driver's helmet when he is seated normally in the car with his helmet on and seat belts fastened.

2.3. Both rollover structures required by Article 15.2.2 must, when attached to the car, be capable of withstanding three loads applied simultaneously to the top of the structure which are 1.5w laterally, 5.5 w longitudinally, and 7.5 w vertically, w being 560 kg.

2.4. The second rollover structure shall be subjected to a static load test by applying the combined loads described in 2.3 on top of the structure through a rigid flat pad perpendicular to the loading axis.

During the test, the rollover structure must be attached to the survival cell which is supported on its underside on a flat plate, fixed to it through its engine mounting points and wedged laterally, but not in a way as to increase the resistance of the structure being tested.

Under the load, the deformation must be less than 50 mm, measured along the loading axis and any structural failure limited to 100 mm below the top of the rollover structure, measured vertically.

This test must be carried out in the presence of an FIA technical delegate and using measuring equipment verified by the FIA.

2.5. The design concept of the rollover structures required by Article 15.2.2 shall be free. However, the second rollover structure must have a minimum structural cross section, in vertical projection, of 100 cm², across a horizontal plane passing 5 cm lower than the highest point of the second rollover structure.

3) Survival cell and frontal protection :

3.1. The chassis structure must include a survival cell formed from two continuous box members, one on each side of the driver. These box members can be coupled at the car's centre line but they must be connected by at least one closed bulkhead at the main rollbar level, one hoop at the front rollbar level and a closed bulkhead in front of the pedal box. Openings in the closed bulkheads must be of a minimum size to allow the passage of controls.

3.2. Each box member shall extend from behind the driver to a plane at least 10 cm in front of the soles of his feet with the driver seated normally and with his feet on the pedals in the inoperative position.

When he is seated normally, the soles of the driver's feet, resting on the pedals in the inoperative position, shall not be situated to the fore of the vertical plane passing through the centre line of the front wheels. Should the car not be fitted with pedals, the driver's feet at their maximum forward extension shall not be situated to the fore of the above mentioned vertical plane.

3.3. Throughout its length from behind the driver to the soles of his feet, each box must have a minimum cross sectional area of 150 cm² and a minimum structural material cross section of 10 cm² (the thickness measured in a non vertical direction of the box member areas located at more than 12.5 cm from the car's centre line must be 20 mm minimum).

Forward of this, the boxes may taper to a minimum cross section of 100 cm² and a minimum structural material cross section of 5 cm².

3.4. The chassis must include an impact absorbing structure fitted ahead of the survival cell.

If detachable this structure must be solidly fixed to the extremities of the survival cell box members.

It must constitute a box of 30 cm minimum length, 15 cm minimum height in any vertical section and 400 cm² minimum total cross section. It must use honeycomb sandwich construction with a minimum panel thickness of 15 mm.

3.5. Throughout the length of each box member or panel, the structural material shall have a minimum tensile strength of 310N/mm² for composite materials or 225N/mm² for metallic materials and the total of the skin thicknesses across the section of each box member or panel must be minimum 3 mm. The skins must be stabilised.

3.6. All holes and cut outs in the boxes shall be strongly reinforced and all material sections through these holes shall still comply with the minimum material area requirements.

3.7. The minimum height of the box member between the front and rear rollover bar structures shall at no point be less than 40 cm, and 30 cm between the front rollover bar and the soles of the driver's feet.

4) Lateral protection structures :

4.1. Continuous panels whose projections on a vertical plane parallel to the longitudinal axis of the car shall be at least 15 cm high, shall extend on either side of the car, at a minimum distance of 55 cm from the car's longitudinal centre line between at least the transversal planes passing through the fuel tank rear face and the frontal extremity of the minimum cockpit opening (Article 13.1), and at a minimum distance of 35 cm from the car's longitudinal centre line between at least the transversal planes passing through the above extremity and the front rollover bar hoop.

4.2. These panels shall be made from a composite material of 30 cm² minimum cross section with a honeycomb core in metal or nomex giving adequate resistance to compression. The external skins shall be of aluminium alloy, plastic, or carbon fibre of a minimum thickness of 0.5 mm or made up of another assembly of materials of equivalent efficiency.

The panels must be securely attached to the flat bottom and at their upper extremity to the main structure of the car in such a manner as to ensure absorption of a lateral impact.

The radiators may play the role of protective panels or of transversal struts.

ARTICLE 16 : FUEL

1) Fuel :

The fuel must be commercial petrol which is available from service stations and must contain no additive other than that of a lubricant on current sale.

The fuel must have the following characteristics :

- 102 RON/90 MON maximum; 95 RON/85 MON minimum for unleaded fuels and 100 RON/92 MON maximum; 97 RON/86 MON minimum for leaded fuels, the measurements being made according to the standards ASTM D2699-86 and D2700-86, the fuel being accepted or rejected according to ASTM D3244 with a confidence limit of 95 %.

- Specific gravity between 720 and 785 kg/m³ at 15 degrees C (measured according to ASTM D4052).
- A maximum of 2.8 % oxygen for leaded fuel or 3.7 % if the lead content is less than 0.013g/l, and 0.5 % nitrogen by weight, the remainder of the fuel consisting exclusively of hydrocarbons and not containing any power boosting additives.

The measurement of the nitrogen content will be carried out according to the standard ASTM D3228, and that of the oxygen by elemental analysis with a tolerance of 0.2 %.

- Maximum content of peroxides and nitrooxide compounds : 100 ppm (ASTM D3703).
- Maximum lead content : 0.40 g/l or the standard of the country of the event, if this is lower (ASTM D3341 or D3237).
- Maximum benzene content: 5 % in vol. (ASTM D3606)
- Maximum Reid vapour pressure: 900 hPa (ASTM D323)
- Distillation at 70 °C - : 10 % - 47 % (ASTM D86)
- Distillation at 100 °C - : 30 % - 70 % (ASTM D86)
- Distillation at 180 °C - : 85 % min (ASTM D86)
- Maximum final boiling point - : 225 °C (ASTM D86)
- Maximum residue: 2 % volume (ASTM D86)

2) Air :

Only air may be mixed with the fuel as an oxidant

ARTICLE 17 : FINAL TEXT

The final text for these regulations shall be the French version which will be used should any dispute arise over their interpretation.

ARTICLE 18 : CHANGES FOR 1995

1) Replace Article 3 :

1) Wheel centre line :

The centre line of any wheel shall be deemed to be half way between two straight edges, perpendicular to the surface on which the car is standing, placed against opposite sides of the complete wheel at the centre of the tyre tread.

2) Height measurements :

All height measurements will be taken with the car in normal racing trim with the driver aboard seated normally.

3) Overall width :

The overall width of the car including complete wheels shall not exceed 185 cm, with the steered wheels in the straight ahead position.

4) Width ahead of the rear edge of the front wheels :

The bodywork ahead of the rear edge of the complete front wheels is limited to a maximum width of 130 cm.

5) Width between the rear edge of the front wheels and rear wheel centre line :

The maximum width of the bodywork behind the rear edge of the complete front wheels and in front of the centre line of the rear wheels is 130 cm.

6) Width behind the rear wheel centre line :

Bodywork behind the centre line of the rear wheels must not exceed 90 cm in width.

7) Overall height :

Except for the rollover structures, no part of the car can be higher than 90 cm from the ground. However, any part of the rollover structures more than 90 cm from the ground must not be shaped to have a significant aerodynamic influence on the performance of the car.

8) Front bodywork height :

No part of the bodywork in front of the rear edge of the complete front wheels and more than 25 cm from the longitudinal centre line of the car may be closer than 40 mm to the reference plane referred to in Article 3.13. or above the height of the front wheel rims.

9) Height in front of the rear wheels :

With the exception of engine airboxes, no part of the bodywork forward of the front edge of the complete rear wheels and extending above the height of the complete rear wheels may project beyond 45 cm each side of the longitudinal axis of the car.

10) Height between the rear wheels :

Any bodywork between the front edge of the complete rear wheels and 25 cm behind the rear wheel centre line must be no higher than the complete rear wheels.

11) Bodywork behind the front edge of the complete rear wheels:

Behind the front edge of the complete rear wheels, a maximum of three aerofoil sections may be used. All aerofoil sections used in this area must conform to one of the three drawings in Appendix 1 of these Technical Regulations. A tolerance of ± 1.0 mm will be permitted on any stated dimension.

12) Bodywork around the front wheels :

With the exception of brake cooling ducts, in plan view, there must be no bodywork in the area formed by two longitudinal lines parallel to and 40 cm and 90 cm from the car centre line and two transversal lines, one 5 cm forward of the front edge and one 20 cm behind the rear edge of the complete front wheel.

13) Bodywork facing the ground:

Between the rear edge of the complete front wheels and the front edge of the complete rear wheels all sprung parts of the car visible from underneath must lie on one of two parallel planes, the reference plane or the step plane.

The reference plane must have a minimum and maximum width of 30 cm and 50 cm respectively and must be symmetrical about the longitudinal centre line.

All sprung parts of the car visible from underneath not lying on the reference plane must be situated on the step plane which must be 50 mm above the reference plane.

All these parts must produce a uniform, solid, hard, continuous, rigid (no degree of freedom in relation to the body/chassis unit), impervious surface, under all circumstances.

The peripheries of the reference and step planes may be curved upwards with maximum radii of 25 and 50 mm respectively. Any other radius which forms the transition between the reference and step planes may have a maximum radius of 2 mm.

To help overcome any possible manufacturing problems, a tolerance of ± 5 mm is permissible across this surface.

All sprung parts of the car behind the front edge of the complete rear wheels visible from underneath and more than 15 cm from the longitudinal centre line must be at least 50mm above the reference plane.

14) Overhangs :

No part of the car shall be more than 50 cm behind the centre line of the rear wheels or more than 100 cm in front of the centre line of the front wheels.

No part of the bodywork more than 20 cm from the longitudinal centre line of the car may be more than 90 cm in front of the front wheel centre line.

15) Aerodynamic influence :

Any specific part of the car influencing its aerodynamic performance :

- Must comply with the rules relating to bodywork.
- Must be rigidly secured to the entirely sprung part of the car (rigidly secured means not having any degree of freedom).
- Must remain immobile in relation to the sprung part of the car.

Any device or construction that is designed to bridge the gap between the sprung part of the car and the ground is prohibited under all circumstances.

No part having an aerodynamic influence and no part of the bodywork may under any circumstances be located below the reference plane described in Article 3.13.

16) Wheelbase and track :

Minimum wheelbase: 200 cm.

Minimum track: 120 cm.

2) Replace Article 5.6 :

6) Exhaust system :

- 6.1. Variable length exhaust systems are forbidden.
- 6.2. The outlet orifices of the exhaust pipes, when directed to the rear, must be less than 60 cm from the ground.
- 6.3. The exhaust system must incorporate at least one functioning catalytic converter through which all exhaust gases must pass. This must be the type approved by the FIA.
- 6.4. The noise generated by the car must not exceed a specified level.

All measures which are taken to ensure that the maximum noise limits are not exceeded must be permanent in nature, and must not be removed by the exhaust gas pressure.

Details of the acceptable noise level and type of catalytic converter to be used are available from the FIA.

3) Replace Article 15.1 :

1) Materials used for car construction :

- 1.1. The use of magnesium sheet less than 3 mm thick is forbidden.
- 1.2. The use of titanium is forbidden.
- 1.3. Within composite structures, the strain-to-failure of any fibrous reinforcing material must not be less than 1.5 %.
- 1.4. The use of carbon or aramid fibre reinforcing materials in composite structures is forbidden except in the survival cell, frontal impact absorbing structure, roll over structures, bodywork ahead of the front edge of the complete front wheels and bodywork more than 20 cm behind the rear wheel centre line.
- 1.5. The reference plane referred to in Article 3.13 must be made of wood

4) Replace Article 15.3 :

3) Survival cell and frontal protection :

3.1. The chassis structure must include a survival cell formed from two continuous box members, one on each side of the driver.

These box members must be connected by at least one closed bulkhead at the main rollbar level, one hoop at the front rollbar level and a closed bulkhead in front of the pedal box. Openings in the closed bulkheads must be of a minimum size to allow the passage of controls.

3.2. Each box member shall extend from behind the driver to a plane at least 40 cm in front of the soles of his feet with the driver seated normally and with his feet on the pedals in the inoperative position.

When he is seated normally, the soles of the driver's feet, resting on the pedals in the inoperative position, shall not be situated to the fore of the vertical plane passing through the centre line of the front wheels.

Should the car not be fitted with pedals, the driver's feet at their maximum forward extension shall not be situated to the fore of the above mentioned vertical plane.

3.3. Throughout its length from behind the driver to the soles of his feet, each box must have a minimum cross sectional area of 150 cm² and a minimum structural material cross section of 10 cm².

Forward of this, the boxes may taper to a minimum cross section of 100 cm² and a minimum structural material cross section of 5 cm².

All these areas must be calculated by considering only that part of the box members more than 12.5 cm from the centre line of the car.

3.4. The forward 30 cm of the box members need not to be an integral part of the survival cell but must be solidly attached to it.

3.5. Throughout the length of each box member or panel, the structural material shall have a minimum tensile strength of 310N/mm² for composite materials or 225N/mm² for metallic materials and the total of the skin thicknesses across the section of each box member or panel must be minimum 3mm. The skins must be stabilised.

3.6. All holes and cut outs in the boxes shall be strongly reinforced and all material sections through these holes shall still comply with the minimum material area requirements.

3.7. The minimum height of the box member between the front and rear rollover bar structures shall at no point be less than 40 cm, and 30 cm between the front rollover bar and the soles of the driver's feet.

ARTICLE 19 : CHANGES FOR 1996

1) Amend Article 5.1.2 :

1.2. Engines with rotary pistons:

Cars with rotary piston engines covered by NSU-Wankel patents will be admitted on the basis of a piston displacement equivalence. This equivalence is 1.5 the volume determined by the difference between the maximum and minimum capacity of the working chamber.

APPENDIX 1

Points for aerofoil section number 1 :

1	94.44	00.00	-01.37	26	06.78	00.00	-12.27
2	93.90	00.00	-00.00	27	08.18	00.00	-13.18
3	91.57	00.00	-00.89	28	09.80	00.00	-14.02
4	89.20	00.00	-01.78	29	11.81	00.00	-14.86
5	86.84	00.00	-02.64	30	14.38	00.00	-15.70
6	84.48	00.00	-03.51	31	17.65	00.00	-16.03
7	83.67	00.00	-03.73	32	21.51	00.00	-17.22
8	82.86	00.00	-03.91	33	25.76	00.00	-17.65
9	82.02	00.00	-03.99	34	30.18	00.00	-17.78
10	81.18	00.00	-03.99	35	34.62	00.00	-17.60
11	03.84	00.00	-00.03	36	39.04	00.00	-17.17
12	02.90	00.00	-00.10	37	43.43	00.00	-16.56
13	02.01	00.00	-00.43	38	47.83	00.00	-15.80
14	01.22	00.00	-00.97	39	52.17	00.00	-14.91
15	00.61	00.00	-01.68	40	56.49	00.00	-13.87
16	00.20	00.00	-02.54	41	60.76	00.00	-12.68
17	00.00	00.00	-03.48	42	65.02	00.00	-11.43
18	00.08	00.00	-04.42	43	69.27	00.00	-10.11
19	00.41	00.00	-05.28	44	73.48	00.00	-08.76
20	00.84	00.00	-06.10	45	77.70	00.00	-07.37
21	01.27	00.00	-06.81	46	81.92	00.00	-05.94
22	01.91	00.00	-07.62	47	86.11	00.00	-04.45
23	02.97	00.00	-08.81	48	90.27	00.00	-02.92
24	04.22	00.00	-10.08	49	94.44	00.00	-01.37
25	05.49	00.00	-11.23				

(see drawing 274-1)

Points for aerofoil section number 2 :

1	14.78	00.00	-02.90	33	145.80	00.00	-04.19
2	16.66	00.00	-02.67	34	151.41	00.00	-04.47
3	18.80	00.00	-02.41	35	154.10	00.00	-04.50
4	23.34	00.00	-01.93	36	155.07	00.00	-04.27
5	28.12	00.00	-01.45	37	155.91	00.00	-03.78
6	32.87	00.00	-01.04	38	160.99	00.00	00.00
7	37.34	00.00	-00.71	39	161.75	00.00	-00.94
8	40.62	00.00	-00.53	40	139.24	00.00	-15.60
9	43.89	00.00	-00.36	41	114.15	00.00	-25.63
10	47.17	00.00	-00.23	42	98.96	00.00	-29.16
11	50.44	00.00	-00.10	43	83.67	00.00	-30.91
12	53.67	00.00	-00.05	44	72.57	00.00	-31.32
13	56.79	00.00	00.00	45	61.44	00.00	-31.27
14	59.79	00.00	00.00	46	50.34	00.00	-30.71
15	62.66	00.00	00.00	47	39.27	00.00	-29.67
16	65.84	00.00	00.00	48	27.15	00.00	-27.18
17	69.72	00.00	-00.05	49	15.49	00.00	-22.56
18	74.32	00.00	-00.10	50	10.01	00.00	-19.41
19	79.60	00.00	-00.20	51	05.41	00.00	-15.77
20	85.24	00.00	-00.36	52	02.67	00.00	-12.90
21	90.88	00.00	-00.53	53	00.53	00.00	-09.91
22	96.52	00.00	-00.76	54	00.13	00.00	-08.94
23	102.13	00.00	-01.02	55	00.03	00.00	-07.93
24	107.77	00.00	-01.32	56	00.18	00.00	-06.96
25	113.41	00.00	-01.65	57	00.56	00.00	-06.20
26	119.02	00.00	-02.01	58	01.25	00.00	-05.54
27	124.66	00.00	-02.41	59	02.29	00.00	-04.95
28	130.28	00.00	-02.85	60	04.01	00.00	-04.45
29	135.89	00.00	-03.33	61	06.78	00.00	-03.94
30	138.58	00.00	-03.56	62	10.44	00.00	-03.43
31	140.97	00.00	-03.79	63	14.78	00.00	-02.90
32	143.53	00.00	-04.01				

(see drawing 274-2)

Points for aerofoil section number 3 :

1	163.07	00.00	00.00	41	01.91	00.00	-17.91
2	164.08	00.00	-01.19	42	03.45	00.00	-16.76
3	160.86	00.00	-03.91	43	06.86	00.00	-15.04
4	157.66	00.00	-06.63	44	10.31	00.00	-13.39
5	154.56	00.00	-09.14	45	15.32	00.00	-11.20
6	151.54	00.00	-11.46	46	20.42	00.00	-09.22
7	147.47	00.00	-14.30	47	24.00	00.00	-07.95
8	143.26	00.00	-16.99	48	27.58	00.00	-06.81
9	138.86	00.00	-19.56	49	33.35	00.00	-05.18
10	134.26	00.00	-22.02	50	39.14	00.00	-03.73
11	128.27	00.00	-24.94	51	46.86	00.00	-02.21
12	122.10	00.00	-27.69	52	54.64	00.00	-01.12
13	116.76	00.00	-29.79	53	60.71	00.00	-00.53
14	111.38	00.00	-31.70	54	66.80	00.00	-00.20
15	103.48	00.00	-34.11	55	73.18	00.00	-00.03
16	95.48	00.00	-36.22	56	79.55	00.00	00.00
17	87.17	00.00	-37.92	57	86.31	00.00	-00.10
18	78.77	00.00	-39.12	58	93.09	00.00	-00.33
19	71.75	00.00	-39.78	59	100.10	00.00	-00.66
20	64.72	00.00	-40.13	60	107.16	00.00	-01.14
21	59.33	00.00	-40.21	61	113.59	00.00	-01.70
22	53.95	00.00	-40.11	62	120.07	00.00	-02.33
23	48.67	00.00	-39.85	63	126.34	00.00	-03.02
24	43.43	00.00	-39.45	64	132.59	00.00	-03.78
25	38.20	00.00	-38.81	65	137.90	00.00	-04.47
26	33.00	00.00	-37.95	66	143.20	00.00	-05.18
27	27.53	00.00	-36.78	67	147.47	00.00	-05.77
28	22.17	00.00	-35.38	68	151.77	00.00	-06.38
29	17.32	00.00	-33.86	69	151.94	00.00	-06.40
30	12.55	00.00	-32.16	70	152.12	00.00	-06.42
31	09.50	00.00	-30.96	71	153.01	00.00	-06.50
32	06.55	00.00	-29.69	72	153.90	00.00	-06.43
33	05.08	00.00	-29.03	73	154.76	00.00	-06.25
34	03.71	00.00	-28.40	74	155.60	00.00	-05.94
35	02.34	00.00	-27.51	75	156.39	00.00	-05.51
36	01.22	00.00	-26.29	76	157.12	00.00	-05.00
37	00.43	00.00	-24.82	77	163.07	00.00	00.00
38	00.05	00.00	-23.22				
39	00.13	00.00	-21.29				
40	00.76	00.00	-19.48				

(see drawing 274-3)

Art. 277 - Technical regulations free formula (group E)

It is permitted to organise sporting competitions open to other racing cars than those defined in one of the previous Groups of Appendix J.

All specifications concerning the vehicles and particularly the limitations of the cylinder-capacity are in this case at the discretion of promoters and it rests with them to list clearly these specifications in the Supplementary Regulations of the event, which anyway have to be approved by the National Sporting Authority answerable to the FIA.

However, racing cars, which do not comply with any of the International Racing formulae, must for security reasons be in conformity with the following articles :

- 253.4 : Braking safety system ;
- 253.13 : Circuit breaker ;
- 253.14 : Safety fuel tank ;
- 259.6.2 : Fuel lines, pumps and filters ;
- 259.6.4 : Tank fillers and caps ;
- 259.7.4 : Oil catch tank ;
- 259.8.5 : Electrical cables ;
- 259.14.2.1 : Safety belts ;
- 275.3.5 : Overhangs ;
- 275.7.2 : Longitudinal location of oil system ;
- 275.9.3 : Reverse gear ;
- 275.10.3 : Suspension members ;
- 275.12.2 : Wheel material ;
- 275.14.1 : Extinguishers ;
- 275.14.3 : Rear view mirrors ;
- 275.14.6 : Headrest ;

Rollbars :**Dimensions :**

The minimum height must be at least 36 inches (92 cm) measured along the straight line following the driver's spine, from the seat's metal shell to the top of the rollbar. The top of the rollbar must also be at least at 5 cm above the driver's helmet when the driver is sitting in normal driving position. The width must be at least 38 cm measured inside the rollbar between the two vertical pillars of the sides.

It must be measured at 60 cm above the seat's metal shell on the perpendicular to the straight line following the driver's spine.

Strength :

In order to obtain a sufficient strength for the rollbar, two possibilities are left to the manufacturers :

a - The rollbar, of entirely free structural conception, must be capable to withstand the stress minima indicated in article 274.15.2.3.

b - The tubes and brace(s) must have a diameter of at least 1 3/8 inch (3.5 cm) and at least 0.090 inch (2 mm) wall thickness. The material should be molybdenum chromium SAE 4130 or SAE 4125 (or equivalent in DIN, NF, etc.).

There must be at least one brace from the top of the bar rearwards at an angle not exceeding 60° to the horizontal.

The diameter and material of the brace must be the same as those of the rollbar itself.

In the case of two braces, the diameter of each of them may be reduced to 20/26 mm. Removable connection between the main hoop and the brace must comply with drawings articles 253-27 to 253-36. Forward fitted stays are allowed.



Art. 278 - Technical regulations national formulae

REGISTRATION OF NATIONAL FORMULAE

The FIA will accept to study the registration of "National" formulae, in order to have their technical prescriptions known at an international level and to ensure a certain stability and a standardisation of the regulations which rule them.

1) In presence of article 251, any ASN has the right to define regulations applying to given types of Free Formula racing cars denominated hereafter : "National Formulae".

2) Are eligible for registration only the applications presented by at least two National Sporting Authorities and concerning a National Formula used in at least two countries.

3) The FIA will accept, in compliance with the preceding article 2 to register on a voluntary basis any set of prescriptions defining such National Formulae.

The regulations thus registered by the FIA will be applicable in countries the ASNs of which have declared to abide by them.

The declaration made by the National Sporting Authority to adopt the regulations of a determined National Formula is exclusively valid for the regulations such as they were originally deposited at the FIA, and this National Sporting Authority is entitled to withdraw this declaration if the regulations are altered afterwards.

The withdrawal of a declaration for another reason than the one here above mentioned, must compulsorily be communicated to the FIA before December 31st in order to be valid as from the following year.

4) From the time when such National Formula is registered, its appellation can be used in those countries where the ASNs have adopted the registered regulations, only for cars entirely complying with the regulations deposited at the FIA.

5) Any application for the registration of regulations for a National Formula should be addressed to the FIA at the latest on October 1st, to be valid as from January 1st of the following year. The National Formulae can (but is not compulsory) form the subject of restrictions as regards the engine or other manufacturing elements, in order to allow exclusively the use of parts of a given make. Such a one-make Formula may have a distinct commercial name related to the imposed design restrictions.

6) The National Sporting Authorities which have adopted a determined National Formula may file an application at the FIA in view of the organisation of an award including several countries.

Any application of that kind will be submitted to the appreciation of the FIA whose decision will depend on the number of countries interested by the organisation of an event included in that award and on the advisability or the necessity, for the general interest of Automobile Sport, to introduce such a form of competition.

7) The organisation of any type of international award without the FIA's agreement will entail the application of penalties.

Art. 281 - Classification and definitions of cross country vehicles

1) CLASSIFICATION

1.1 - CATEGORIES AND GROUPS

The vehicles used in cross country rallies will be divided up into the following categories and groups :

Category I	: Group T1	: Series Cross-Country Cars
	Group T2	: Improved Cross-Country Cars
Category II	: Group T3	: Prototype Cross-Country Cars
Category III	: Group T4	: Cross-Country Trucks

1.2 - CUBIC CAPACITY CLASSES

The cars will be divided up into the following classes according to their cubic capacity.

1.	Up to	500 cm ³		
2.	From	500 cm ³	to	600 cm ³
3.	From	600 cm ³	to	700 cm ³
4.	From	700 cm ³	to	850 cm ³
5.	From	850 cm ³	to	1000 cm ³
6.	From	1000 cm ³	to	1150 cm ³
7.	From	1150 cm ³	to	1300 cm ³
8.	From	1300 cm ³	to	1600 cm ³
9.	From	1600 cm ³	to	2000 cm ³
10.	From	2000 cm ³	to	2500 cm ³
11.	From	2500 cm ³	to	3000 cm ³
12.	From	3000 cm ³	to	3500 cm ³
13.	From	3500 cm ³	to	4000 cm ³
14.	From	4000 cm ³	to	4500 cm ³
15.	From	4500 cm ³	to	5000 cm ³
16.	From	5000 cm ³	to	5500 cm ³
17.	From	5500 cm ³	to	6000 cm ³
18.	Over			6000 cm ³

Unless otherwise specified in special provisions imposed by the FIA for a certain category of events, the organisers are not bound to include all the above-mentioned classes in the Supplementary Regulations and, furthermore, they are free to group two or more consecutive classes, according to the particular circumstances of their events.

No class can be subdivided.

2) DEFINITIONS

2.1 - GENERAL CONDITIONS

2.1.1) Series Production cars (Category I) :

Cars of which the production of a certain number of identical examples (see definition of this word hereinafter) within a certain period of time has been verified at the request of the manufacturer, and which are destined for normal sale to the public (see this expression).

Cars must be sold in accordance with the homologation form. These cars will have a maximum of six wheels and a minimum of four driven wheels.

2.1.2) Competition cars (Category II) :

Cars built singly and intended solely for competition.

2.1.3) Trucks (Category III) :

Trucks will be considered to mean vehicles with a gross weight exceeding 3500 kg, with a maximum of eight wheels and a minimum of four driven wheels.

2.1.4) Identical cars :

Cars belonging to the same production series and which have the same mechanical components and same chassis (even though this chassis may be an integral part of the bodywork in the case of a monocoque construction).

2.1.5) Model of car :

Car belonging to a production-series distinguishable by a specific conception and external general lines of the bodywork and by an identical mechanical construction of the engine and the transmission to the wheels, with the same wheelbase and the same cubic capacity.

2.1.6) Normal sale :

Means the distribution of cars to individual purchasers through the normal commercial channels of the manufacturer.

2.1.7) Homologation :

Is the official certification made by the FIA that a minimum number of cars of a specific model has been made on series-production terms to justify classification in Series Cross Country Cars (Group T1) of these regulations.

Application for homologation shall be submitted to the FIA by the ASN of the country in which the vehicle is manufactured and shall entail the drawing up of a homologation form (see below). It must be established in accordance with the special regulations called "Homologation Regulations", laid down by the FIA. Homologation of a series-produced car will become null and void 5 years after the date on which the series-production of the said model has been stopped (series-production under 10 % of the minimum production of the group considered).

2.1.8) Homologation forms :

All cars recognised by the FIA will be the subject of a descriptive form called homologation form on which shall be entered all data enabling identification of the said model.

This homologation form defines the series as indicated by the manufacturer. According to the group in which the competitors race, the modification limits allowed in international competition for the series are stated in Appendix J.

The presentation of the forms at scrutineering and/or at the start may be required by the organisers who will be entitled to refuse the participation of the entrant in the event in case of non-presentation.

Should the date for the coming into force of a homologation form fall during an event, this form will be valid for that event throughout the duration of the said event.

Should any doubt remain after the checking of a model of car against its homologation form, the scrutineers should refer either to the maintenance booklet published for the use of the make's distributors or to the general catalogue in which are listed all spare parts.

In the case of a lack of sufficient accurate documentation, scrutineers may carry out direct scrutineering by comparison with an identical part available from a concessionaire. It will be up to the competitor to obtain the homologation concerning his car from his ASN.

Description : A form breaks down in the following way :

1) A basic form giving a description of the basic model.

2) At a later stage, a certain number of additional sheets describing "homologation extensions", which can be "variants", or "errata" or "evolutions".

a - Variants (VF, VO)

These are either supply variants (VF) (two suppliers providing the same part for the manufacturer and the client does not have the possibility of choice), or options (VO) (supplied on request and available at the concessionaires).

b - Erratum (ER)

Replaces and cancels an incorrect piece of information previously supplied by the constructor on a form.

c - Evolution (ET)

Characterises modifications made on a permanent basis to the basic model (complete cessation of the production of the car in its original form in the case of the evolution of the type (ET).

Use :

1) Variants (VF, VO)

The competitor may use any variant or any part of a variant as he wishes, only on condition that all the technical data of the vehicle, so designed, conforms to that described on the homologation form applicable to the car, or expressly allowed by Appendix J. For example, the fitting of a brake calliper

as defined on a variant form is only possible if the dimensions of the brake linings, etc. obtained in this way, are indicated on a form applicable to the car in question.

2) Evolution of the type (ET)

The car must comply with a given stage of evolution (independent of the date when it left the factory), and thus an evolution must be wholly applied or not at all. Besides, from the moment a competitor has chosen a particular evolution, all the previous evolutions should be applied, except where they are incompatible : for example, if two brake evolutions happen one after another, only that corresponding to the date of the stage of evolution of the car will be used.

2.1.9) Mechanical components :

All those necessary for the propulsion, suspension, steering and braking as well as all accessories whether moving or not which are necessary for their normal working.

2.2 - DIMENSIONS

Perimeter of the car seen from above :

The car as presented on the starting grid for the event in question.

2.3 - ENGINE

2.3.1) Cylinder capacity :

Volume V generated in cylinder (or cylinders) by the upward or downward movement of the piston(s).

$$V = 0.7854 \times b^2 \times s \times n$$

where

b = bore

s = stroke

n = number of cylinders

2.3.2) Supercharging :

Increasing the weight of the charge of the fuel-air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust systems) by any means whatsoever. The injection of fuel under pressure is not considered to be supercharging (see article 3.1 of the General Prescriptions).

2.3.3) Cylinder block :

The crankcase and the cylinders.

2.3.4) Inake manifold :

- Part collecting the air-fuel mixture from the carburettor(s) and extending to the entrance ports of the cylinder head, in the case of the carburettor induction system.

- Part situated between the valve of the device regulating the air intake and extending to the ports on the cylinder head, in the case of an injection intake system.

- Part collecting the air at the air filter outlet and extending to the cylinder head entrance ports in the case of a diesel engine.

2.3.5) Exhaust manifold :

Part collecting together the gases from the cylinder head and extending to the first gasket separating it from the rest of the exhaust system.

2.3.6) For cars with a turbocharger, the exhaust begins after the turbocharger.

2.3.7) Sump :

The elements bolted below and to the cylinder block which contain and control the lubricating oil of the engine.

These elements must not include any mounting part of the crankshaft.

2.4 - RUNNING GEAR

The running gear is made up of all parts of the car which are totally or partially suspended.

2.4.1) Wheel :

Flange and rim ; by complete wheel is meant flange, rim and tyre.

2.4.2) Friction surface of the brakes :

Surface swept by the linings on the drum, or the pads on both sides of the disc when the wheel achieves a complete revolution.

2.4.3) Mac Pherson suspension :

Any suspension system in which a telescopic strut, not necessarily providing the springing and/or damping action, but incorporating the stub axle, is anchored on the body or chassis through a single attachment point at its top end, and is pivoted at its bottom end either on a transversal wishbone locating it transversally and longitudinally, or on a single transversal link located longitudinally by an anti-roll bar, or by a tie rod.

2.5 - CHASSIS - BODYWORK**2.5.1) Chassis :**

The overall structure of the car around which are assembled the mechanical components and the bodywork including any structural part of the said structure.

2.5.2) Bodywork :

- externally : all the entirely suspended parts of the car licked by the air stream.
- internally : cockpit and boot.

Bodywork is differentiated as follows :

- 1) completely closed bodywork
- 2) completely open bodywork
- 3) convertible bodywork with the hood in either supple (drop-head) or rigid (hard-top) material.

2.5.3) Seat :

The two surfaces making up the seat cushion and seatback or backrest.

Seatback or backrest :

Surface measured from the base of a normally seated person's spine, towards the top.

Seat cushion :

Surface measured from the base of the same person's spine towards the front.

2.5.4) Luggage compartment :

Any volume distinct from the cockpit and the engine compartment inside the vehicle.

This volume is limited in length by the fixed structure provided for by the manufacturer and/or by the rear of the seats and/or, if this is possible, reclined at a maximum angle of 15° to the rear.

This volume is limited in height by the fixed structure and/or by the detachable partition provided for by the manufacturer, or in the absence of these, by the horizontal plane passing through the lowest point of the windscreen.

2.5.5) Cockpit :

Structural inner volume which accommodates the driver and the passengers.

2.5.6) Bonnet :

Outer part of the bodywork which opens to give access to the engine.

2.5.7) Mudguard :

A mudguard is the part defined according to drawing 251-1.

Front mudguard :

The area defined by the inner face of the complete wheel of the standard car (C1/C1) and the lower edge of the side window(s) (A/A) and the front edge of the front door (B1/B1).

Rear mudguard :

The area defined by the inner face of the complete wheel of the standard car (C2/C2) and the lower edge of the side window(s) (A/A) and the rear edge of the rear door (B2/B2).

In the case of two-door cars (B1/B1) and (B2/B2) will be defined by the front and rear of the same door.

2.5.8) Engine compartment :

Volume defined by the first structural envelope surrounding the engine.

2.5.9) Bodyshell :

Structure made up of bodywork parts and having the functions of a chassis.

2.6 - ELECTRICAL SYSTEM

Headlight : any signal the focus of which creates an in-depth luminous beam directed towards the front.

2.7 - FUEL TANK

Any container holding fuel likely to flow by means of lines towards the main tank or the engine.

Art. 282 - General prescriptions for cross country cars**1) GENERAL REMARKS**

1.1 - All modifications are forbidden unless expressly authorised by the regulations specific to the group in which the car is entered or by the general prescriptions below or imposed under the chapter "Safety Equipment".

The components of the car must retain their original function.

1.2 - APPLICATION OF THE GENERAL PRESCRIPTIONS

The general prescriptions must be observed in the event that the specifications of Cross Country cars (Groups T1, T2, T3) do not lay down a more strict prescription.

1.3 - MAGNESIUM

The use of magnesium alloy sheet metal with a thickness less than 3 mm is prohibited.

1.4 - It is the duty of each competitor to satisfy the Scrutineers and the Stewards of the Meeting that his automobile complies with these regulations in their entirety at all times during the event.

1.5 - Damaged threads can be repaired by screwing on a new thread with the same interior diameter ("helicoil" type).

2) DIMENSIONS AND WEIGHT**2.1 - GROUND CLEARANCE**

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).

2.2 - BALLAST

No kind of ballast is authorised on Series Cross Country (Group T1). The carrying of tools and spare parts for the car will be allowed under the conditions laid down in article 283.

3) ENGINE**3.1 - SUPERCHARGING**

In the case of supercharging, the nominal cylinder-capacity will be multiplied by 1.7 and the car will pass into the class corresponding to the fictive volume thus obtained. The car will be treated in all respects as if its cylinder-capacity thus increased were its real capacity. This shall particularly be the case for assigning the car to its cylinder-capacity class, its interior dimensions, its minimum number of places, its minimum weight, etc.

3.2 - EQUIVALENCE FORMULA BETWEEN RECIPROCATING PISTON AND ROTARY ENGINES

(of the type covered by the NSU Wankel patents)

The cubic capacity equivalent is 1.8 times the volume determined between the maximum and minimum capacities of the combustion chambers.

3.3 - EQUIVALENCE FORMULA BETWEEN RECIPROCATING PISTON AND TURBINE ENGINES

The formula is the following :

$$C = \frac{S(3,10 \times T) - 7,63}{0,09625}$$

S = High pressure nozzle area - expressed in square centimetres by which is meant the area of the air-flow at the exit from the stator blades (or at the exit from the first stage if the stator has several stages). Measurement is done by taking the area between the fixed blades of the high pressure turbine first stage. In cases where the first stage turbine stator blades are adjustable, they must be opened to their greatest extent.

The area of the high pressure nozzle is thus the product of the height (expressed in cm) by the width (expressed in cm) and by the number of blades.

R = The pressure ratio is the ratio of the compressor of the turbine engine. It is obtained by multiplying together the value for each stage of the compressor, as indicated hereafter :

Subsonic axial compressor : 1.15 per stage

Trans-sonic axial compressor : 1.5 per stage

Radial compressor : 4.25 per stage.

Thus a compressor with one radial and six axial subsonic stages will be designated to have a pressure ratio of : $4.25 \times 1.15 \times 1.15 \times 1.15 \times 1.15 \times 1.15 \times 1.15$ or $4.25 \times (1.15)^6$.

C = Equivalent cubic capacity for reciprocating piston engines in cm³.

3.4 - All engines into which fuel is injected or in which fuel is burned after an exhaust port are prohibited.

3.5 - EQUIVALENCES BETWEEN RECIPROCATING PISTON ENGINES AND NEW TYPES OF ENGINES

The FIA reserves the right to make modifications on the basis of comparisons established between classic engines and new types of engines, by giving a two year notice from the 1st January following the decision taken.

3.6 - EXHAUST SYSTEM AND SILENCER

Even when the specific provisions for a group allow the replacement of the original silencer, the cars competing in an open-road event shall always be equipped with an exhaust silencer complying with the traffic regulations of the country(ies) through which the event is run. The exhaust system must not pass through the cockpit.

The exhaust outlet must be horizontal or directed upwards.

The orifices of the exhaust pipes shall be placed at a maximum of 80 cm and a minimum of 10 cm from the ground. The exit of the exhaust pipe must be situated within the perimeter of the car and less than 10 cm from this perimeter, and aft of the vertical plane passing through the centre of the wheelbase.

Moreover, adequate protection must be provided in order to prevent heated pipes from causing burns.

The exhaust system must not be provisional. Exhaust gas may only exit at the end of the system. Parts of the chassis must not be used to evacuate exhaust gases.

Catalytic exhausts : Should two possible versions of one car model be homologated (catalytic and other exhaust), the cars must comply with one or other version, all combinations of the two versions being prohibited.

3.7 - STARTING ON BOARD THE VEHICLE

Starter with electric or other source of energy on board operable by the driver when seated in the seat.

4) TRANSMISSION

All cars must be fitted with a gearbox including a reverse gear which must be in working order when the car starts the event, and be able to be operated by the driver when he is normally seated.

5) SUSPENSION

Suspension parts made partially or entirely from composite materials are prohibited.

6) WHEELS

Wheels made partially or entirely from composite materials are prohibited.

Measuring wheel width :

The width is to be measured with the wheel mounted on the car, on the ground, the vehicle in race condition, driver aboard, at any point along the circumference of the tyre, except in the area in contact with the ground.

When multiple tyres are fitted as part of a complete wheel, the latter must comply with the maximum dimensions for the group in which these tyres are used.

7) COACHWORK

7.1 - Convertible vehicles must comply in all respects with the specifications applying to open cars.

7.2 - MINIMUM INSIDE DIMENSIONS

If a modification authorised by Appendix J affects a dimension stated on the homologation form, this dimension may not be retained as an eligibility criterion for the car.

7.3 - COCKPIT

Only the following accessories may be installed in the cockpit : spare wheel(s), spare parts, tools, safety equipment, electronic equipment, materials and controls necessary for driving, windscreen washer water container, ballast (if permitted). The passenger area and seat of an open car must in no way be covered.

Containers for helmets and tools situated in the cockpit must be made of non-inflammable material and they must not, in case of fire, give off toxic vapours.

In the case of a car with a crew of three and in which the back of the rearmost seat is situated more than 20 cm to the rear of the back of the seat which is furthest forward, the car must respect the following conditions :

- it must have four side doors equipped with transparent windows and allowing free access to the seats.

- it must have a specific rollbar as defined in article 283.8.

- the front of the rear seat(s) must be positioned more than 20 cm to the rear of the back(s) of the front seat(s).

7.4 - All body panels of the vehicle must be at all times of the same material as those of the original homologated car and must be of the same material thickness as that of the original homologated car (tolerance $\pm 10\%$).

7.5 - HEADLAMP MOUNTING AND PROTECTION

The boring of holes in the front bodywork for light brackets is authorised, limited solely to mountings.

Non-reflecting protectors made from flexible material may be mounted on the headlamps ; they must not protrude forwards beyond the headlamp glass by more than 10 cm.

7.6 - Any object of a dangerous nature (inflammable products, etc.) must be carried outside the cockpit.

7.7 - Flexible shielding may be used to protect the external switches or attachments of the compulsory safety equipment.

8) ELECTRICAL SYSTEM

8.1 - LIGHTING

A fog light may be changed for another, and vice versa, provided that the original mounting remains the same.

8.2 - The mounting of the alternator is free.

9) FUEL - COMBUSTIVE

9.1 - For petrol engines the fuel must be commercial petrol which comes from a service station pump, without any additive other than that of a lubricant on current sale. The fuel must comply with the following specifications :

- 102 RON and 90 MON maximum, 95 RON and 85 MON minimum for unleaded fuel.

- 100 RON and 92 MON maximum, 97 RON and 86 MON minimum for leaded fuel.

The measurements will be made according to the standards ASTM D 2699-86 and D 2700-86, the fuel being accepted or rejected according to the standard ASTM D 3244 with a confidence limit of 95 %.

- Specific gravity between 720 and 785 kg/m³ at 15°C (measured according to ASTM D 4052).

- A maximum of 2.8 % oxygen (or 3.7 % if the lead content is less than 0.013 g/l) and 0.5 % nitrogen by weight, the remainder of the fuel consisting exclusively of hydrocarbons and not containing any power-boosting additives.

The measuring of the nitrogen content will be carried out according to the standard ASTM D 3228 and that of the oxygen content by elemental analysis with a tolerance of 0.2 %.

- Maximum content of peroxides and nitrooxide compounds : 100 ppm (ASTM D 3703 or in the case of impossibility UOP 33-82).

- Maximum lead content : 0.40 g/l or the standard of the country of the event, if this is lower (ASTM D 3341 or D 3237).

- Maximum benzene content : 5 % in volume (ASTM D 3606).

- Maximum Reid vapour pressure : 900 hPa (ASTM D 323).

- Distillation at 70°C : 10 % - 47 % (ASTM D 86).

- Distillation at 100°C : 30 % - 70 % (ASTM D 86).

- Distillation at 180°C : 85 % minimum (ASTM D 86).

- Maximum final boiling point : 225°C (ASTM D 86).

- Maximum residue : 2 % volume (ASTM D 86).

If the fuel available locally for the event is not of a sufficient quality for use by competitors, the ASN of the organising country must ask the FIA for a waiver in order to enable the use of fuel not corresponding to the characteristics defined above.

9.2 - DIESEL OIL

For Diesel engines, the fuel must be gas oil corresponding to the following specifications :

- Hydrocarbon level, % by weight 99.0 min.
- Specific gravity, kg/m³ 860 max.
- Cetane number (ASTM D613) 55 max.
- Calculated cetane number 55 max. (ASTM D976-80)

9.3 - Only air may be mixed with the fuel as an oxidant.

9.4 - REFUELLING

Prior to any refuelling operation, it is necessary to establish earthing common to the vehicle and to the refuelling device.

9.5 - TANK VENTILATION

The tank must be equipped with ventilation complying with article 283.14.4, unless the series production tank, fuel feed circuit and ventilation are retained.

10) BRAKES

Carbon brakes discs are forbidden.

Art. 283 - Safety equipment for cross country cars

- 1) A car, the construction of which is deemed to be dangerous, may be excluded by the Stewards of the meeting.
- 2) If a device is optional, it must be fitted in a way that complies with regulations.

3) CABLES, LINES AND ELECTRICAL EQUIPMENT

3.1 - GROUP T1

Series production fittings may be retained. If they are modified, they must comply with the paragraphs concerning them below.

Additional protections are authorised on the inside against risks of fire or of the projection of fluids.

3.2 - GROUPS T2 AND T3

3.2.1 Fuel and lubricating oil lines must have a minimum burst pressure of 70 bar (1000 psi) and a minimum operating temperature of 135°C (250°F).

When flexible, these lines must have threaded connectors and an outer braid resistant to abrasion and flame (will not sustain combustion).

3.2.2 Lines containing hydraulic fluid, with the exception of lines under gravity head only, must have a minimum burst pressure of 70 bar (1000 psi) or higher according to operating pressure, and a minimum operating temperature of 232°C (450°F).

When flexible, these lines must have threaded connectors and an outer braid resistant to abrasion and flame (will not sustain combustion).

3.2.3 Lines containing cooling water and lubricating oil must be outside the cockpit. Lines containing fuel or hydraulic fluid may pass through the cockpit but without any connections except on the front and rear bulkheads in accordance with the diagrams 253-1 and 253-2, and on the braking circuit. Only the tank for the hydraulic fluid and the master cylinder for the handbrake circuit will be accepted in the cockpit.

3.2.4 Fuel pumps and taps must be outside the cockpit.

3.2.5 Only the intakes, exits and lines for air for ventilating the cockpit are allowed inside the cockpit.

3.2.6 The electrical cables must be protected by coverings which do not sustain combustion.

3.2.7 Self-sealing fast connectors of the same make as the flexible lines on which they are fitted may be installed on all the lines excepting the brake lines.

3.3 - ALL GROUPS

The lines must be protected externally against any risk of deterioration (stones, corrosion, mechanical breakage, etc.).

4) BRAKING SAFETY SYSTEM

Double circuit operated by the same pedal :

The pedal shall normally control all the wheels ; in the event of a leakage at any point of the brake system pipes or of any kind of failure in the brake transmission system, the pedal shall still control at least two wheels.

The vehicle may be fitted with a handbrake system acting on the brakes of one and the same axle and completely independent of the main system (hydraulic or mechanical).

5) ADDITIONAL FIXATIONS

At least two additional fasteners must be fitted for each of the bonnet and boot lids. This measure also applies to tailgates, but not to doors. The original locking mechanisms may be rendered inoperative or removed. These fasteners must be "American fasteners", a bayonet passing through the lid, and the latter being locked by a pin also attached to the lid. If plastic parts are used, metal reinforcements must be provided for, to prevent wrenching. Large objects carried on board the vehicle (such as the spare wheel, tool kit, etc.) must be firmly fixed. The use of elasticated cord is forbidden.

6) SAFETY BELTS

6.1 All the belts must be industrial brand products and must not include inertia reels.

The wearing of two shoulder straps and one lap strap is compulsory.

Anchorage points on the shell or the chassis : 2 for the lap strap, 2 (or possibly one symmetrical about the seat) for the shoulder straps. A hole may be made in a series production seat to allow the passage of a safety belt.

The anchorage points of the series car (Groups T1 and T2) must be used. If the installation on the series anchorage points is impossible, new anchorage points must be installed on the shell or the chassis, a separate one for each strap and as near as possible to the centre-line of the rear wheels for the shoulder straps. If this latter mounting is impossible, the shoulder straps must be fixed or leaning on a rear transversal tube fixed to the rollbar or to the top anchorpoints of the front belts. They may also be fixed to the safety rollcage or to a reinforcement bar.

6.2) INSTALLATION :

- The recommended geometrical locations of the anchorage points are shown in drawing n° 253-42.

Shoulder straps should be installed in such a way that they do not make an angle of more than 10° to the horizontal from the upper rim of the backrest.

The maximum angles in relation to the centre-line of the seat are 20° divergent or convergent.

If possible, the anchorage point originally mounted by the car manufacturer on the C-pillar should be used.

Anchorage points creating a higher angle to the horizontal must not be used unless the seat meets the requirements of the FIA standard. In that case, the shoulder straps of 3-point and 4-point safety harness must be installed on the rear seat lap strap anchorage points originally mounted by the car manufacturer. In the case of a 3-point harness, the anchorage point closest to the centre-line of the front seat must be used. For a 4-point harness, the shoulder straps must be installed crosswise symmetrically about the centre-line of the front seats.

A safety harness must not be installed on a seat having no head restraint or having a backrest with integrated head restraint (no opening between backrest and head restraint).

The lap and crotch straps should pass not over the sides of the seat but through the seat, in order to wrap and hold the pelvic region over the greatest possible surface. The lap straps must fit tightly in the bend between the pelvic crest and the upper thigh. Under no conditions must they be worn over the region of the abdomen. Holes may be made in the series seat if this proves to be necessary in order to avoid such an occurrence. Care must be taken that the straps cannot be damaged through chafing against sharp edges.

- If installation of the series anchorage points is impossible for the shoulder and/or crotch straps, new anchorage points must be installed on the shell or the chassis, as near as possible to the centre-line of the rear wheels for the shoulder straps. If this latter mounting is impossible, the shoulder straps may be fixed or leaning on a rear transversal tube fixed to the rollbar or to the top anchorage points of the front belts.

- Each anchorage point must be able to withstand a load of 1470 daN, or 720 daN for the crotch straps. In the case of one anchorage point for two straps, the load considered will be equal to the sum of the required loads.

- For each new anchorage point created, a steel reinforcement plate with a surface area of at least 40 cm² and a thickness of at least 3 mm must be used.

- Principles of mounting to the chassis/monocoque :

1) General mounting system : see drawing 253-43.

2) Shoulder strap mounting : see drawing 253-44.

3) Crotch strap mounting : see drawing 253-45.

6.3) USE :

A safety harness must be used in its homologation configuration without any modifications or removal of parts, and in conformity with the manufacturer's instructions. The effectiveness and longevity of safety belts are directly related to the manner in which they are installed, used and maintained. The belts must be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight. They must also be replaced if metal parts or buckles are bent, deformed or rusted. Any harness which does not function perfectly must be replaced.

7) EXTINGUISHERS

7.1 - MANUAL EXTINGUISHERS

7.1.1) All cars must be fitted with one or two fire extinguishers.

7.1.2) Permitted extinguishants:

BCF (C F₂ Cl Br)

FM 100 (C H F₂ Br)

NAF S3

NAF P

AFFF

Powder

7.1.3) Minimum extinguisher capacity:

In case of use of BCF, FM 100, NAF S3, NAF P, or powder :

2.60 litres for the quantities specified hereafter.

7.1.4) Minimum quantity of extinguishant:

BCF : 4.0 kg NAF P : 3.2 kg

FM 100 : 3.2 kg AFFF : 2.4 litres

NAF S3 : 3.2 kg Powder : 2.0 kg

7.1.5) All extinguishers must be pressurised according to the contents:

BCF : 7.0 bar NAF P : 7.0 bar

FM 100 : 7.0 bar AFFF : 12.0 bar

NAF S3 : 7.0 bar Powder : 13.5 bar

Furthermore, in the case of AFFF, each extinguisher must be equipped with a means of checking the pressure of the contents.

7.1.6) The following information must be visible on each extinguisher:

- capacity

- type of extinguishant

- weight or volume of the extinguishant

- date the extinguisher must be checked, which must be no more than two years after either the date of filling or the date of the last check.

7.1.7) All extinguishers must be adequately protected. Their mountings must be able to withstand a deceleration of 25 g. Furthermore, only quick-release metal fastenings, with metal straps, will be accepted.

7.1.8) The extinguishers must be easily accessible for the driver and the co-driver.

7.2) - MOUNTED SYSTEMS :

Obligatory for Improved Cross-Country Cars (Group T2) and Prototypes (Group T3).

Optional in the Series Cross-Country group (Group T1).

7.2.1) All cars must be fitted with two fire extinguisher systems, one which will discharge into the cockpit and one into the engine compartment. A single bottle may be used if the extinguishant is divided up in accordance with the directives given below.

7.2.2) Permitted extinguishants:

BCF (C F₂ Cl Br)

FM 100 (C H F₂ Br)

NAF S3

NAF P

ZERO 2000

Dry powder is also permitted but only on cars being used in or coming from countries where national regulations preclude the use of the above products.

7.2.3) Minimum extinguisher capacity:

Closed cars :

Open cars :

(including covered cars)

Cockpit : 1,65 litres 3,30 litres

Engine : 3,30 litres 1,65 litres

7.2.4) Minimum quantity of extinguishant:

		Closed cars: (including covered cars)	Open cars:
BCF:	Cockpit:	2.5 kg	5.0 kg
	Engine:	5.0 kg	2.5 kg
FM 100:	Cockpit:	2.0 kg	4.0 kg
	Engine:	4.0 kg	2.0 kg
NAF S3:	Cockpit:	2.0 kg	4.0 kg
	Engine:	4.0 kg	2.0 kg
NAF P:	Cockpit:	2.0 kg	4.0 kg
	Engine:	4.0 kg	2.0 kg
ZERO 2000:	Cockpit:	1.12 litres	2.25 litres
	Engine:	2.25 litres	1.12 litres
Powder:	Cockpit:	1.2 kg	2.4 kg
	Engine:	2.4 kg	2 kg

7.2.5) Discharge time:

Engine : 10 seconds minimum / 40 seconds maximum.

Cockpit : 30 seconds minimum / 80 seconds maximum.

Both extinguishers must be released simultaneously.

7.2.6) All extinguishers must be pressurised according to the contents:

BCF : 7.0 bar NAF P : 7.0 bar

FM 100 : 7.0 bar ZERO 2000 : 12.0 bar

NAF S3 : 7.0 bar Powder : 13.5 bar

Furthermore, each extinguisher when filled with Zero 2000 must be equipped with a means of checking the pressure of the contents.

7.2.7) The following information must be visible on each extinguisher:

- capacity

- type of extinguishant

- weight or volume of the extinguishant

- date the extinguisher must be checked, which must be no more than two years after either the date of filling or the date of the last check.

7.2.8) All extinguishers must be adequately protected and must be situated within the cockpit. In all cases their mountings must be able to withstand a deceleration of 25 g.

All extinguishing equipment must withstand fire.

7.2.9) Any triggering system having its own source of energy is permitted, provided it is possible to operate all extinguishers should the main electrical circuits of the car fail.

The driver must be able to trigger all extinguishers manually when seated normally with his safety belts fastened and the steering wheel in place.

Furthermore, a means of triggering from the outside must be situated near to the circuit-breaker switch, and not combined with it. It must be marked with a letter "E" in red inside a white circle of at least 10 cm diameter with a red edge.

A single external switch is obligatory for T1 and T2 vehicles using an installed system, but Group T3 cars must be equipped with two external switches, one each side of the windscreen.

7.2.10) The system must work in any position, even when the car is inverted.

7.2.11) Extinguisher nozzles must be suitable for the extinguishant and be installed in such a way that they are not directly pointed at the occupants.

8) ROLLOVER STRUCTURES**8.1.1) Safety cage**

A structural framework designed to prevent serious bodyshell deformation in the case of a collision or of a car turning over.

8.1.2) Rollbar

Structural frame or hoop and mounting points.

8.1.3) Rollcage

Structural framework made up of a main rollbar and a front rollbar (or of two lateral rollbars), their connecting members, one diagonal member, backstays and mounting points. (For example, see drawings 253-3 and 253-4).

8.1.4) Main rollbar

Structure consisting of a near-vertical frame or hoop located across the vehicle just behind the front seats.

8.1.5) Front rollbar

Similar to main rollbar but its shape follows the windscreen pillars and top screen edge.

8.1.6) Lateral rollbar

Structure consisting of a near-vertical frame or hoop located along the right or left side of the vehicle. The rear legs of a lateral rollbar must be just behind the front seats. The front leg must be against the screen pillar and dashboard such that it does not unduly impede the entry or exit of driver and co-driver.

8.1.7) Longitudinal member

Longitudinal tube which is not a part of the main, front or lateral rollbar and linking them, together with the backstays.

8.1.8) Diagonal member

Transverse tube between a top corner of the main rollbar or upper end of a backstay and a lower mounting point on the other side of the rollbar or backstay.

8.1.9) Framework reinforcement

Reinforcing member fixed to the rollcage to improve its structural efficiency.

8.1.10) Reinforcement plate

Metal plate fixed to the bodyshell or chassis structure under a rollbar mounting foot to spread load into the structure.

8.1.11) Mounting foot

Plate welded to a rollbar tube to permit its bolting or welding to the bodyshell or chassis structure, usually onto a reinforcement plate.

8.1.12) Removable members

Structural members of a safety cage which must be able to be removed.

8.2 - SPECIFICATIONS**8.2.1) General comments**

8.2.1.1. - Safety cage must be designed and made so that, when correctly installed, they substantially reduce bodyshell deformation and so reduce the risk of injury to occupants.

The essential features of safety cages are sound construction, designed to suit the particular vehicle, adequate mountings and a close fit to the bodyshell.

Tubes must not carry fluids. The safety cage must not unduly impede the entry or exit of the driver and co-driver.

Members may intrude into the occupant's space in passing through the dashboard and front side-trim, as well as through the rear side-trim and rear seats. The rear seat may be folded down. Any modification to a homologated safety cage is forbidden.

8.2.1.2 - Basic safety cage :

Only rollcages must be used.

With regard to pick-up vehicles, the cockpit of which is not large enough to allow the fitting of the compulsory basic safety cage, it shall be possible to mount the rollbar(s) as per one of the sketches 283-1 to 283-4. This possibility is open to pick-ups only, to the exclusion of all other types of bodywork and all the points of the installation must comply with the prescriptions of the preceding paragraphs (including the material specifications of art. 8.3).

Sketch 283-1 : One diagonal strut compulsory.

Sketch 283-2 : Two diagonal struts compulsory, one for the four-point rollbar inside the cockpit (according to drawing 253-4), one for the four points outside rollbar (according to drawing 253-3 or 253-4).

Sketch 283-3 : One diagonal strut compulsory (according to drawing 253-3 or 253-4).

Sketch 283-4 : Two diagonal struts compulsory, one for the interior four-point rollbar, one for the exterior six-point rollbar.

8.2.1.3 - Compulsory diagonal member :

Different ways of fitting the compulsory diagonal member : see drawings 253-3 to 253-5.

The combination of several members is permitted.

8.2.1.4 - Optional reinforcing members :

Each type of reinforcement (drawings 253-6 to 253-17) may be used separately or combined with others.

8.2.2) Technical specifications**8.2.2.1 - Main, front and lateral rollbars :**

These frames or hoops must be made in one piece without joints. Their construction must be smooth and even, without ripples or cracks. The vertical part of the main rollbar must be as straight as possible and as close as possible to the interior contour of the bodyshell.

The front leg of a front rollbar or of a lateral rollbar must be straight, or if it is not possible, must follow the windscreen pillars and have only one bend with its lower vertical part. Where a main rollbar forms the rear legs of a lateral rollbar (drawing 253-4), the connection to the lateral rollbar must be at roof level.

To achieve an efficient mounting to the bodyshell, the original interior trim may be modified around the safety cages and their mountings by cutting it away or by distorting it.

However, this modification does not permit the removal of complete parts of upholstery or trim.

Where necessary, the fusebox may be moved to enable a rollcage to be fitted.

8.2.2.2 - Mounting of rollcages to the bodyshell :

Minimum mountings are :

- 1 for each leg of the main or lateral rollbar ;

- 1 for each of the front rollbar ;

- 1 for each backstay (see 8.2.2.3).

Each mounting foot of the front, main and lateral rollbars must include a reinforcement plate, of a thickness of at least 3 mm which must not be less than that of the tube onto which it is welded.

Each mounting foot must be attached by at least three bolts on a steel reinforcement plate at least 3 mm thick and of at least 120 cm² area which is welded to the bodyshell. Examples are shown in drawings 253-18 to 253-24. This does not necessarily apply to backstays (see below).

Bolts must be of at least M8 size of ISO standard 8.8 or better.

Fasteners must be self-locking or fitted with lock washers.

These are minimum requirements. In addition to these requirements, more fasteners may be used, the rollbar legs may be welded to reinforcement plates, the rollcage may be welded to the bodyshell. Rollbars mounting feet must not be welded directly to the bodyshell without a reinforcement plate.

The safety rollcages must be fixed directly to the steel bodyshell or the main chassis, i.e. onto the structure to which the suspension loads are transmitted (with if necessary additional reinforcement at the joint between the chassis and the foot of the rollbar).

Rollcages equipping vehicles with a tubular or semi tubular space frame (T3) must be integrated where the tubes join above the sill of the entrance to the cockpit. At least one tube of the same section and quality as those of the chassis must extend each foot of the rollbar downwards. Another diagonal is recommended, as well as a horizontal tube at floor level.

The tubes making up the rollbar above the level of the chassis must have at least all the parts making up the minimum rollcage, as well as the dimensions recommended.

8.2.2.3 - Backstays :

These are compulsory and must be attached near the roofline and near the top outer bends of the main rollbar on both sides of the car. They must make an angle of at least 30° with the vertical, must run rearwards and be straight and as close as possible to the interior side panels of the bodyshell.

Their materials specification, diameter and thickness must be as defined in 8.3.

Their mountings must be reinforced by plates. Each backstay should be secured by bolts having a cumulative section area at least two thirds of that recommended for each rollbar leg mounting in 8.2.2.2 above, and with identical reinforcement plates of at least 60 cm² area (see drawing 253-25).

A single bolt in double shear is permitted, provided it is of adequate section and strength (see drawing 253-26) and provided that a bush is welded into the backstay.

8.2.2.4 - Diagonal members :

At least one diagonal member must be fitted.

Their location must be in accordance with drawings 253-3 to 253-5 and they must be straight, not curved.

The attachment points of the diagonal members must be so located that they cannot cause injuries. They may be made removable but must be in place during events. The lower end of the diagonal must join the main rollbar of backstay not further than 100 mm from the mounting foot. The upper end must join the main rollbar not further than 100 mm from the junction of the backstay joint, or the backstay not more than 100 mm from its junction with the main rollbar.

They must comply with the minimum specification set out in 8.3. Diagonal members fixed to the bodyshell must have reinforcement plates as defined in 8.2.2.3 above.

8.2.2.5 - Optional or compulsory reinforcements of the rollcage :

The diameter, thickness and material of reinforcements must be as defined in 8.3.

They shall be either welded in position or installed by means of demountable joints.

Reinforcement tubes must not be attached to the bodyshell.

8.2.2.5.1) Transverse reinforcing members :

The fitting of two transverse members as shown in drawing 253-7 is permitted. The transverse member fixed to the front rollbar must not encroach upon the space reserved for the occupants. It must be placed as high as possible but its lower edge must not be higher than the top of the dashboard.

8.2.2.5.2) Doorbars (for side protection) :

At least one longitudinal strut must be fitted on each side of the vehicle at door level. The tube(s) making up this reinforcement must be built into the rollcage and its(their) angle with the horizontal tube must not exceed 15° (angled downwards towards the front). The lateral protection must be as high as possible, and at least 10 cm from the bottom of the seat, but not higher than one third of the total height of the door measured from its base.

8.2.2.5.3) Roof reinforcement :

Reinforcing the upper part of the rollcage by adding members as shown in drawing 253-9 is permitted.

8.2.2.5.4) Reinforcement of bends and junctions :

It is permitted to reinforce the junction between the main rollbar and the front rollbar, as well as the top rear bends of the lateral rollbars and the junction between the main rollbar and the backstays (see drawings 253-10 and 253-16).

The ends of these reinforcing tubes must not be more than half way down or along the members to which they are attached.

8.2.2.6 - Protective padding :

Where the occupants' bodies or their crash helmets could come into contact with the safety cage, non-flammable padding must be provided for protection.

8.2.2.7 - Removable members :

Should removable members be used in the construction of a rollcage, the demountable joints used must comply with a type approved by the FIA (see drawings 253-27 to 253-36). They must not be welded.

The screws and bolts must be of adequate diameter, and of ISO standard 8.8 or better.

It should be noted that demountable joints must not be used as part of a main, front or lateral rollbar because they act as hinges in the principal structure and allow deformation. Their use is solely for attaching members to the rollbars and for attaching a lateral rollbar to a main rollbar (drawing 253-4). In this last case, hinged joints illustrated in drawings 253-30, 253-33 and 253-36 must not be used.

The removable connections must be fitted within the extension of the axis of the tubes, and must not be offset.

8.2.2.8) Guidance on welding :

All welding must be of the highest possible quality with full penetration over the entire perimeter of the tube and preferably using a gas shielded arc. Although good external appearance of a weld does not necessarily guarantee its quality, poor looking welds are never a sign of good workmanship.

When using head-treated steel the special instructions of the manufacturers must be followed (special electrodes, gas protected welding).

It must be emphasised that the use of heat-treated or medium carbon steels may cause problems and that bad fabrication may result in a decrease in strength (caused by brittle heat-affected zones), inadequate ductility and internal stress.

8.3 - MATERIAL SPECIFICATIONS

Min. material	Min. yield strength	Min. dimensions (diam. in mm)	Use
Cold drawn seamless carbon steel	350 N/mm ²	Preferably 45 x 2.5 or, failing that 50 x 2.0	Main rollbar (drawing 253-38) ; lateral rollbar and their rear connection (drawing 253-39) according to construction.
Cold drawn seamless carbon steel	350 N/mm ²	38 x 2.5 or 40 x 2.0	Other parts of the safety cage.

Note that these figures represent the minima allowed. In selecting the steel, attention must be paid to obtaining good elongation properties and adequate weld ability.

The tubing must be bent by a cold working process and the centreline bend radius must be at least 3 times the tube diameter. If the tubing is ovalised during bending, the ratio of minor to major diameter must be 0.9 or greater.

Until 31.12.94, a waiver is granted to T3 vehicles which may therefore use the tube dimensions specified in the 1993 Appendix J for this group.

8.4 - HOMOLOGATION BY THE ASN

Safety cage manufacturers may submit a safety cage of their own design to their ASN for approval as regards the quality of steel used, the dimensions of the tubes, the optional reinforcing members and the mounting to the vehicle, provided that the construction is certified to withstand the stress minima given hereafter in any combination on top of the safety cage :

- 1.5 W* lateral ;
- 5.5 W fore and aft ;
- 7.5 W vertical.

(*W = weight of the car + 150 kg).

There must not be direct connection between the top extension and the bottom extension.

A homologation certificate, approved by the ASN and signed by qualified technicians representing the manufacturer, must be presented to the event's scrutineers. It must contain a drawing or photo of the safety cage in question declaring that the rollcage can resist the forces specified above. These safety cages must not be modified in any way.

To obtain the ASN's approval, a manufacturer must have demonstrated his consistent ability to design and manufacture rollcages which comply with the specifications approved by the FIA.

Manufacturers approved by the ASN shall supply customers only with products designed and manufactured to the approved standards.

Each ASN-approved manufacturer shall demonstrate to the ASN :

- that the material he uses has a certificate of origin or of traceability, and is kept segregated from other batches of material ;
- that the welding methods he uses produce consistent and sound welds and are regularly checked by laboratory tests ;
- that he operates and maintains auditable in-house quality standards and procedures, updated regularly.

The ASNs may carry out static test on the rollcages submitted to them for approval as follows (see drawing 253-37) :

1 - Rollcage to be considered :

As the total function of a rollcage must be considered only in its entirety, the test must be carried out on the complete rollcage.

2 - Testing device :

This must be constructed in such a way that none of the loads has any influence on its structure.

3 - Mountings :

The rollcage must be fitted to the testing device by its original mountings.

4 - Test :

A vertical load of 7.5 W (W being the weight of the car + 150 kg) is to be applied with a stamp with minimum area 500 x 200 mm on the main rollbar behind the driver's seat.

5 - Accepted distortion :

This test must not produce, in the total safety structure, any breakage or any plastic distortion of more than 50 mm.

8.5 - FIA HOMOLOGATION

FIA suggests that each car manufacturer should recommend a type of safety cage complying with FIA standards, as defined in 8.4 above. This safety cage must be described on a homologation extension form presented to FIA for approval and the safety cage must not be modified (see 8.2.1.1) in any way.

9) REAR VIEW

The rear view must be efficiently obtained by means of two outside mirrors (one on each side of car).

10) TOWING-EYE

All cars will be equipped with a rear and front towing-eye. This towing-eye must be very firmly fixed and it must not be used to lift the car. It will be clearly visible and painted in yellow, red or orange, and must be located within the perimeter of the car. Minimum inside diameter : 50 mm.

11) WINDSCREEN, WINDOWS

A windshield made of laminated glass is compulsory. In the event of breakage of a windscreen, the wearing of a crash helmet with a visor (or motor-cycle type goggles) shall be compulsory, otherwise the vehicle shall not be admitted to the start. If, after an accident, the deformation of the bodywork will not allow the replacement of the windscreen by a windscreen made from laminated glass, it may be replaced by a windscreen made from polycarbonate with a minimum thickness of 5 mm.

The rear and side windows, if transparent, must be made from a homologated material or from polycarbonate with a minimum thickness of 3 mm.

12) SAFETY FIXING DEVICES FOR WINDSHIELD

Such devices may be used freely.

13) GENERAL CIRCUIT BREAKER

The general circuit breaker must cut all electrical circuits, battery, alternator or dynamo, lights, hooters, ignition, electrical controls, etc.) and must also stop the engine. It must be a spark-proof model, and will be accessible from inside and outside the car. As for the outside, the triggering system of the circuit breaker will compulsorily be situated at the lower part of the windscreen mounting of the driver's side. It will be marked by a red spark in a white-edged blue triangle with a base of at least 12 cm.

One single external switch is compulsory in Groups T1 and T2, but Group T3 cars must be equipped with two external switches, one on either side of the windscreen.

For Diesel engines, the circuit breaker must be coupled with a device cutting off the intake into the engine.

14) FIA APPROVED SAFETY FUEL TANKS

Whenever a competitor uses a safety fuel tank, it must come from a manufacturer approved by the FIA.

In order to obtain the FIA's agreement, a manufacturer must have proved the constant quality of its product and its compliance with the specifications approved by the FIA. Safety tank manufacturers recognised by the FIA must undertake to deliver to their customers exclusively tanks complying with the norms approved. To this end, on each tank delivered, the name of the manufacturer, the exact specifications according to which this tank has been manufactured, the date of the manufacturing, and the series number, shall be printed.

14.1 - TECHNICAL SPECIFICATIONS

The FIA reserves the right to approve any other set of technical specifications after study of the dossier submitted by the manufacturers concerned.

14.2 - SPECIFICATIONS FIA/FT3

The Technical specifications for these tanks are available, on request, from the FIA Secretariat.

14.3 - AGEING OF TANKS

The ageing of safety tanks entails a considerable reduction in the strength characteristics after approximately five years.

Therefore, all fuel cells must be replaced by new ones at the latest five years after the fabrication date indicated on the cell.

A leak proof window made from non-flammable material, installed in the protection for FT3 tanks must make possible to check the use-by date.

14.4 - INSTALLATION OF TANKS

The tank may be replaced by a safety tank homologated by the FIA (FT3 specification), or by another tank homologated by the manufacturer of the car. In this case a panel may be used to close off the opening left by the removal of the original tank. The number of tanks is free. It is also possible to combine the various homologated tanks (including the standard tank) and FT3 tanks.

Any tank which is not homologated must be an FT3 tank. The competitor must submit the certificate of conformity or FIA approval certificate, bearing the tank number and the year of manufacturer (maximum 5 years).

Collecting tanks with a capacity of less than 1 litre are of free construction, but their number is limited by that of the main tanks equipping the vehicle.

The original tank may be conserved in its original position. An increased capacity FT3 tank may be fitted in the position of the original tank.

For cars in respect of which the manufacturer has provided for a closed compartment for luggage (front or rear luggage space) which is an integral part of the bodywork, this compartment must be used to house the additional tank. Holes must be provided for in the floor in order to allow the outflow of the fuel in the event of a leak. For cars in respect of which the manufacturer has not provided for a specific luggage compartment, as an integral part of the bodywork, the additional tank may be situated inside the cockpit to the rear of the rearmost seat.

In all cases, the tank including the filling pipes, must be totally insulated by means of flameproof and liquid-tight bulkheads, preventing the infiltration of fuel into the cockpit or contact with the exhaust pipes. Should the tank be installed in the luggage compartment, and when the rear seats are removed, the cockpit must be separated from the tank by a fire-resistant, flameproof and liquid-tight bulkhead. In the case of a two-volume car, it will be possible to use a non-structural, non-flammable bulkhead made from transparent plastic between the cockpit and the location of the tank. Tanks must be efficiently protected and very firmly attached to the bodyshell or the chassis of the car.

The use of safety foam in FT3 tanks is recommended.

The location and dimension of the filler hole and cap may be changed on condition that the new installation does not protrude beyond the bodywork and gives every guarantee against a possible leakage of fuel into one of the inner compartments of the car. These holes may be situated in the location of the rear windows.

The filler hole and the air vent must always be situated outside the cockpit on a metal part. If there is a filler hole inside the bodywork, it must be surrounded by a receptacle with outflow to the outside. The air vent must either come out on the roof of the vehicle or make a loop as high as possible inside the vehicle and come out under the vehicle on the opposite side to its connection to the tank. These air vents must be fitted with self-sealing valves. For pick-up cars in T1 or T2, the cockpit of which is totally separated from the rear platform (completely closed metal cabin), the tank must either originate of a series production vehicle, or be an FT3-type tank and the platform must be modified in order to allow the outflow of the fuel in the event of a leak.

15) PROTECTION AGAINST FIRE

An efficient protective screen must be placed between the engine and all the mechanical parts on the one hand, and the occupant's seats on the other hand, in order to prevent the direct passage of flames in case of fire.

16) LIGHTING EQUIPMENT

The lighting equipment must comply on all points with the International Convention on Road Traffic.

Each car must be fitted with at least :

- 2 headlights (combined passing lights/headlights)
- 2 front lamps
- 2 rear lamps and number plate lighting
- 2 stop lights
- 2 flashing indicators at the front and at the rear
- distress lights.

Each 'stop' light will have a minimum surface of 50 cm². The two headlamps and the additional lamps must be located in front of the axis of the front wheels, at a maximum height corresponding to that of the line of the bonnet/bottom of the windscreen (8 lamps maximum).

Each car must also be equipped with two red rear fog lamps, twinned or placed side by side with two "stop" lights. Each of these lamps will have a power between 21 and 55 watts. They will be situated at a minimum height of 1.50 m from the ground, visible from the rear and attached to the outside of the vehicle. They must be fixed to both rear sides of the vehicle or, for pick-up type vehicles, to the upper angles of the rear part of the cabin. These lights must be constantly switched on during the running of the selective section upon the directions of the Clerk of the Course.

All the lighting equipment must be maintained in perfect working order throughout the entire duration of the event. A crew may not be allowed to start a stage until the electric circuit has been mended should it have been ascertained as being faulty.

The fitting of a reverse light is authorised, provided that it only operates when the gear lever is in the reverse position.

17) AUDIBLE WARNING DEVICE

Each car must be equipped with a compressor audible warning device, in working order throughout the entire duration of the event.

18) SPARE WHEELS

Each vehicle shall include at least two spare wheels, identical to those with which the car is fitted, which must be very firmly secured throughout the entire duration of the event.

19) MUDFLAPS

Transversal mudflaps will be accepted under the following conditions :

- they must be made from flexible material.
- they must cover at least the width of each wheel, but at least one third of the width of the car (see drawing 252-6) must be free behind the front wheels and the rear wheels.
- there must be a gap of at least 20 cm between the right and left mudflaps in front of the rear wheels.
- the bottom of these mudflaps must be no more than 10 cm from the ground when the car is stopped, with nobody on board.
- in vertical projection, these mudflaps must not protrude beyond the bodywork.

These mudflaps are compulsory to the rear of the rearmost wheels and to the rear of the driven wheels ; they must fulfil the preceding conditions, must be made from rubberised canvas or plastic (minimum thickness 5 mm) and be continuous with the bodywork.

Mudflaps to prevent splashing towards the front, made from flexible material, may be installed at the front of the vehicle. They must not protrude beyond the overall width of the vehicle, or beyond the original overall length by more than 10 cm, and at least one third of the width of the car must be free in front of the front wheels.

20) SEATS

In T3, and in T1 and T2 if the original seat attachments or supports are changed, these parts must either be made by a FIA approved manufacturer or must comply with the following specifications (see drawing n° 253-52) :

1) Supports must be attached to the shell/chassis via at least 4 mounting points per seat using bolts with a minimum diameter of 8 mm and counterplates, according to the drawing. The minimum area of contact between support, shell/chassis and counterplate will be 40 cm² for each mounting point. If quick release systems are used, they must be capable of withstanding vertical and horizontal forces of 18000 N, applied non-simultaneously. If rails for adjusting the seat are used, they must be those originally supplied with the homologated car (T1, T2) or with the seat.

2) The seat must be attached to the supports via 4 mounting points, 2 at the front and 2 at the rear of the seat, using bolts with a minimum diameter of 8 mm and reinforcements integrated into the seat. Each mounting point must be capable of withstanding a force of 15000 N applied in any direction.

3) The minimum thickness of the supports and counterplates will be 3 mm for steel and 5 mm for light alloy materials.

The minimum longitudinal dimension of each support will be 6 cm.

Unless the original series production seats are retained, a headrest with a minimum surface area of 400 cm² must be installed for each occupant of the car. The surface must be continuous and have no protruding parts. Its position will be such that it will be the first point of contact with the driver's or passenger's helmet in the event of an impact projecting the heads of the vehicle's occupants rearwards, when they are seated in their normal position.

This headrest must not deflect by more than 5 cm when a rearward force of 850 N is applied to it. The distance between the helmet and the headrest must be minimal, such that the distance moved by the helmet, when the above-mentioned force is applied and the occupant is in his normal driving position, is less than 5 cm.

Art. 284 - Specific regulations for series cross country cars (Group T1)

1) DEFINITION

Series production Cross Country cars.

2) HOMOLOGATION

At least 1000 identical units must have been produced in 12 consecutive months and homologated by the FIA in Series Cross Country Cars (Group T1).

3) NUMBER OF SEATS

Cars must have room to accommodate at least two persons.

4) MODIFICATIONS AND ADJUNCTIONS ALLOWED OR OBLIGATORY

All the modifications which are not allowed by the present regulations are expressly forbidden.

The only work which may be carried out on the car is that necessary for its normal servicing or for the replacement of parts worn through use or accident. The limits of the modifications and fittings allowed are specified hereinafter. Apart from these, any part worn through use or accident can only be replaced by an original part identical to the damaged one.

The cars must be strictly series production models identifiable by the homologation form data.

5) MINIMUM WEIGHT

Cars must have at least the weight appearing on the homologation form plus the weight of the safety equipments. As far as rollcages or rollbars which cannot be removed from the car and which were manufactured in accordance with Article 283.8.2, 8.3 and 8.4 are concerned, the following weight will be taken as a basis for the safety cage :

- Rollcage according to drawings 253-3/4 : 30 kg
- Rollcage according to drawings 253-5 to 17 : 35 kg

This is the weight of the car including the weight of the safety equipment, but without persons, luggage, tools, jack, spare parts, portable survival, navigation or communication equipment, provisions, etc. All the liquid tanks (lubrication, cooling, braking, heating where applicable) must be at the normal level foreseen by the manufacturer, with the exception of the windscreen wiper or headlight wiper, brake cooling system, fuel and water injection tanks, which shall be empty. Additional headlights which do not appear on the homologation form must be removed before weighing.

6)

6.1 - ENGINE

- The accelerator cable may be replaced or doubled by another one regardless of whether it comes from the manufacturer or not.

- Ignition : Make and type of plugs are free as are rev-limiters and high tension cables.
- Cooling circuit : The capacity of the tank containing the coolant is free, as is the type of thermostat which may be removed. The original location and attachment points of the series production radiator must be conserved.

- Fuel feed : Carburettor parts or fuel injection system parts regulating the quantity of fuel reaching the engine may be modified, provided that they have no influence on air admission.
The original injection system must be maintained. The injectors may be changed for injectors which are identical except with regard to the size of the pintle nozzle hole at the end.

- Camshaft : The profile of the cams is free, as are the valve lift and valve springs.
- Feed pump : The number and the operating principle of the feed pumps are free.
- The elastic material of the engine mountings is free, but not the number of the engine mountings.
- Exhaust : It will be possible :
. either to remove the inside of the original silencer ;
. or to modify the exhaust from the first silencer to the exit (drawing 254-3), the maximum dimensions of the duct being those of the pipe situated upstream of the first silencer. The exit should be situated either to the rear or to the side.

Should two inlets exist in the first silencer, the section of the modified duct must be less than or equal to the total of the two original sections.

These liberties must not entail any bodywork modifications and must respect the laws of the country in which the event is run with regard to noise levels.

If an exhaust silencer is added, it must be of the original type and must contain noise-absorbing material. Additional parts for the mounting of the exhaust are authorised.

- Cruising speed controller : This controller may be disconnected.

6.2 - TRANSMISSION

- Clutch : The disc is free, including the weight, with the exception of the number and diameter.

6.3 - SUSPENSION

- Springs :

Coil springs : The length is free, as is the number of coils, the wire diameter, the external diameter, the type of spring (progressive or not), the external diameter and the form of the spring seats.

Leaf springs : The length, width, thickness and vertical curvature are free. The fitting of shackle protection pads is strongly recommended. The number of leaves is free.

Torsion bars : The diameter is free.

- Shock absorbers : Free, provided that their type (telescopic, arm, etc.), their working principle (hydraulic, friction, mixed, etc.), and their attachment points remain unchanged.

Gas filled dampers, regarding their working principle, will be considered as hydraulic dampers.

If, in order to change the damping element of a MacPherson suspension, or a suspension operating in an identical manner, it is necessary to replace the entire MacPherson strut, the replacement parts must be mechanically equivalent to the original ones and have the same mounting points. The form of the spring seats in Mc Pherson suspensions is free.

The number of shock absorbers is limited to two per wheel. No other part, apart from those whose only function is to permit the fitting of an additional shock absorber, may be added to or removed from the suspension.

The fluid tanks for the shock absorbers may be attached in the wheel arches as well as to the chassis.

- Straps : Suspension travel straps are allowed at the front and rear.
- Rigid axle : If a rigid axle is used, the original parts may be strengthened in such a way that the original part can be still recognised.

6.4 - WHEELS AND TYRES

The wheels are free, respecting the homologated width (Article 801.b) which is considered as a maximum, and the homologated diameter with, in the latter case, a tolerance of 0 1 inch.

They must be covered by the wings, and the maximum track given on the homologation form must be kept.

Tyres are free provided that they can be mounted on these wheels, but studded tyres are forbidden.

The spare wheel may be brought inside the driving compartment, on condition that it is firmly secured and that it is not installed in the space reserved for the occupants.

Wheel fixations by bolts may be changed to fixations by pins and nuts provided that the number of attachment points and the diameter of the threaded parts as indicated on the drawing 254-1 are respected.

6.5 - BRAKING SYSTEM

Brake linings are free, as well as their mountings (riveted, bonded, etc.) provided that the contact surface of the brakes is not increased. Protection plates may be dismantled or bent. In the case of a car fitted with servo-assisted brakes or an anti-locking device, this device may be disconnected. The same applies for anti-lock braking systems.

Brake lines may be changed for aviation type lines.

6.6 - BODYWORK

6.6.1) Exterior :

Hubcaps must be removed.

Protective headlight covers may be fitted provided that their only function is to cover the glass, and that they have no influence on the car's aerodynamics.

The fitting of underbody protections is recommended but only authorised provided that these really are protections which respect the ground clearance, which are removable and which are designed exclusively and specifically in order to protect the following parts : engine, radiator, suspension, gearbox, tank, transmission, exhaust.

A frontal protection, mounted in addition to the bumper and intended for limiting the consequences of possible collisions with animals, is recommended. This protective grill must be independent of the structure of the car and must reinforce it to contribute to its rigidification. The side and rear windows situated behind the driver may be made from non-transparent material or replaced by transparent material with a minimum thickness of 3 mm. The profile of the bodywork must not be modified as a result of these freedoms. Their fixation is free, the mechanisms may be removed, several panes filling an opening may be replaced by just one panel, and the same applies for the windows of the side doors.

The glass panel of a sun roof may be replaced by a metal sheet with a minimum thickness of 1.5 mm, with additional attachments if necessary.

Any locking system may be used for the cap of the petrol tank.

If the original spare wheel support constitutes a hazard on the outside of the bodywork and if this wheel is brought inside the cockpit (see art. 6.4), it may be removed. The fitting of external rear-view mirrors is permitted, as is the changing of the windshield wiper blades, front and rear.

Only electric winches, fitted without making any modifications to the structure of the vehicle other than a modification allowing the winch to be attached by means of bolts, are authorised.

6.6.2) Passenger space :

All accessories which have no effect on the vehicle's behaviour are allowed without restrictions, such as those concerning the aesthetics or interior comfort (lighting, heating, etc.), on the express condition that they do not influence, even on a secondary manner, the efficiency of the engine, steering, strength, transmission, braking, or road-holding. All the passenger seats, if occupied, must be fitted with a headrest.

The cockpit carpeting situated behind the front seats may be removed in the event of an FT3 tank being fitted in this area.

All the controls must be those provided by the manufacturer and they must retain their original function but they can be worked on 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.

The following is allowed in particular :

- 1) Additional measuring instruments, counters, etc. may be freely installed, provided that their fitting is not likely to create any danger.
- 2) The horn may be changed. Another one, possibly for the passenger's use, may be added.
- 3) The mechanism of the handbrake lever may be adapted in order to obtain instant unlocking (fly-off handbrake).
- 4) Seats supports may be strengthened, and all kinds of seat-covers may be added including those creating bucket seats. The rear seats may be removed on condition that a liquid-tight bulkhead separates the cockpit from the engine compartment and/or the fuel tank.
- 5) The seats of the occupants may be changed for bucket seats.
- 6) Additional compartments may be added to the glove compartment as well as additional pockets to the doors.
- 7) Steering wheel is free.
- 8) It is authorised to replace the electric windows by manually-operated windows.

6.6.3) Reinforcements :

Strengthening of the suspended part is allowed provided that the material used follows the original shape and is in contact with it.

It is permitted to fit front reinforcement bars, on condition that they are removable and are bolted onto the attachment points of the suspension to the bodyshell or onto the suspension spring mounts. A hole may also be bored in the upper suspension trim to fit these rods.

These bars may also be fitted at the rear, on each side, at a maximum of two points. The distance between these two points must be inferior to 10 cm. The distance between one of these points and the suspension attachment is at most 10 cm.

6.6.4) When the spare wheel is originally placed in a closed housing and when this wheel is changed for a wider one from the running gear (see article 6.4), situated in this space, it is possible to remove from the cover of the location of the wheel the surface induced by the diameter of the new wheel (drawing 254-2).

6.7 - ELECTRICAL SYSTEM

- Battery : The make, capacity, and battery cables are free. The tension and the site of the battery must be retained.

- Generator : May be replaced by a more powerful one. A dynamo may not be replaced by an alternator and vice-versa.

- Lighting system : Additional headlights including the corresponding relays are allowed, on condition that the total does not exceed eight (tail and parking lights not included) and provided that this is accepted by the laws of the country. They may not be housed within the bodywork.

Headlights and other exterior lights must always exist in pairs. The original headlights can be made inoperative and covered with adhesive tape. They can be replaced by other headlights, in compliance with this article. A reversing light may be fitted provided it can only be used when the gear lever is in the "reverse" position, and provided that the police regulations on this subject are observed.

- Fuses may be added to the electrical system.

- Flashing lights are forbidden.

6.8 - FUEL CIRCUIT

Fuel lines must be changed for aviation-type fuel lines if an FT3 tank is used, the route of these lines being free. Should a series production tank be used, this change is optional. It is permitted to fit an FT3 tank and its accessories (in conformity with the various articles of the regulations) feeding the original tank via a connector on the original filler pipe. In this case, the air vent of the original tank must pass through the FT3 tank, all the original fuel lines must be retained, and the new lines and accessories equipping the FT3 tank must be in conformity with art. 283.3.2.

6.9 - JACK

The jack is free on condition that its lifting points on the car are not modified.

Art. 285 - Specific regulations for improved cross country cars (Group T2)

1) DEFINITIONS

Cars derived from cars homologated in the Series Cross Country Group.

2) HOMOLOGATION

At least 1000 identical examples of these cars must have been manufactured in 12 consecutive months. The up-to-date homologation form must be presented at scrutineering.

3) NUMBER OF SEATS

Improved Cross Country cars must have room to accommodate at least two persons.

4) WEIGHT

Cars must respect a minimum weight equal to that of the homologated car multiplied by a factor of 0.9.

This is the weight of the car including the weight of the safety equipment, but without persons, luggage, tools, jack, spare parts, portable survival, navigation or communication equipment, provisions, etc. At no time during the event may a car weigh less than the minimum weight stated in this article. In case of doubt, the Scrutineers may drain the tanks to check the weight.

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, visible and sealed by the scrutineers.

5) MODIFICATIONS AND ADJUNCTIONS ALLOWED

GENERAL CONDITIONS :

Irrespective of the parts for which the present article lays down freedom of modification, the original mechanical parts necessary for the propulsion, suspension as well as all accessories necessary for their normal functioning, excepting any steering or braking part, having undergone the normal machining operations laid down by the manufacturer for series production may be subjected to all tuning operations through finishing, scraping but not replacement. In other words provided that the origin of the series production part may always be established, it may be grounded, balanced, adjusted, reduced or modified through machining. Only chemical and heat treatment are allowed, in addition to the above. However, the modifications defined by the above paragraph are allowed on condition that the weights and dimensions mentioned on the homologation form are respected.

Nuts and bolts : Throughout the car, any nut, bolt, screw may be replaced by any other nut, any other bolt, any other screw and have any kind of locking device (washer, lock nut, etc.).

Adjunction of material :

Any adjunction of material or parts is forbidden unless it is specifically allowed by an article in these regulations.

Any material removed is not to be reused.

All modifications authorised for Series Cross Country Cars (article 284 - Group T1) are authorised.

5.1 - ENGINE

The engine must originate from the homologated base car or from a car of the same make homologated in Group A (Touring Cars) or in the Series Cross Country Group (Group T1). For engines homologated in Group A, evolutions of the type (ET) valid in rallies will be accepted, but not sporting evolutions (ES). The eligible engines must be in their integral and complete homologated versions, according to article 3 of the homologation form.

The nominal cubic capacity of the engines is limited to :

For petrol engines :

- 5000 cm³ for normally aspirated engines with 2 valves per cylinder, homologated in Group T1 and defined as in article 3 of the homologation form, with modifications strictly limited to those authorised for Group T1 (see article 284.6.1).

- 4000 cm³ for engines with 2 valves per cylinder, homologated in Group T1.

- 3000 cm³ for :

- engines with more than 2 valves per cylinder, homologated in Group T1.
- engines homologated in Group A.

For Diesel engines :

- 6000 cm³ for normally aspirated Diesel engines with 2 valves per cylinder, homologated in Group T1 and defined by article 3 of the homologation form, with modifications strictly limited to those permitted for Group T1 (see article 284.6.1).

- 5000 cm³ for Diesel engines, 2 valves per cylinder, homologated in Group T1.

- 4000 cm³ for Diesel engines with more than 2 valves per cylinder, homologated in Group T1.

5.1.1) Cylinder-block - Cylinder head :

It is permitted to close the unused apertures in the cylinder block and cylinder head, if the only purpose of this operation is that of closing.

A rebore is allowed in relation to the original bore, as long as the original cylinder block is retained. The sleeving of the engine is allowed within the same conditions as for reboring, and the sleeve material may be modified.

Planing of the cylinder-block and of the cylinder head is allowed.

In the case of rotary engines, on condition that the original dimensions of the intake inlet ports and of the exit of the exhaust are respected, the dimensions of the inlet and exhaust ducts into the engine block are free.

5.1.2) Compression ratio : Free.

5.1.3) Cylinder head gasket : Free.

5.1.4) Pistons : Free as well as the piston-rings, gudgeon pins and their securing mechanism.

5.1.5) Connecting rods, crankshaft :

Apart from the modifications permitted by the above paragraph "General Conditions", the original crankshaft and connecting rods may receive chemical, heat or mechanical treatment different from that laid down for series production parts.

5.1.6) Bearings :

Make and material are free ; they must however retain their original type and dimensions.

5.1.7) Flywheel :

It may be modified in accordance with the above paragraph "General Conditions" provided that the original flywheel may still be identified.

5.1.8) Fuel and air feed :

The air filter, including the filter box and the plenum chamber, is free.

The air filter along with its box may be removed, moved in the engine compartment or replaced by another.

The pipe between the air filter and the carburettor(s) or the air measuring device (injection) is free.

Likewise, the pipe between the air measuring device and the intake manifold or the supercharging device is free.

The air filter may be fitted with a grill.

Anti-pollution parts may be removed provided that this does not lead to an increase in the quantity of air admitted.

It is possible to make a hole, with a maximum diameter of 10 cm, in the engine bonnet in order to provide air for the engine, and to place a pipe, with a maximum internal diameter of 10 cm, in this hole (see drawing 255-13).

Fuel pumps are free. They may not be fitted in the cockpit unless this is an original fitting, in which case they must be well protected.

It is possible to fit a radiator in the fuel circuit.

Petrol filters, with a maximum unit capacity of 0.5 l may be added to the fuel feed circuit.

The accelerator linkage is free.

The original heat exchangers and intercoolers, or any other device fulfilling the same function, must be retained, and remain in their original location (petrol engines only). In the case of a petrol engine originating from Group A, or of another model from Group T1 (see the first sentence of article 5.1), these exchangers must not be modified and must remain in their original compartment. The exchangers for Diesel engines are free in the engine compartment, but the bodywork must not be modified.

The pipes between the supercharging device, the intercooler and the manifold are free, but their only function must be to channel air.

Any water injection fitted must be homologated and must not be modified.

The use of any other substance or device to reduce the temperature of the mixture is forbidden.

Drawings I and II on the homologation form must be respected.

The inner dimensions of the ports are free in the rotary chambers for rotary engines and for 2-stroke engines.

5.1.8.1 - Carburettor

The original system must be maintained. Carburettor parts regulating the amount of fuel reaching the combustion chamber may be modified, provided that they have no influence on air admission.

5.1.8.2 - Injection

The original system and its type, as specified on the homologation form of the vehicle (such as K-Jetronic) must be retained, as must its location.

The elements of the injection device regulating the metering of the quantity of fuel admitted to the engine may be modified, but not the diameter of the opening of the butterfly.

The air measuring device is free.

The injectors are free, except for their number, their position, their assembly axis and their operating principle.

The petrol lines feeding them are free.

The electronic box is free, insofar as it does not incorporate more data.

The fuel pressure regulator is free. In the case of a Diesel engine, the injection pump is free.

5.1.8.3 - Restrictor (petrol engines only)

In the event of supercharged petrol engines being used :

The supercharged system must comply with that of the homologated engine.

The maximum diameter of the air intake into the compressor must be 43 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 285-1).

The compressors respecting the above dimensions must be retained. The others must be fitted with a non-detachable restrictor fixed to the compressor housing and coupling with the dimensions defined above.

This restrictor must not be an integral part of the compressor housing; it must be an added part.

All the air necessary for feeding the engine must pass through the restrictor. 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. It must be possible to affix seals to the restrictor attachment, and to the compressor housing. It must be easy to inspect the restrictor, or possible to dismantle it for inspection. The shape of the restrictor is free, subject to the restrictions mentioned above.

In case of an engine with two parallel compressors, each compressor must be limited to a maximum intake diameter of 30 mm.

5.1.9) Camshaft(s) :

Free (except the number and number of bearings). Timing is free. The material, type and dimensions of the pulleys, chains and belts for driving the camshafts are free. The route and the number of belts and chains are free.

The guides and tensioners associated with these chains or belts are also free.

5.1.10) Valves :

The material and the shape of the valves are free, but their characteristic dimensions (mentioned on the homologation form) must be retained, including the respective angles of the valve axis. Valve lift is free. With regard to the cylinder head orifices (inner side of the engine), in the case of rotary engines, only those dimensions which have been entered on the homologation form have to be respected.

The cups, cotters or guides (even if they do not exist as original parts) are not subject to any restriction. Shims may be added under the springs.

The material of the seats is free.

5.1.11) Rocker arm and tappets, push rods :

Rocker arms may only be modified in accordance with article 5 "General Conditions" above. Tappets are free, provided they are interchangeable with the original ones ; the same applies to push rods. It is possible to use bracking plates to adjust them.

5.1.12) Ignition :

The ignition coil(s), condenser, distributor, interrupter and plugs are free subject to the ignition system (battery/coil or magneto) remaining the same as laid down by the manufacturer for the model concerned.

The fitting of an electronic ignition system, even without a mechanical interrupter, is allowed provided no mechanical part other than those mentioned above is modified or changed, with the exception of the crankshaft, the flywheel or the crankshaft pulley, for which modifications limited to the necessary additions will be possible. In the same conditions it shall be possible to change an electronic ignition for a mechanical ignition. The number of plugs may not be modified ; that of the coils is free.

5.1.13) Cooling :

Provided the original fitting on the car is retained, the radiator and its fixations are free, as are the lines linking it to the engine. A radiator screen may be fitted. The fan and its drive system can be changed freely, or be withdrawn. It is allowed to add a fan per function. Thermostat is free. Dimensions and material of the fan/turbine are free, as are their number.

The fitting of a water catch tank is allowed. The radiator cap may be locked.

The water injection devices may be disconnected, but not removed.

The expansion chamber may be modified ; if one does not exist originally, one may be added.

5.1.14) Lubrication :

Radiator, oil/water exchanger, lines, thermostat, sump and pump filter, are free.

The oil radiators must be situated within the original perimeter of the car, and underneath the vehicle.

Fitting an oil radiator in this manner does not allow the addition of an enveloping aerodynamic structure.

All air openings must have the sole effect of inducing the necessary air for the cooling of the radiator, and must not have any aerodynamic effect.

Oil pressure may be increased by changing the discharge valve spring.

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 for cars with a cubic capacity equal to or below 2,000 cm³, and 3 litres for cars with a cubic capacity of over 2,000 cm³. This container shall be made either out of plastic or shall include a transparent window. An air/oil separator can be mounted outside the engine (maximum capacity 1 litre), in accordance with the drawing 255-3. The oil must flow from the oil catch tank towards the engine by the force of gravity alone.

5.1.15) Engine : Mountings - Angle and position :

Mountings are free provided that the position of the engine respects the original layout (longitudinal, transversal) and the original engine compartment. The only possible modifications to this compartment are those made necessary by the difference in space requirement between the homologated engine and the engine used. The incline may be modified. Supports may be welded to the engine and to the bodywork and their position is free.

It is possible to cut out a part of the bulkhead situated in the engine compartment for the fitting of one or more air filters or for the intake of air ; however, such cut-outs must be strictly limited to those parts necessary for this installation.

Furthermore, if the air intake ventilating the driving compartment is in the same zone as the air intake for the engine, this zone must be isolated from the air filter unit, in case of fire.

5.1.16) Exhaust :

Downstream the exhaust manifold exit the exhaust is free provided that the maximum sound levels permitted in the country(ies) crossed are not exceeded if it is an event on open roads. The exhaust exit must be inside the car's perimeter (see General Prescriptions, article 282.3.6).

For cars with turbocharged engines the exhaust can only be modified after the turbocharger.

In the case of rotary engines, and on condition that the original dimensions of the inlet ports of the exhaust manifold are respected, the dimensions of the ducts in the manifold are free.

Thermal screens may be fitted on the exhaust manifold, the turbocharger and the exhaust device, with, however, the sole function of thermal protection.

5.1.17) Driving pulleys and belts for ancillaries situated outside the engine :

The material, type and dimensions of the pulleys, chains and belts for driving the ancillaries are free. The route and the number of belts and chains are free.

5.1.18) Gaskets : free.**5.1.19) Engine springs :**

Springs are not subject to any restrictions but they must retain their original functioning principle.

5.1.20) Starter :

It must be retained, but its make and type are free.

5.1.21) Supercharging pressure :

This pressure may be modified by article 5.1.19 and article 5 - General Conditions.

The connection between the housing and the waste-gate may be made adjustable if it is not originally so. The original system of operation of the waste-gate may be modified and be rendered adjustable, but this system must be retained. A mechanical system must remain mechanical, an electrical system must remain electrical, etc.

5.2 - TRANSMISSION

The number of driven wheels of the homologated base car must be retained.

5.2.1) Clutch :

Clutch is free.

5.2.2) Gearbox and transfer box :

Free. An additional lubrication and oil cooling device is allowed (circulation pump, radiator, and air intakes situated under the car) in the same conditions as for article 5.1.14. Gearbox supports are free.

5.2.3) Final drives, differentials and their casings :

Free. An additional lubricating and oil cooling device is allowed (circulation pump, radiator, and air intakes situated under the car) under the same conditions as for article 5.1.14. The drive shafts are free.

5.3 - SUSPENSION

Free. The axles are also free and can be substituted.

Reinforcement bars on the suspension mounting points to the body shell (or chassis) may be installed. The distance between a suspension fixation point and the anchorage point of the bar cannot be more than 100 mm, unless the bar is a transversal strut homologated with the rollbar, and unless there is an upper bar fixed to a MacPherson suspension or similar. In the latter case the maximum distance between the anchorage point of the bar and the upper articulation point will be 150 mm (drawing 255-4).

Apart from these two points, this bar must not be mounted on the bodyshell or the mechanical parts. One and the same bar may only be fixed to two of these points situated on the original chassis (bodyshell) (drawing 255-2).

5.4 - WHEELS AND TYRES

Complete wheels are free provided that they may be housed within the original bodywork, with the authorised wing extensions (see art. 5.7.2.11).

The use of tyres intended for motor cycles is forbidden.

The fitting of intermediary parts between the wheels and the tyres is forbidden.

The rim diameter may be increased or reduced by up to 2 inches in relation to the original dimensions. The wheels do not have to be of the same diameter.

Wheel fixations by bolts may be freely changed to fixations by pins and nuts.

Should the wheel be fixed using a central nut, a safety spring must be in place on the nut throughout the duration of the event and must be replaced after every wheel change. The springs must be painted "Dayglo" red. Spare springs must be available at all times.

5.5 - BRAKES

Free, except with regard to the following point :

5.5.1) Cooling of brakes :

Only one flexible pipe to bring the air to the brakes of each wheel is allowed, but its inside section must be able to fit into a circle with a 10 cm diameter. The air pipes must not go beyond the perimeter of the car, seen from above.

5.6 - STEERING

The housing is free but the operating principle must be retained. Power steering may be disconnected.

5.7 - BODYWORK - CHASSIS

5.7.1) Lightening and reinforcements :

Modifications to the chassis/shell/interior bodywork made necessary exclusively by the installation of modified parts such as the engine (art. 5.1.15), transmission (art. 5.2) and suspension (art. 5.3) are allowed. Fixed bulkheads may be rendered movable on condition that this does not modify their capacity to prevent the passage of liquids and flame.

Strengthening of the sprung parts of the chassis and bodywork is allowed provided that the material used follows the original shape and is in contact with it. Reinforcements by composite materials are allowed in accordance with this article, whatever their thickness, according to the drawing 255-8.

Insulating material may be removed from under the car floor, from the engine compartment, the luggage boot, and the wheel arches.

Unused supports (e.g. spare wheel) situated on the chassis/bodywork can be removed.

It is recommended that the holes in the cockpit, the engine and luggage compartment, and in the wings be closed. The holes may be closed using sheet metal or plastic materials, and may be welded, stuck or riveted. The other holes in the bodywork may be closed by adhesive tape only.

5.7.2) Exterior :

The external contour and shapes of the car must be conserved in their entirety, except in the cases mentioned below.

5.7.2.1 - Bumpers

Bumpers may be removed if they are not an integral part of the bodywork. In this case, the mountings must also be removed, and none of the visible elements must present any danger to persons outside the vehicle.

5.7.2.2 - Hub-caps and wheel embellishers

Hub-caps may be removed. Wheels embellishers must be removed.

5.7.2.3 - Windscreen wipers

Motor, position, blades and mechanism are free but there should be at least one windscreen wiper provided for the windscreen. The windscreen washer device may be dismantled. The capacity of the washer tank may be increased and the tank may be moved inside the cockpit in accordance with article 282.7.3.

5.7.2.4 - External decorative strips may be removed. Any parts following external contour of the bodywork and less than 25 mm high will be considered as decorative strips.

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

5.7.2.6 - Light covers may be fitted provided their sole aim is to protect the glass of the lights and that they have no effect on the car's aerodynamics.

5.7.2.7 - Taking into account the different police regulations in each country, registration plate locations and types are free.

5.7.2.8 - The registration plate mountings may be dismantled but not their lighting system. If a new mounting is provided for with lighting, the original system (mounting and lighting) may be removed.

5.7.2.9 - Additional safety fastenings for the windscreen and the side windows may be fitted provided they do not improve the aerodynamic qualities of the car.

5.7.2.10 - The fitting of underbody protections is authorised, provided that these really are protections which respect the ground clearance, which are removable and which are designed exclusively and specifically in order to protect the following parts : engine, radiator, suspension, gearbox, tank, transmission, exhaust.

5.7.2.11 - The fitting of wing extensions is authorised ; these must cover the wheels over their entire width and at least one third of their circumference (including the hub disconnecting device if there is one). These wing extensions will consist of deflectors of at least 120°, maximum width 5 cm, maximum height 10 cm. They will cover the rearward opening of the wheel passage over at least 60° in relation to the vertical, passing through the hub. The plastic sound-proofing parts may be removed from the interior of the wheel passages. It is possible to fit plastic protection parts in the wings, on the same ground as aluminium parts.

The metal or plastic edges of the wing panel may be folded back if they protrude inside the wheel housing.

5.7.2.12 - Removable pneumatic jacks are permitted.

5.7.2.13 - "Skirts" are banned. All non-homologated devices or constructions designed so as to fully or partially fill the space between the sprung part of the car and the ground is forbidden in all circumstances.

5.7.2.14 - It is authorised to remove or replace existing supports between the bodywork and the chassis, but it is not possible to change or add locations.

5.7.2.15 - The material of the doors, bonnet and boot-lids, handles and hinges is free, but their external appearance and operation must be retained.

The material of the front lateral windows is free, but it must be transparent and at least 3 mm thick.

Their opening systems are free.

5.7.3) Cockpit :

No mechanical part may protrude into the interior of the cockpit. Modifications to the cockpit must not be dangerous for the occupants of the vehicle, especially in the event of a crash.

5.7.3.1 - Seats

Occupants' seats and their mountings are free, provided that they comply with article 283.20, but they must include a headrest. The front seats may be moved backwards but not beyond the vertical plane defined by the front edge of the original rear seat.

The rear seats may be removed (including their backrests).

5.7.3.2 - Dash board

The dashboard is free, but its parts must not have any projecting angles.

5.7.3.3 - Roof

All padding and insulating material may be removed from the underside of the roof.

5.7.3.4 - Floor

Insulating and padding materials may be removed. Carpets are free and may thus be removed.

5.7.3.5 - Other insulating and padding materials

May be removed.

5.7.3.6 - Heating system

The original heating equipment may be removed or replaced by another. It is permitted to blank off the water supply of the internal heating device in order to prevent water spillage during an accident, provided that an electric demister system or similar is available.

5.7.3.7 - Air-conditioning

May be added or removed.

5.7.3.8 - Steering wheel

Free; the anti-theft device may be removed. The steering can be on either the right or left provided that it is a question of a simple inversion of the steered wheels control, laid down and supplied by the manufacturer without any other mechanical modifications except those made necessary by the inversion.

5.7.3.9 - The rear removable window shelf in two-volume cars may be removed.

5.7.4) Additional accessories :

All those which have no influence on the car's behaviour are allowed, for example equipment which improves the aesthetics or comfort of the car interior (lighting, heating, etc.). In no case may these accessories increase the engine power or influence the steering, transmission, brakes, or roadholding even in an indirect fashion. All controls must retain the role laid down for them by the manufacturer. They may be adapted to facilitate their use and accessibility, for example a longer handbrake lever, an additional flange on the brake pedal, etc.

The following is allowed :

- 1) The original windscreen may be replaced by a laminated windscreen with defrosting equipment incorporated.
- 2) Measuring instruments such as speedometers, etc. may be installed or replaced, and possibly have different functions. Such installations must not involve any risk. However, the speedometer may not be removed.
- 3) The horn may be changed and/or an additional one added, within reach of the passenger.
- 4) Circuit breakers may be freely changed vis-à-vis their use, position, or number in the case of additional accessories.
- 5) A "fly-off" hand brake may be installed.
- 6) The spare wheels must be securely fixed, and not installed in the space reserved for the occupants of the vehicle. No exterior modification of the bodywork must result from their installation.
- 7) Additional compartments may be added to the glove compartment and additional pockets in the doors.
- 8) Insulating material may be added to the existing bulkhead to protect the passengers from fire.
- 9) It is permitted to change the joints of gearbox change systems.

5.8 - ELECTRICAL SYSTEM

5.8.1) The nominal voltage of the electrical system including that of the supply circuit of the ignition must be retained.

5.8.2) The addition of relays and fuses to the electrical circuit is allowed as is the lengthening or addition of electric cables. Electric cables and their sleeves are free.

5.8.3) Battery :

The make and capacity of the battery(ies) are free. Each battery must be securely fixed and covered to avoid any short circuiting or leaks. The number of batteries laid down by the manufacturer must be retained.

Should the battery be moved from its original position, it must be attached to the body using a metal seat and two metal clamps with an insulating covering, fixed to the floor by bolts and nuts. For attaching these clamps, securing bolts with a diameter of at least 10 mm must be used, and under each bolt, a counterplate at least 3 mm thick and with a surface of at least 20 cm² beneath the metal of the bodywork.

The battery must be covered by a leak proof plastic box, attached independently of the battery. It will be possible to place the battery in the cockpit but only behind the front seats. In this case, the protection box must include an air intake with its exit outside the cockpit (see drawings 255-10 and 255-11).

5.8.4) Generator and voltage regulator :

Free, but neither the position nor the driving system of the generator may be modified. The position of the voltage regulator may be changed but it may not be placed in the cockpit unless it was placed there originally.

5.8.5) Lighting - Indicating :

All lighting and signalling devices must comply with the legal requirements of the country of the event or with the International Convention on Road Traffic.

Taking this into account, the location of the indicators and parking lights may be modified, but the original orifices must be sealed. The make of the lighting devices is free.

Lighting devices which are part of the standard equipment must be those laid down by the manufacturer and must comply where their functioning is concerned with what the manufacturer has laid down for the model in question. However, the operating system of the retractable headlights, as well as its energy source, may be modified.

Freedom is granted with regard to the frontal glass, the reflector and the bulbs. The mounting of additional headlights is authorised provided that the total number of headlights equipping the car does not exceed 8 (parking lights and side lights not included) and provided that the total is an even one. They may, if necessary, be embedded in the front part of the coachwork or in the radiator grille, but such openings as needed in this case must be completely filled by the headlights. Additional original headlights may be rendered inoperative and may be covered by adhesive tape.

The replacement of a rectangular headlight by two circular ones, or vice-versa, fitted on a support corresponding to the dimensions of the aperture and sealing it completely is allowed.

The fitting of a reverse-light is authorised, if necessary by embedding it into the coachwork, provided that it will only switch on when the reverse-gear is engaged and that the police regulations are respected.

If a new registration plate support is provided for with lighting, the original system (support and lighting) may be removed.

5.9 - FUEL TANKS

5.9.1) The changes in the position of the tanks should not give rise to any lightening or reinforcements other than those provided for under article 5.7.1.

Art. 286 - **Specific regulations for prototype cross country cars (group T3)**

Mechanical propelled single-engined land vehicles with 4 to 8 wheels, propelled by their own means, taking continually a real bearing on the ground, and of which the propelling device and steering are controlled by a driver on board each vehicle. These cars may be unit-built, but must comply with the International Convention on Road Traffic, particularly with regard to the following points : windscreen wipers and washers, speedometer.

Automobile Make :

An "automobile make" corresponds to a complete car. When the car manufacturer fits an engine which it does not manufacture, the car shall be considered a hybrid and the name of the engine manufacturer shall be associated with that of the car manufacturer. The name of the car manufacturer must always precede that of the engine manufacturer. Should a hybrid car win a Championship Title, Cup or Trophy, this will be granted to the manufacturer of the car.

1) OBLIGATIONS

Group T3 cars must comply with the general prescriptions and with the safety equipment defined in articles 282 and 283 respectively. Furthermore, they must comply with articles 285.5.1.14, 5.2.2, 5.2.3, 5.4, 5.7.2.13 and 5.8.3.

Any tank containing oil or fuel must be situated in the main structure of the vehicle.

Only fuel tanks conforming to the FT3 standards will be allowed.

The maximum diameter of the wheels is 890 mm for two-wheel drive vehicles and 810 mm for four-wheel drive vehicles.

2) BODYWORK

The bodywork shall be designed so as to provide the driver and possible co-drivers with comfort and safety

The materials are free.

A windscreen is optional. However, should it be provided for, it must be of laminated glass regardless of its shape and surface. In the event of the breakage or absence of a windscreen, the wearing of a crash helmet with a visor (or motor-cycle type goggles) shall be compulsory, otherwise the vehicle shall not be admitted to the start.

All parts of the bodywork must be carefully and fully finished, with no temporary or makeshift parts and no sharp corners. The minimum radius of the angles and corners must not be less than 15 mm. The front bodywork of each car must be made from a hard, non-transparent material extending upwards to at least the centre of the steering wheel without being less than 42 cm above the plane determined by the fixation of the driver's seat, and providing protection against loose stones.

No part of the bodywork may present sharp edges or points on the inside or on the outside.

Seen in vertical projection, the bodywork shall cover all the mechanical components ; only the exhaust pipes may project rearwards. The bodywork must terminate at, or be extended rearwards to, at least the level of the upper edge of the rim.

An opening for cooling the engine transmission unit may be made in the rear or in the side.

The width of the bodywork may not exceed 210 cm.

No mechanical part may protrude into the interior of the cockpit.

Any equipment which could involve a risk must be protected or insulated and must not be situated in the cockpit.

The cars must have lateral openings allowing the passage of the driver and possible co-drivers.

The dimensions of these openings must be such that it is possible to fit into them a rectangle at least 50 cm wide and 50 cm high, measured vertically, the corners of which may be rounded with a maximum radius of 15 cm.

The cockpit must be designed so as to allow an occupant to exit it from his normal position in the vehicle in 7 seconds through the door on his side and in 9 seconds through the door on the other side.

For the purpose of the above tests, the occupant must be wearing all his normal equipment, the seat belts must be fastened, the steering wheel must be in place in the most inconvenient position, and the doors must be closed.

These tests will be repeated for all the occupants of the vehicle.

Each location provided for each seat must have a minimum width of 45 cm maintained over the complete depth of the seat. The cockpit opening shall be at least 60 cm long.

The minimum vertical protected height shall be 80 cm between the bottom of the flattened seat and a line joining (on the outside) the two main rollbars or the inside of the roof. The minimum width of the footwell must be 25 cm, maintained to a height of 25 cm, measured horizontally and perpendicularly to the longitudinal axis of the chassis, plumb with the pedals.

The axis of the pedal box must be situated behind or plumb with the axis of the front wheels.

Cars without side windows must be fitted with lateral protection nets which unfasten at the bottom.

Doors with windows must have an opening made of transparent material into which a parallelogram should be able to be inscribed, the horizontal sides of which shall measure at least 40 cm. The height measured on the surface of the window perpendicularly to the horizontal sides, shall be at least 25 cm. The angles may be rounded in accordance with a maximum radius of 5 cm. The measurements shall be taken across the chord of the arc.

All parts having an aerodynamic influence and all parts of the bodywork must be rigidly secured to the entirely sprung part of the car (chassis/body unit), and must not have any degree of freedom, must be securely fixed and remain immobile in relation to this part when the car is in motion.

3) MINIMUM WEIGHT

3.1) - For a corrected cylinder capacity less than or equal to 2,000 cm³ :

. 2 wheel drive cars : 900 kg.

. 4 wheel drive cars : 1,000 kg.

- For a corrected cylinder capacity greater than 2,000 cm³ :

. 2 wheel drive cars : 1,200 kg.

. cars with 4 or more driven wheels : 1,300 kg.

- For cars equipped with a normally aspirated engine with a cylinder capacity between 4000 and 5000 cm³ :

1,400 kg.

- For cars equipped with a normally aspirated engine with a cylinder capacity above 5000 cm³ :

1,600 kg.

3.2) This is the minimum weight of the car including the weight of the safety equipment, but without persons, luggage, tools, jack, spare parts, portable survival, navigation or communication equipment, provisions, etc. At no time during the event may a car weigh less than the minimum stated in this article. In case of doubt, the Scrutineers may drain the tanks to check the weight. 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 of affixing seals, and placed on the floor of the cockpit, visible and sealed by the Scrutineers. A spare wheel may be used as ballast, under the conditions given above.

4) ENGINE

Free. For petrol engines, maximum compressor air intake diameter (supercharged engines) : 45 mm.

The maximum diameter of the air inlet of the compressor housing must be maintained for a minimum distance of 3 mm measured downstream of the plane defined by the most upstream point of the compressor wheel blades.

In case of an engine with two parallel compressors, each compressor must be limited to a maximum air intake diameter of 32 mm.

Volumetric compressors will be accepted if they have an air intake with a maximum section of 80 cm².

The compressors will undergo marking and/or sealing during the event.

The compressors must be of a single-stage compression and expansion. These compressors must not be fitted in series.

5) CHASSIS

The car must have a structure immediately behind the driver's seat which is wider and extends above his shoulders when he is seated normally in the car with his seat belts fastened. This structure must be capable of withstanding a sustained lateral load of 1.5 w applied to its top, w being the racing weight of the car, i.e. with persons, fuel and equipment.

Art.287 - Cross country truck technical regulations (Group T4)

1) GENERAL

1.1 - DEFINITIONS

1.1.1) The definitions featured in article 281 of Appendix J must be applied to these technical regulations.

1.1.2) The expression "Constructor" (of vehicles) must be considered as covering only those firms who hold or who have held a coded "world constructor identification" for identifying the vehicle (V.I.N.).

1.2 - AUTHORISED MODIFICATIONS

All modifications which are not expressly authorised are forbidden. The only work which may be carried out on the vehicle is that which is necessary for its normal maintenance, or in replacement of damaged parts. The limits of the authorised modifications and assemblies are specified below. Outside these authorisations, any damaged part may only be replaced by an original part identical to the damaged part. The vehicles must be strictly series production and identifiable from the information given in the articles of the documents listed in article 2.3.

1.3 - TRAFFIC

1.3.1) The vehicles must comply with the International Road Traffic Convention.

1.3.2) The vehicles submitted for examination must be clean, dry and free of grease.

2) ELIGIBILITY

2.1 - GENERAL

The present technical regulations govern competitions between 2- to 4-axle trucks. With the exception of the authorised modifications specified in these regulations, the vehicles must comply with a FIA homologation form for Group T4. Optional equipment or additional accessories which do not modify the vehicle's performance are authorised.

2.2 - ELIGIBLE VEHICLES

Series production 2- to 4-axle trucks (chassis-cab) produced by a recognised constructor, with a permissible total laden weight of minimum 3,500 kg and fitted with conventional bodywork are eligible. The competitor is responsible for providing all the proof requested by the scrutineers, such that they may check that the submitted vehicle is or has been produced in series and that it is on normal sale to the public, and is homologated in Group T4.

2.3 - DOCUMENTATION

2.3.1) The following documents must be presented by the competitor :

1) FIA homologation form.

2) Report of the annual technical inspection.

3) Registration certificate (provisional or temporary registrations are forbidden).

4) Certificate of "homologation" of the conventional type bodywork in the case of a separate homologation.

2.3.2) Homologation :

Is the official certification made by the FIA that a sufficient number of trucks of a specific model has been made on series-production terms to justify classification in Group T4. The application for homologation shall be submitted to the FIA by an ASN of the country in which the vehicle is manufactured and shall entail the drawing up of a homologation form (see below).

It must be established in accordance with the special regulations called "Homologation Regulations", laid down by the FIA.

The homologation of a series-produced model will become null and void 5 years after the date on which the series-production of the said model has been stopped (annual production below 10 % of the minimum production of Group T4).

2.3.3) Homologation forms :

All models of T4 trucks homologated by the FIA will be the subject of a descriptive form called homologation form on which shall be entered all the data enabling identification of the said model.

This homologation form defines the series as indicated by the manufacturer. The modification limits allowed in international competition for the series are stated in Appendix J.

The presentation of the forms at scrutineering and/or at the start may be required by the organisers who will be entitled to refuse the participation of the entrant in the event in the case of non-presentation.

Should any doubt remain after the checking of a model of truck against its homologation form, the scrutineers should refer either to the maintenance booklet published for the use of the make's distributors or to the general catalogue in which are listed all spare parts.

In the case of a lack of sufficiently accurate documentation, scrutineers may carry out direct scrutineering by comparison with an identical part available from a concessionaire, or with a vehicle of the same type.

It will be up to the competitor to obtain the homologation form concerning his vehicle from his ASN.

Description : A form breaks down in the following way :

1) A basic form giving a description of the basic model.

2) At a later stage, a certain number of additional sheets describing "homologation extensions", which can be "variants", "errata" or "evolutions".

a - Variants (VF, VO)

These are either supply variants (VF) (two suppliers providing the same part for the manufacturer and the client does not have the possibility of choice), or options (VO) (supplied on request and available from the concessionaire).

b - Erratum (ER)

Replaces and cancels an incorrect piece of information previously applied by the constructor on a form.

c - Evolution (ET)

Characterises modifications made on a permanent basis to the basic model (complete cessation of the production of the vehicle in its original form).

Use :

1) Variants (VF, VO)

The competitor may use any variant or any part of a variant as he wishes, only on condition that all the technical data of the vehicle, so designed, conforms to that described on the homologation form applicable to the truck, or expressly allowed by Appendix J.

2) Evolution of the type (ET)

The truck must comply with a given stage of evolution (independent of the date when it left the factory), and thus an evolution must be wholly applied or not at all.

Furthermore, from the moment a competitor has chosen a particular evolution, all the previous evolutions should be applied, except where they are incompatible, for example, if two brake evolutions happen one after another, only that corresponding to the date of the stage of evolution of the truck will be used."

3) SAFETY REQUIREMENTS

3.1 - ROLLAGE

3.1.1) Cab :

An internal cab rollage must be fitted. The basic purpose of such a rollage is to protect the driver and passengers if the vehicle is involved in a serious accident.

Minimum acceptable rollage requirements are detailed in these regulations but the following observations should be noted :

The essential characteristics of a rollage come from a finely detailed construction, suitable fixation to the cab and snug fitting against the bodywork. It is recommended that mounting feet be made as large as possible in order to spread loads over the maximum area. It is also advisable to attach the cage to the cab structure (e.g. to the screen and door pillars) wherever possible. This greatly increases strength and rigidity. All welding should be of the highest quality possible, with full penetration (preferably arc welding and in particular under protecting gas).

A longitudinal member (door reinforcement) must be fitted at each side of the vehicle. These members may be removable. This lateral protection must as high as possible but not higher than one third of the total height of the door measured from its base.

The requirements are a minimum. It is permitted to fit extra elements or reinforcements in addition to the basic requirements (see Appendix J article 283.8 and drawings 287-1 and 287-2).

In addition to the internal rollage, it is permitted to fit an external rollage, subject to the following conditions :

- To the front, no part of the cage may extend beyond the projection of the base vehicle over the ground.
- No part of the external cage may project beyond the side and the upper extremities of the load-bearing bodywork of the base vehicle.
- To the rear, no part of the external cage may be located more than 0.5 metres behind the back of the bodywork of the cab.

3.1.2) Load-bearing bodywork : (see drawing 287-3)

The rear part of the vehicle (the part intended to carry the merchandise) must be reinforced in front (the panel of the bodywork situated behind the cab) by a completely closed rollbar ABCD made rigid by a diagonal AD or BC which must follow exactly the contour of the inside of the bodywork and its minimum height must be at least equal to that of the highest part of the cab or of its external rollbar (air intakes and exhaust outlets are not taken into consideration).

This rollbar will be fixed on the one hand by steel plates welded to the tube and bolted to counterplates at floor level, as near as possible to corners C and D, and on the other hand, in the same fashion, to the vertical wall of the bodywork (except in tarpaulin type trucks) near corners A and B. **If the floor is not strong enough, this attachment must be carried out on the chassis.** The rollbar must be held up by two rectilinear tension rods fixed at A and B and bolted to the floor of the vehicle with plates and counterplates (AE and BF). If the floor is not sufficiently resistant, these rods must be bolted onto the chassis.

The plates and counterplates used above must have a surface area of 200 cm² and a minimum thickness of 3 mm, and be fixed by 4 bolts of 12 mm diameter.

3.1.3) Minimum acceptable rollage specifications :

The minimum acceptable rollage is shaped as shown in diagram 287-1. Each rollbar must be in one piece and must be free from unevenness and cracks. All the parts of the rollage must be welded together or be connected by the connections defined in article 283.8 of Appendix J.

Note : The rear diagonal must have its top fixing on the driver's side of the cab.

It is permissible, and even recommended, to fit additional struts to the rollage. An example is shown in diagram 287-2. Such additional struts may be welded, or **fixed by removable connections.**

The minimum fixation of the cage to the cab consists of four mounting plates, one for each vertical pillar of the cage. Each mounting foot must have an area of at least 200 cm² and a thickness of 3 mm. Reinforcing plates with an area of at least 200 cm² and a minimum thickness of 3 mm must be fitted such that the cab floor is sandwiched between the mounting feet and the reinforcing plates. At least three bolts must clamp each mounting foot to its reinforcing plate, such bolts to have a minimum specification of 8.8 ("S" Grade) and diameter of 12 mm. This mounting represents a minimum. It is permitted to increase the number of bolts and to attach the rollage to the cab shell. (e.g. to windscreen and door pillars). (see texts and diagrams in Appendix J, art. 283.8).

Minimum material specification for all mandatory tubes is as follows :

Cold drawn seamless steel tube with a minimum tensile strength of 340 N/mm².

Minimum permitted tube sizes are as follows : 57 mm outside diameter x 4.9 mm wall thickness
or 60 mm outside diameter x 3.2 mm wall thickness
or 70 mm outside diameter x 2.4 mm wall thickness.

Every tube in diagram 287-1 must have an inspection hole of 5 mm diameter, drilled in an easily visible position.

Note : The tube sizes quoted above are standard sizes which should be easily available. However if one of these sizes cannot be obtained, the tube will be acceptable if its dimensions exceed the dimensions shown above ;for example 60 mm x 4.9 mm or 57 mm x 5.0 mm are acceptable in place of the 57 mm x 4.9 mm tube.

3.2 - SEAT BELTS**3.2.1) General :**

All seat belts must be of unmodified proprietary manufacture. They must not include any inertia reels and must be securely attached to the vehicle's cab structure or roll cage (it is not acceptable for seat belts to be anchored to seats). Anchorage points on the cab structure must be reinforced to ensure adequate strength. Belts will have at least two shoulder straps and one abdominal strap. There must be two mounting points for the abdominal strap and two behind the driver's seat for the shoulder straps.
Minimum : 4-point harness.

Note : It is not allowed to mix parts of seat belts. Only complete sets, of proprietary manufacture, may be used.

3.2.2) Installation and use :

The effectiveness and longevity of safety belts are directly related to the manner in which they are installed, used and maintained.

The belts must be replaced after every severe collision.

Seat belts must be replaced immediately whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight. They must also be replaced if hardware or buckles are bent, deformed or rusted, or if the seat belt does not function properly.

Shoulder straps must not be mounted so as to make an angle of more than 20° to the horizontal from the wearer's shoulders.

The shoulder straps must be fixed or supported on a rear transversal tube fixed to the rollbar or to the top anchorpoints of the front belts.

The lap and crotch straps must be located in such a way that they wrap and hold the pelvic region over the greatest possible surface, the lap straps crossing it below the antero-superior iliac spines. Under no conditions must they be worn over the region of the abdomen. Holes may be made in the seat if this proves necessary in order to avoid such an occurrence.

Care must be taken that the belts cannot be damaged through chafing against sharp edges.

3.2.3) Principles of mountings to the monocoque :

1) General fixing system :

see drawing 253-43.

2) Shoulder straps mounting :

see drawing 253-44.

3) Crutch strap mounting :

see drawing 253-45.

3.3 - FIRE EXTINGUISHERS

3.3.1) Each truck must be fitted with two fire extinguishers.

3.3.2) Permitted extinguishants :

BCF (C F₂ Cl Br)

FM 100 (C H F₂ Br)

NAF S3

NAF P

AFFF

Powder

3.3.3) Minimum extinguisher capacity :

In case of use of BCF, FM 100, NAF SIII, NAF P, or powder :

2.60 litres for the quantities specified hereafter.

3.3.4) Minimum quantity of extinguishant for each bottle :

BCF:	4.0 kg	NAF P:	3.2 kg
FM 100:	3.2 kg	AFFF:	2.4 litres
NAF S3:	3.2 kg	Powder:	2.0 kg

3.3.5) All extinguishers must be pressurised according to the contents:

BCF:	7.0 bar	NAF P:	7.0 bar
FM 100:	7.0 bar	AFFF:	12.0 bar
NAF S3:	7.0 bar	Powder:	13.5 bar

Furthermore, in the case of AFFF, each extinguisher must be equipped with a means of checking the pressure of the contents.

3.3.6) The following information must be visible on each extinguisher:

- capacity
- type of extinguishant
- weight or volume of the extinguishant
- date the extinguisher must be checked, which must be no more than two years after either the date of filling or the date of the last check.

3.3.7) All extinguishers must be firmly attached inside the cab and must be adequately protected. Their mountings must be able to withstand a deceleration of 25 g. Furthermore, only quick-release metal fastenings, with metal straps, will be accepted.

3.3.8) The extinguishers must be easily accessible for the driver and the co-driver.

3.3.9) In place of one of the two extinguishers mentioned above, it is permitted to fit an automatic extinguisher system which conforms to the specifications of article 283.7 - Cross-Country Cars of Appendix J.

3.4 - CIRCUIT BREAKER

Vehicles must be fitted with a circuit breaker and a choker device which shuts down the engine and disconnects the batteries from all electrical circuitry (except any automatic fire extinguisher system). This switch must be painted yellow and identified by a red spark on a white edged, blue triangle. A prominent notice not less than 20 cm in width should be affixed to indicate the location of the switch. The circuit breaker and the choker device must be placed on the outside, in the middle of the front face of the cab, beneath the windscreen. The circuit breaker must be easily accessible at all times, even if the vehicle is lying on its side or roof.

In addition, an engine shut-down switch must be fitted in the cab, with its on-off positions clearly marked. It must be operable by the driver when normally seated and wearing his seat belt. The switch must also isolate any electric fuel pumps.

Note : In the case of vehicles which use a mechanical engine shut-down system, a shut-down device may be fitted on the outside, separate to the electrical circuit breaker. However, the device must be fitted close to the circuit breaker, be clearly marked and have clear operating instructions (e.g. pull knob to stop engine).

3.5 - REAR WARNING LIGHTS

Each vehicle must be equipped with two red rear fog lights, of a minimum power of 21 watts and a maximum of 55 watts, situated at a minimum height of 1.5 m from the ground, visible from the rear and attached to the outside of the vehicle, to the left and right rear of the truck.

Two other "stop" lights of a minimum power of 21 watts and a maximum of 55 watts must be situated at the same position and the same height as the red rear fog lights, in order to indicate braking in the dust.

The lighted area of these lamps must not exceed 100 cm².

3.6 - HEAD RESTRAINT

The driver's and passengers' seats must be equipped with a head restraint, capable of supporting a 17 kg mass under a rearward acceleration of 5 g. Its dimensions must be such that the driver's head is restrained and cannot move to the rear under this acceleration, or be trapped between the head restraint and the rollcage.

3.7 - CAB AND BONNET LOCK DOWN

Vehicles with tilt cabs must have an additional device which bridges the normal tilt lock mechanism and will prevent cab tilt in the event of that mechanism disengaging. The weakest part of the device will be either one steel bolt or pin of at least 16 mm diameter or two steel bolts or pins of at least 12 mm diameter.

Steel cables are allowed on each side of the cab, with a minimum diameter of 12 mm (or equivalent section). They will be of a sufficient length to allow movement between the cab and the chassis.

Vehicles with bonnets must be fitted with an additional locking device, in addition to the normal bonnet lock, to prevent the bonnet from opening in case of failure of the normal lock (attachment by means of "American" steel pins).

These additional devices must be positively engaged while the vehicle is in motion.

3.8 - PROPELLER SHAFT

For each longitudinal transmission shaft over 1 m long, a rollbar or a safety loop made from steel must be installed close to the front extremity.

3.9 - WHEELS AND TYRES

3.9.1) Wheel rims, spacers :

Split rim wheels are forbidden.

It is prohibited to fit any spacers or adaptors between the road wheels and the hub.

3.9.2) Wheel nut covers :

Wheel nut covers must be fitted to all wheels if nuts or studs extend beyond the complete wheel.

3.9.3) Wheel balance weights :

It is prohibited to have removable balance weights fitted to any wheel.

3.9.4) Tyres :

Any tyre which the scrutineers consider to be dangerous or in breach of the regulations, for one reason or another, shall be refused.

3.9.5) Spare wheel/tyre :

Two wheels or two tyres, depending on the type of wheels used, are compulsory.

3.10 - ISOLATION FROM ENGINE AND TRANSMISSION (Firewall)

All vehicles must have a protective bulkhead of non-flammable material between the engine/transmission and the driver's compartment capable of preventing the passage of fluid or flames in the event of fire. Gaps must be sealed with glass fibre.

Magnesium is prohibited for bulkheads.

3.11 - LINES

3.11.1) Fuel lines :

It is prohibited to run any fuel lines within the cab.

3.11.2) Oil lines :

The only oil lines which may run within the cab are those leading solely to temperature and pressure gauges. Such lines must be metallic, or be aviation type lines.

3.11.3) Coolant lines :

The only coolant lines which may run within the cab are those leading to temperature/pressure gauges or the cab heater.

3.12 - WINDSCREEN AND BODY GLAZING

A windscreen of laminated glass must be fitted, bearing a mark to verify the fact. All other windows may be of any type of homologated safety glass. All window operating mechanisms must function as designed by the manufacturers (e.g. manufacturers' wind-down windows must remain as wind-down windows).

The wearing of visors or motorcycle type goggles is compulsory for all members of the crew, in case the windscreen breaks.

3.13 - STEERING LOCK

Any steering lock system fitted to the vehicle may be removed.

3.14 - PARKING BRAKE

The location of the parking brake control must be clearly indicated by a notice inside the cab at least 20 cm in width. The parking brake control must be operable by the driver while normally seated with the seat belt fastened.

3.15 - WINDSCREEN WIPER AND WASHER

All vehicles must be fitted with at least one windscreen wiper and a washer. These must be maintained in a working condition at all times.

3.16 - OIL CATCH TANK

All engine breathers venting to the atmosphere must lead into a catch tank, arranged in such a way as to prevent oil from spilling onto the ground. If a single catch tank is used, it must have a volume of at least four litres. It is permitted to use multiple tanks, but each tank must be at least two litres. Tanks may be made of any material, but it must be possible to view the contents of the tank (e.g. a sight glass is required in a metal tank, and plastic tanks must be translucent). All tanks must be capable of being readily emptied.

3.17 - TOWING EYE

All vehicles must be fitted with a front towing attachment of strength and size adequate for towing the vehicle on the itinerary of the event. It must be painted in a contrasting colour (yellow, red or orange) for easy identification and be available for immediate use when required. It must not project forward beyond the front face of the bumper.

3.18 - LAMPS

The number of headlamps is limited to 8. They must be fitted in accordance with the International Road Traffic Convention, at a maximum height not exceeding that of the lowest part of the windscreen.

All forward facing lamps of more than 32 cm² surface area must be adequately protected and secured in case of glass breakage, by a grille or additional translucent panel.

3.19 - WARNING TRIANGLE

This is compulsory, in case of a breakdown or an unscheduled stop. The triangle must be placed on the track, in such a way that it is clearly visible, 100 m before the immobilised vehicle.

3.20 - AUDIBLE SIGNALLING DEVICES

Each vehicle must be equipped with a powerful audible signalling device, in working order throughout the event.

3.21 - MUDFLAPS

The fitting of efficient mudflaps behind every wheel of the vehicle is compulsory ; they must be fixed as far back as possible. Each flap must stop at most 10 cm above the ground and it must be wider than the tyres.

For vehicles with more than 4 driven wheels, the only wheels to be taken into consideration will be the rearmost wheels on the front and rear axles.

3.22 - REAR VIEW MIRRORS

It is permitted to fit additional rear view mirrors, but the standard mirrors must be retained and kept in working order, at all times.

4) CHASSIS

Only local modifications of the chassis frame are permitted in order to comply with the safety requirements described in art. 3 of these regulations.

With the exception of the items covered in art. 7.1, the chassis frame must be exactly to manufacturer's standard specification. Manufacturers' options on chassis shape and material are prohibited.

5) BODYWORK

5.1 - CAB INTERIOR

5.1.1) Door locks :

Door locks must be kept in the unlocked position while the vehicle is on the route.

5.1.2) Tool kits :

All tool kits and other equipment not rigidly secured must be removed from inside the cab.

5.1.3) Seats :

All seats must be rigidly fixed and must not slide, tilt, hinge or fold. Any sliding seat runners and seat back hinges must be locked. All seats must face forward.

Passenger seat may be removed. Non-standard seats of proprietary manufacture (designed for use in trucks or cars) may replace original seats. All joints between any seat and the cab (i.e. seat to subframe if fitted, and subframe to floor) must have at least four 8 mm diameter or six 6 mm diameter bolts, minimum Grade 8.8 ("S" Grade).

Minimum thickness of material used for the seat attachments, reinforcement plates, etc. : 3 mm for steel, 5 mm for light alloy.

Minimum surface area for each attachment point (attachments and plates) : 40 cm².

5.1.4) Trim :

Carpet and floor coverings may be removed. Any loose floor coverings must be removed.

5.1.5) Steering wheel :

A non-standard steering wheel of proprietary manufacture may be fitted.

5.1.6) Pedals :

The pads of the pedals may be modified as long as this does not involve any lessening to their resistance.

5.2 - CAB INTERIOR

5.2.1) Mudguards :

All vehicles must be equipped with mudguards on the rear wheels. They must have no sharp edges and must cover the full width of the tyre over a continuous arc of 120°. This minimum coverage must be achieved with a continuous surface of rigid material uninterrupted by any gaps, holes, slots or vents.

The mudguards must extend forward of the relevant axle centre line in vertical projection.

The trailing edge of the mudguard must be no higher than the top of the corresponding rim.

The front mudguards will remain those of the cabin of the homologated vehicle.

5.2.2) Winches :

Only electric winches, fitted without making any modifications to the structure of the vehicle other than a modification allowing the winch to be attached by means of bolts, are authorised.

5.3 - LOAD-BEARING BODYWORK

5.3.1) Outside :

Modifications or adjustments carried out after homologation (article 2) must respect the road regulations and the present regulations.

5.3.2) Inside :

The transporting of "merchandise" is entirely the responsibility of the competitor. However, the Scrutineers may check the quality of the load, with regard to safety.

The transporting of certain quantities of dangerous materials is governed by official regulations.

Any dangerous liquids must be held in tanks similar to those of the vehicle (FT3 safety tank or truck tank).

6) ENGINE**6.1 - GENERAL**

With the exception of permitted modifications detailed thereunder the engine and all ancillaries must be exactly to manufacturer's standard specification.

6.2 - ENGINE SPEED

Maximum engine speed may be changed.

6.3 - WATER COOLING SYSTEM

The original number of water cooling radiator units must be retained. They must be fitted to their original mounting points on the chassis. However, it is permitted to change the size and shape of these radiators, and associated piping, as long as this does not cause any change in body or chassis shape.

6.4 - AIR INDUCTION SYSTEM

The air filter(s) and tubing upstream of it(them) may be modified.

No part of the air induction system may project more than 300 mm beyond the side or top extremities of the cab.

- no more than two air induction pipes may be fitted.

- the total cross-sectional area of the air induction pipes or ram air collector boxes must not exceed 1,000 cm².

6.5 - FUEL INJECTION SYSTEM

Only the settings on the fuel injection pump may be modified.

6.6 - FUEL

The fuel must be gas oil with the following specifications :

- Hydro-carbon content, % w/w 99.0 min.

- Specific gravity, kg/m³ 860 max.

- Cetane number (ASTM D613) 55 max.

- Calculated Cetane number (ASTM D976/80) 55 max.

Only atmospheric air may be mixed with fuel as an oxidant.

6.7 - SMOKE

It is forbidden to produce excessive smoke from the engine. Smoke levels will be measured to E.E.C. standards or equivalent and a Judge of Fact will determine unacceptable smoke levels.

6.8 - EXHAUST

After the final muffler, the exhaust pipe may be modified. A vertical exit pipe, or two at the most, may be installed without exceeding by more than 300 mm the top of the cab, or of the load-bearing bodywork if this is higher.

7) SUSPENSION**7.1 - DAMPERS**

A maximum of four damper units are allowed per axle. Their make and type are free, but they must have no other function than that of dampers. If hydraulic damper units are used, there must be no interconnection between the circuits.

The damper supports are free on condition that they have no other function than that of support.

7.2 - RIGID AXLES

Rigid axles may be strengthened, but in such a manner that the original parts may be recognised.

7.3 - SPRINGS

The number of spring leaves is free.

7.4 - TRAVEL LIMITATION

Travel straps may be fitted.

8) TRANSMISSION**8.1 - CLUTCH**

The clutch plate(s) is(are) free.

9) ELECTRICS**9.1 - LIGHTING SYSTEM**

All lamps required for normal legal road use must be functional at all times and must not be concealed.

No lamp other than those provided for by the International Road Traffic Convention and the present regulations (article 3.18) may be fitted.

9.2 - BATTERIES

Vehicle batteries must be to original specification or equivalent. They must not be positioned inside the cab. They must be securely fastened, each battery to be held down by at least two steel bolts of 10 mm minimum diameter. They must be protected to prevent short circuiting of terminals.

Batteries must not be visible from outside the vehicle.

10) BRAKES**10.1 - BRAKING SYSTEM**

The entire braking system must remain original (except for art. 5.1.1.6 - Pedals).

The material and attachment system of the brake linings are free.

10.2 - BRAKE COOLING

Brake cooling is permitted using ducted air only. Cooling ducts must be fed by air intakes (one per wheel) which can fit within a circle of 150 mm diameter, fixed below the axis of the wheels and not extending beyond the vertical projection of the vehicle.

11) WHEELS

11.1 - SPECIFICATION

These must be of unmodified proprietary manufacture and must be such that no part of a rim or tyre fouls on any part of the vehicle under extremes of steering or suspension movements.

The wheel nuts and studs must match the wheel rims being used, to ensure adequate fixing strength.

Wheel nuts must be of unmodified proprietary manufacture.

11.2 - RIM DIMENSIONS

Maximum allowed wheel rim width is 14".

Different rims from the original ones may be authorised by the supplementary regulations of the event, according to the type of terrain.

11.3 - WHEEL TRACK AND VEHICLE WIDTH

The combination of axles and wheels/tyres fitted must not cause the vehicle width to exceed 2,500 mm, nor increase the front or rear wheel track by more than 150 mm beyond manufacturer's standard specification.

Note also the requirements of article 11.1 concerning wheels/tyres fouling on the bodywork.

12) TYRES

12.1 - SPECIFICATION

- Maximum permitted section width : 19".

- All tyres fitted to the vehicle must have a tread depth complying with relevant national legal requirements for the duration of the event.

- Re-cut and/or hand grooved tyres are not permitted.

- Tyres fitted must be available through normal retail outlets for all-weather use on roads and/or tracks. Special tread compounds and/or patterns are not allowed, nor are any externally applied chemical compounds which may affect tyre grip.

- All tyres must have a speed index of "F" or more.

- No cover may have undergone serious repairs.

12.2 - APPROVED MANUFACTURERS

All tyres used must be to E.E.C. Type Approval standard (E.E.C. regulation 54) or equivalent.

12.3 - RETREATED TYRES

Retreated tyres are forbidden.

13) VEHICLE WEIGHT

The minimum allowed vehicle weight at any time is the weight of the vehicle, emptied of fuel, without persons, luggage, tools, jack, spare parts, portable survival, navigation or communication equipment, provisions, etc., but with the safety devices, and its bodywork as defined here above. It must not be less than the weight of the chassis-cab stated in the certificate of receipt by type modified by the multiplying coefficient 1.33.

14) FUEL TANK

14.1 - TYPE

&Additional fuel tanks are free in respect of capacity. They must be of unmodified proprietary manufacture, of a type normally used in trucks ; they must be without modification, and fully proofed against accidental fuel spillage or leakage from fillers and vents. Filler caps must have a positive closure action and must not project beyond the line of the vehicle's bodywork.

Note : It is recommended to fit FIA/FT3 safety fuel tanks as described in article 253.14, Cross Country Cars, of Appendix J.

14.2 - POSITION

Subject to the following requirements, fuel tank position is free :

- Tank(s) must be firmly fixed to the chassis. They must have underbody protection against flying stones and lateral protection against impact.

- Tank(s) may not be fitted inside the cab.

14.3 - ADDITIONAL TANKS (Other than those feeding the vehicle)

No reserves containing fuel may be situated on the outside of the vehicle (jerrycans or other cans). Containers for water or lubricants will be tolerated on the outside of the vehicle, must be firmly secured and must not project beyond the perimeter of the vehicle.

15) TACHOGRAPHS

The tachographs record vehicle speed. Competitors are reminded that any change to the vehicle which may affect the calibration of the tachograph (e.g. a change of tyre make or tyre size) must be approved by the Scrutineers.

It is specifically forbidden to conceal, or interfere in any way with, the approved tachograph or any associated wiring, cable drive or sender units.

If any change is made to the vehicle specification which may affect tachograph calibration, or if the system is interfered with in any way, it is the competitor's responsibility to have the tachograph re-calibrated and re-certified. Failure to comply with this requirement may cause the vehicle to be rejected at Scrutineering.

Competitors are reminded that tachographs are extremely accurate measuring devices.

16) FINAL TEXT

In the event of any dispute over the interpretation of the terms used in the various translations of these regulations, the French version will be used.

Art. 290 - **Appendix J, group F, technical regulations for circuit racing trucks**

CIRCUIT RACING TRUCK TECHNICAL REGULATIONS Super race trucks Race trucks

ELIGIBLE VEHICLES FOR 1994 :

1) Super Race Trucks

Two-axle road tractor units as defined in and complying with articles 1.2, 2, 3 and 4 of the 1994 Group F regulations.

2) Race Trucks

Series production two-axle road tractor units as defined in and complying with the list of approved trucks published by the FIA and with articles 1.3, 2, 3 and 5 of the 1994 Group F regulations.

3) Class 2 restricted Trucks

For one transitional year of 1994 only, will be admitted any two-axle road tractor unit which was officially entered in class 2 of the 1993 FIA European Truck Racing Cup (and as such was issued with an FIA Technical Passport), having a cylinder capacity not exceeding 14100 cc and of not less than 12001 cc. Such trucks must be in conformity with the 1994 Super Race Truck regulations in all respects except the following :

- for engines shall be permitted only those modifications specified in article 7) of the 1993 Group F regulations :
- for engines equipped with a single turbocharger, the maximum diameter of the air intake into the compressor must be 77 mm maintained for a minimum distance of 3 mm measured downstream of a plane perpendicular to the rotational axis situated at a maximum of 100 mm upstream of a plane passing through the most upstream extremities of the wheel blades (see drawing in Appendix II).

This diameter must be complied with, regardless of a temperature conditions.

For engines with two parallel compressors, each compressor must be limited to a maximum intake diameter of 54 mm ;

- the minimum allowed overall weight, defined as in article 4.9 of the 1994 Group F regulations, is 5500 kg.

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These technical regulations govern competitions run on circuits between two-axle heavy tractor units from tractor/semi-trailer combinations only.

In the event of any dispute over the interpretation of the terms used in the various translations of these regulations, the English version will be used.

Racing trucks will be divided up into the following 2 groups:

- Super race trucks
- Race trucks

ARTICLE 1 : DEFINITIONS

1.1 - GENERAL

The definitions given in Article 251 of Appendix J shall apply to these Technical Regulations, except with regard to articles 2.1.7 and 2.1.8 which are replaced by 2.3 and 2.4 respectively.

Any reference to standard specification and/or parts and/or materials in these regulations shall be interpreted as a reference to the manufacturer's listed items only.

1.2 - SUPER RACE TRUCK

Two-axle road tractor units of which the chassis, homologated by a national transport authority for a permissible total gross weight (laden weight of tractor with semi-trailer) of at least 14,000 kg and a permissible total train weight of at least 28,000 kg, has been produced by a recognised truck manufacturer, in more than 15 units in one year and of which the engine has been produced at least 100 units in one year. The cabin and the other mechanical components must come from models of series-production tractors of which at least 15 units have been produced by a recognised truck manufacturer within one year. Any such vehicle will be considered for eligibility. It is the entrant's responsibility to produce any evidence requested by the scrutineers, in order to check that the components of the proposed vehicle are, or have been, in series production and available for normal sale to the public for public road use. The general shape of the tractor unit must correspond to the shape of a road-going tractor unit homologated for the transportation of merchandise. Super race trucks must be in conformity with articles 2, 3 and 4 of these regulations.

1.3 - RACE TRUCK

Series production two-axle tractor units, produced by a recognised manufacturer, with a permissible total laden weight of at least 14,000 kg and a permissible total combined weight of at least 28,000 kg, manufactured for commercial road-going use. Only those trucks included on the approved list published by the FIA will be admitted.

Trucks may be added to this list following an application to the FIA by an ASN, accompanied by full documentation demonstrating conformity with the above definition.

Applications must be received by the FIA at least two months before it is intended to compete with the trucks concerned.

Race trucks must be in conformity with articles 2, 3 and 5 of these regulations.

1.4 - MANUFACTURER

The expression "Manufacturer" (of vehicles) must be considered as covering only those firms who hold or who have held a coded "world manufacturer identification" for identifying the vehicle (V.I.N.).

When the truck manufacturer fits an engine which it does not manufacture, the truck shall be considered a hybrid and the name of the engine manufacturer shall be associated with that of the truck manufacturer. The name of the truck manufacturer must always precede that of the engine manufacturer.

Should a hybrid truck win a championship title, cup or trophy, this will be awarded to the manufacturer of the truck.

1.5 - TRACTOR/SEMI-TRAILER COMBINATION

Articulated vehicle: tractor with semi-trailer exerting an appreciable vertical force on the coupling device.

1.6 - CAB

Structure defining the volume which accommodates the driver and the passenger(s).

1.7 - CHASSIS

Assembly of members accommodating the various mechanical parts of the truck.

ARTICLE 2 : GENERAL PRESCRIPTIONS

2.1 - GENERAL

All modifications are forbidden unless expressly authorised by the regulations specific to the group in which the truck is entered, or by the general prescriptions below, or imposed under the chapter "Safety Equipment". The components of the truck must retain their original function.

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

All vehicles must be presented at scrutineering in a clean and dry condition.

2.2 - TACHOGRAPHS

All competing vehicles must be fitted with a correctly calibrated and functioning tachograph of an approved type. Any vehicle which is not fitted with an approved tachograph will not be eligible for racing. (However, the FIA reserves the right, at the beginning of each year, to impose any other device which may prove more efficient.)

Note : In addition to the fitting of the approved tachograph, each vehicle must be fitted with a working cigar/cigarette lighter socket of an approved type, to supply power for checking the tachograph. This socket must be inside the cab, visible from the driver's seat and less than 1 metre (40 inches) from the tachograph. It must be electrically connected to the same battery supply as the tachograph and must be protected by a 2 ampere continuously rated fuse. It must be wired as negative earth (e.g. HELLA part n° 8 EZ 100 LS 241, or equivalent).

The tachographs record road speed.

It is specifically forbidden to conceal, or to interfere in any way with, the approved tachograph or the associated wiring, drive shaft or sender units.

If any change is made to the vehicle specification which may affect tachograph calibration, or if the system is interfered with in any way, it is the competitor's responsibility to have the tachograph re-calibrated and re-certified. Failure to comply with these requirements may cause the vehicle to be rejected at scrutineering.

Competitors are reminded that tachographs are extremely accurate measuring devices. If the road speed could possibly exceed the values allowed in these regulations, it is recommended to fit road speed governors to prevent any accidental infringement of these regulations. Any infringement, even an unintentional one, will be penalised. It is the competitor's responsibility to comply with the regulations.

2.3 - DIMENSIONS AND WEIGHT

2.3.1) Ground clearance

No part of the vehicle 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 (driver(s) on board).

In the case of adjustable suspension, these measurements shall be made with the suspension in its lowest position.

No mechanical part must generate an aerodynamic effect.

2.3.2 - Ballast

It is permitted to make up the weight of the vehicle with one or several ballasts, provided that they are strong and unitary blocks, attached by means of tools, easily accessible for affixing seals, placed between the chassis rails, between the cab and the fifth wheel.

2.3.3 - Ride attitude

The chassis must not slope downward towards the rear of the vehicle when measured at the midpoint of the wheelbase.

2.4 - ENGINE

2.4.1) Supercharging

In the case of supercharging, the nominal cylinder capacity will be multiplied by 1.

2.4.2) Two-stroke engines

In the case of two-stroke engines, the nominal cylinder capacity will be multiplied by 1.4.

2.4.3) Normally aspirated engines

In the case of normally aspirated engines, the nominal cylinder capacity will be multiplied by 0.6.

2.4.4) Smoke

The engine must not produce visible exhaust emissions under race conditions.

2.4.5) Exhaust pipes

Exhaust components may be modified, but must terminate within the perimeter of the vehicle (in plan view) and below the level of the top rail of the chassis.

Note : In order to minimise the risk of hot parts of a broken engine/turbocharger being blown onto the circuit, a protection device must be fitted to the end of all exhaust pipes. This device must be made so that any part with a diameter of more than 40 mm cannot pass directly out of the exhaust pipe. An example of a suitable protection device is : strips of metal, 1.6 mm thick x 25 mm wide, welded into the end of the exhaust, edge-on to the exhaust gas flow, at less than 40 mm spacing.

2.4.6) Air induction system

No part of the air induction system may project more than 200 mm beyond the sides or roof of the cab.

The total cross-sectional area of the air induction pipes or ram air collector boxes must not exceed 1,000 cm².

Air induction pipes must not pass inside the cab.

2.5 - FUEL - OXIDANT

The term "fuel" shall include all substances fed into the combustion chambers of the engine, excepting only atmospheric air and the water vapour contained naturally therein.

The only fuel authorised is diesel fuel corresponding to the following specifications:

- hydrocarbon content, % w/w	99.0 min.
- density, kg/litre	0.860 max.
- cetane number (ASTM D613)	60 max.
- calculated cetane number	60 max.
(ASTM D976/80)	

Oxidant

Only air may be mixed with the fuel as an oxidant.

Any chemical additive which increases the power is forbidden.

2.6 - CAB INTERIOR

2.6.1) Trim

The interior of the cab is free.

2.6.2) Steering wheel

The steering wheel is free, on condition that it comes from a recognised manufacturer of this type of accessories.

2.7 - CAB EXTERIOR

2.7.1) Trailer susies

Trailer susie pipes must be removed.

2.7.2) Lighting system

All lamps required by law for normal road use, excepting sidelights, must be functional at all times and must not be obscured. Generators must remain in circuit. No lights other than those authorised in the International Convention on Road Traffic may be lit when the vehicle is on the circuit, excepting the rear light as described in article 3-17.

2.7.3) Batteries

Vehicle batteries must be of at least 55 Ah capacity. They must not be positioned inside the cab. They must be securely fastened, each battery to be held in place by at least two steel bolts of 10 mm minimum diameter, and must be protected to prevent short-circuiting of terminals.

Batteries must not be visible from outside the vehicle.

2.7.4) Telemetry and radio

The transmission of data between the moving truck and any person or instrument exterior to the truck is forbidden. Only vocal radio transmission is authorised.

2.8 - WHEELS

2.8.1) Specifications

The wheels must be of unmodified proprietary manufacture and must be such that no part of the rim or tyre fouls on any part of the vehicle under extreme conditions of traffic, steering or suspension movement.

The wheel nuts and studs used must match the wheel rims used, to ensure adequate fixing strength. Wheel nuts must be of unmodified proprietary manufacture.

All the complete wheels of a truck must be interchangeable (i.e. a rear wheel may be mounted on a front hub with no special tools or accessories).

2.8.2) Spare wheel

Any spare wheel must be removed.

2.9 - TYRES

2.9.1) Specifications

(See appendix B)

- The maximum permitted section width is 315 mm.

- All tyres fitted to the vehicle must have a tread depth of 2 mm minimum measured at the beginning of each race or practice.

- Re-cut and/or hand grooved tyres are not permitted, except for the tread patterns authorised by the general prescriptions below.

- The vehicle must be fitted with all-weather tyres designed for road use and available through normal retail outlets.

Special tread compounds and/or patterns are not allowed, nor are any externally applied chemical compounds which may affect tyre grip.

- The maximum cold inflation pressure must not exceed the tyre manufacturer's permitted pressure.

- All tyre carcasses must be of tubeless radial steel construction.

- Tyre carcasses must not have undergone any major repairs.

- All tyres must have a speed rating of "L" or higher, and a load index of minimum 3.5 tons.

2.9.2) Tread patterns

a - Non-driven axles : steer ribbed pattern only.

b - Driven axles: steer or drive pattern.

Important : Note that the following concessions on hand cut treads are granted for safety reasons. It is absolutely forbidden to make any other modifications to standard tread patterns.

a - Driven axles : hand cut treads may be added in any of the configurations shown in drawing 290.3, but all such treads must strictly comply with the dimensions shown in drawing 290.4.

b - Non-driven axles : no hand cut tread patterns allowed.

2.9.3) Approved manufacturers

All tyres used must be to E.E.C. type approval standard (E.E.C. regulation 54) or equivalent.

2.9.4) Retreaded tyres

Retreaded tyres must not be fitted to any steering axles.

Note : It is recommended that all worn-out racing tyre carcasses be destroyed and not retreaded for either race or road use.

2.10 - FUEL TANK

2.10.1) Type

Fuel tanks are free in respect of capacity, design and material. However, they must be of unmodified proprietary manufacture and must be fully proofed against accidental fuel spillage or leakage from fillers and vents. Filler caps must have an efficient closing action.

Note : It is recommended to fit FIA/FT3 safety fuel tanks as described in Article 253 of Appendix J to the FIA International Sporting Code.

2.10.2) Position

The position of the fuel tank is free, subject to the following requirements:

- The tank must be securely mounted on the chassis and must be adequately protected from impact.

- The tank must be mounted between the internal faces of the chassis rails (or their vertical projections), in front of the fifth wheel but behind the cab.

2.11 - TRANSMISSION

Transmission and final drive ratios may be changed.

The front axle assembly cannot be driven.

It is not permitted to use the rear axle for active steering.

2.12 - STEERING GEOMETRY

2.12.1) Camber angle

The camber angle on the steering axle may not be negative. Zero or positive camber is allowed, but with no tolerance.

2.12.2) Castor angle

The castor angle is free.

2.13 - BODYWORK

2.13.1) Aerodynamic devices

Standard or optional aerodynamic devices listed by the manufacturer may be removed. They may be fitted only if they do not contravene the requirements of point 2.13.2.

2.13.2) Body fairings

Side and top fairings may be fitted subject to the following provisions:

- All fairings must be firmly affixed and made of rigid material.

- No fairing may impede access to safety devices, e.g. fuel and electrical cut-off switches.

- If fairings impede inspection of the side guards, they must be removable for scrutineering purposes.

- Top fairings must be able to support the weight of a person walking on them.

- No fairing may extend forward of the front wings or rearward of the end of the chassis rails. No wheel/tyre may be obscured by a side fairing.

- When viewed from the side, all parts of all fairings must be parallel to the chassis rails for their entire length.

- No fairing may extend more than 100 mm above the top face of the chassis rails; fairings must not impede the connection of a semi-trailer to the trailer coupling plate.

- Fairings may not extend beyond the unfaired vehicle outline (in plan view).

- Rear axle mudguards may be integral with fairings.

- Underbody fairings are forbidden.

2.13.3) Windscreen and body glazing

A windscreen of laminated glass must be fitted, bearing a mark to verify the fact. All other windows may be of any type of safety glass, or transparent plastic of at least 4.8 mm thickness.

However, all window operating mechanisms must function as designed by the manufacturer (in particular, the window-opening system envisaged by the manufacturer must remain identical).

Note : If side and/or rear windows are made of safety glass, it is recommended that they be covered with self-adhesive plastic film in order to prevent possible injury from broken glass.

A protective net or mesh must be fitted to the inside of the driver's door, covering the area of the window. It must not impede vision, but must be able to prevent any part of the driver's hand or arm from falling out of the (broken) window if the vehicle rolls over.

2.14 - ACCESSORIES

Supplementary accessories which do not affect the performance or the handling of the vehicle are permitted (e.g. air horns).

ARTICLE 3 : SAFETY EQUIPMENT

3.1 - GENERAL

Any truck, the construction of which is deemed to be dangerous, may be excluded by the Stewards of the Meeting.

3.2 - CABLES, LINES AND ELECTRICAL EQUIPMENT

It is recommended that there be no connections in the cab, apart from on the front bulkhead and the rear bulkhead. If the series production fitting is retained, no additional protection is necessary.

3.2.1) Fuel lines

It is prohibited to run any fuel lines inside the cab.

3.2.2) Oil lines

The only oil lines which may run inside the cab are those leading to temperature or pressure gauges. Such lines must be metallic.

3.2.3) Coolant lines

The only coolant lines which may run inside the cab are those leading to temperature/pressure gauges or to the cab heater.

All such lines must be painted red and, if non-metallic, must be enclosed in a solid metal cover or an internally/externally metal braided hydraulic pressure hose.

3.3 - BRAKING SAFETY SYSTEM

Double circuit operated by the same pedal: the pedal must normally control all the wheels. In case of leakage anywhere in the brake system piping or of any kind of failure of the brake transmission system, the pedal must still control at least two wheels.

3.4 - ADDITIONAL FASTENERS

3.4.1) Cab lock-down

Vehicles with tilt cabs must have an additional device which bridges the normal tilt lock mechanism and will prevent cab tilt in the event of that mechanism disengaging.

The weakest part of the device must be either one steel bolt or pin of at least 16 mm diameter or two steel bolts or pins of at least 12 mm diameter.

Note : wire cables and/or chains are not acceptable.

3.4.2) Bonnet lock-down

Vehicles with an external/internal bonnet must be fitted with an additional locking device, as well as the normal bonnet lock, to prevent the bonnet from opening should the normal lock fail.

These additional devices must be in the locked position while the vehicle is on the circuit.

3.5 - SEAT BELTS

All seat belts must be of unmodified proprietary manufacture. They must not include any inertia reels and must be securely attached to the vehicle's cab structure or roll cage (it is not acceptable for seat belts to be anchored to seats). Anchorage points on the cab structure must be reinforced to ensure adequate strength.

Belts must have at least two parallel shoulder straps and one lap strap. There must be two mounting points to attach the lap strap to the cab, and two behind the driver's seat for the parallel shoulder straps.

Minimum : 4-point harness.

However, the use of a 6-point harness is recommended.

Seat belts which have been involved in a serious accident, or which are showing signs of wear, should be discarded. Combinations of parts from different seat belts are not allowed. Only complete sets, as supplied by the manufacturer, may be used.

Shoulder straps must be mounted so as to make an angle of not more than 20° to the horizontal from the wearer's shoulders.

The shoulder straps must be fixed or supported on a rear transversal tube attached to the rollbar or to the upper anchorage points of the front belts.

The lap and crotch straps must be fitted in such a way that they wrap and hold the pelvic region over the greatest possible surface, the lap straps crossing it below the anterior-superior iliac spines. Under no conditions must they be worn over the region of the abdomen. Holes may be made in the seat if this proves necessary in order to avoid such an occurrence.

Care must be taken that the belts cannot be damaged through chafing against sharp edges.

3.6 - FIRE EXTINGUISHERS

3.6.1) All trucks must be fitted with one or two fire extinguishers.

3.6.2) Permitted extinguishants:

BCF (C F₂ Cl Br)

FM 100 (C H F₂ Br)

NAF S3

NAF P

ZERO 2000

Dry powder is also permitted but only on trucks being used in or coming from countries where national regulations preclude the use of the above products.

3.6.3) Minimum extinguisher capacity:

2.72 litres.

3.6.4) Minimum quantity of extinguishant:

BCF:	4.0 kg	NAF P:	3.2 kg
FM 100:	3.2 kg	ZERO 2000:	1.8 litres
NAF S3:	3.2 kg	Powder:	2.0 kg

3.6.5) All extinguishers must be pressurised according to the contents:

BCF:	7.0 bar	NAF P:	7.0 bar
FM 100:	7.0 bar	ZERO 2000:	12.0 bar
NAF S3:	7.0 bar	Powder:	7.0 bar

Furthermore, if filled with ZERO 2000, each extinguisher must be equipped with a means of checking the pressure of the contents.

3.6.6) The following information must be visible on each extinguisher:

- capacity
- type of extinguishant
- weight or volume of the extinguishant
- date the extinguisher must be checked, which must be no more than two years after the date of filling.

3.6.7) All extinguishers must be adequately protected and must be situated within the survival cell. In all cases their mountings must be able to withstand a deceleration of 25 g. Furthermore, only quick-release metal fastenings, with metal straps, will be accepted.

3.6.8) The extinguishers must be easily accessible for the driver.

3.6.9) Automatic systems

As an alternative to the above, it is permitted to fit an automatic extinguishing system complying with article 253.7 of Appendix J to the FIA International Sporting Code.

3.7 - CIRCUIT BREAKER - ENGINE SHUTDOWN

Vehicles must be fitted with a circuit breaker and a choker device which shuts down the engine and disconnects the batteries from all electrical circuitry (except that of the automatic fire extinguisher system). This switch must be painted yellow and identified by a red spark on a white-edged, blue triangle. A prominent notice not less than 20 cm in width should be affixed to each side of the vehicle to indicate the location of the switch. The circuit breaker and the choker device must be placed on the outside of the cab, between the chassis side rails, behind the rear axle. The circuit breaker must be easily accessible at all times, even if the vehicle is lying on its side or roof.

In addition, an engine shut-down switch must be fitted inside the cab, with its on-off positions clearly marked. It must be operable by the driver when normally seated and wearing his seat belt. The switch must also isolate any electric fuel pumps.

Note : In the case of vehicles which use a mechanical engine shut-down system, a shut-down device may be fitted on the outside, separate from the electrical circuit breaker. However, the device must be fitted close to the circuit breaker, be clearly marked and have clear operating instructions (e.g. pull knob to stop engine).

3.8 - ROLL CAGE

3.8.1) General

(See appendix A)

The driver's cab must be fitted with an internal roll cage.

The basic purpose of such a roll cage is to protect the driver and passenger(s) if the vehicle is involved in a serious accident.

The minimum acceptable roll cage requirements are detailed in these regulations, but the following observations should be noted:

The essential characteristics of a roll cage are first and foremost the result of a finely detailed construction, suitable attachment to the cab and snug fitting against the bodywork. It is recommended that the mounting bases be made as large as possible in order to spread loads over the maximum area. It is also advisable to weld the cage to the cab structure (e.g. to the windscreen and door pillars) wherever possible. This greatly increases strength and rigidity. All welding should be of the highest quality possible, with full penetration (preferably arc welding and in particular under protecting gas). The requirements are a minimum. It is permitted to fit extra elements or reinforcements in addition to the basic requirements (See Appendix J Article 253.8 and drawings 290.1, 290.2 and 290.3).

3.8.2) Minimum specifications

The minimum acceptable roll cage shape is as shown in diagram 290.1 and 290.2. It must follow the interior shape of the cab as closely as possible, and must be free from unevenness or cracks. The rollbars must be in one piece, i.e. all the parts must be welded together or be connected by the connections defined in Article 283.8 of Appendix J.

Note : The attachment of the upper extremity of the rear diagonal must be on the driver's side of the cab.

It is permissible, and even recommended, to fit additional struts to the roll cage. An example is shown in diagram 2. Such additional struts may be welded, bolted or clamped in place. The minimum mounting of the cage to the cab consists of four mounting bases, one for each vertical pillar of the cage. Each mounting base must have an area of at least 200 cm² and a thickness of 3 mm. Reinforcing plates with an area of at least 200 cm² and a minimum thickness of 3 mm must be fitted such that the cab floor is sandwiched between the mounting bases and the reinforcing plates. At least three bolts must clamp each mounting base to its reinforcing plate, such bolts to have a minimum specification of 8.8 ("S" grade) and a minimum diameter of 12 mm. This mounting represents a minimum. It is permitted to increase the number of bolts and to weld the roll cage to the cab shell (e.g. to the windscreen and door pillars).

Minimum material specification for all mandatory tubes is as follows :

Cold drawn seamless steel tube with a minimum tensile strength of 340 N/mm².

Minimum permitted tube cross sections are as follows : 57 mm external diameter x 4.9 mm wall thickness
 or 63.5 mm external diameter x 3.2 mm wall thickness
 or 70 mm external diameter x 2.4 mm wall thickness.

Each tube in diagram 1 must have an inspection hole of 5 mm diameter, drilled in an easily visible position.

Note : The tube sizes quoted above are examples of standard sizes which should be easily available. However, if one of these sizes cannot be obtained, the tube size will be acceptable if it exceeds the dimensions shown above, for example 60 mm x 4.9 mm or 57 mm x 5.0 mm is acceptable in place of the specified 57 mm x 4.9 mm. However, it should be noted that 57 mm is the minimum acceptable diameter, and that 2.4 mm is the minimum acceptable wall thickness for a minimum diameter of 70 mm.

3.9 - SIDE, FRONT AND REAR GUARDS

3.9.1) Side guards

Metal side guards must be fitted between the wings of the front and driven axles to prevent wheels interlocking and to protect fuel tanks and other external parts. The side guards may be made with any of the following :

- 1 steel channel 100 mm high x 50 mm x 5 mm wall thickness
- or - 1 steel box section 100 mm high x 50 mm x 3 mm wall thickness
- or - 1 steel tube 65 mm diameter x 3 mm wall thickness
- or - 2 steel tubes 50 mm diameter x 3 mm wall thickness.

Aluminium may be used in place of steel, but in that case the material thickness must be doubled. Outriggers from the chassis to the side guards must be made from material at least equal in strength to the side guard material. All tubes and box sections must have a 5 mm hole drilled in a visible position for inspection purposes. Maximum spacing between any two outriggers is 1.5 metres. Maximum unsupported sideguard overhang is 500 mm. Maximum permitted gap (in side view) between the front or rear wing and the sideguard is 100 mm. Outriggers must be mounted to the chassis using spreader plates of at least 100 cm² area and 5 mm thickness. These plates must be welded to the outriggers and bolted to the chassis. At least 4 x 8 mm diameter bolts must be used for each outrigger; these bolts must be at least grade 8.8 ("S" grade). It is permitted to drill holes in the chassis for the attachment of the side guards. The bottom of the side guards must be at least 500 mm above the ground. The top must be no more than 1 metre from the ground. The sideguards must extend outward so that they are within 300 mm of the extremities of the vehicle in plan view. They may not project beyond the extremities of the vehicle in plan view. All welding must be of the highest quality, with full penetration. It must be possible to inspect all welds.

The side guards must not present any sharp angles or corners on the vehicle in plan view. It is permitted to cover the side guards with fairings as described in section 6, but all such fairings must be readily detachable to allow for inspection of the side guards.

Note : This regulation describes the minimum requirements. It is permitted to fit extra guards if desired, so long as they do not project beyond the extremities of the vehicle in plan view or extend forward beyond the perimeter of the vehicle in plan view.

3.9.2) Front and rear guards

Guards must be fitted to the front and rear of the vehicle to prevent it from driving over the top of "armco" safety barriers, and to assist with "suspended tow" vehicle recovery. These guards must meet the following requirements:

Front guard only:

- The front face of the guard must be vertical and in line with the front face of the standard bumper.
- The top face of the guard must be in line with the top face of the standard bumper.

Rear guard only:

- The rear face of the guard must be vertical.
- No part of the rear guard may extend more than 200 mm behind the end of the chassis side rails.
- The top face of the guard must not be higher than the top flange of the main chassis side rails, measured at the extreme rear of the vehicle.
- The overall width of the rear guard must not exceed 2300 mm.

Front and rear guards:

- The bottom face of each guard must be between 300 mm and 400 mm above the ground.
- The bottom face of each guard must be between 1800 mm and 2300 mm wide.
- All exposed parts of the guards which are not part of the standard bumper must be made of tubing. The tubing material is free, but it is recommended that roll cage or side guard tubing is used.
- Ends of tubes must not be left exposed. Bottom tubes must be joined to top tubes/bumper and there must be no sharp edges or exposed corners or angles.
- It is permitted to cover all or part of the guards with securely attached metal panels.
- Each guard must be able to withstand a load equal to the vehicle weight on the rear axle, applied horizontally to the bottom tube, along the axis of the vehicle. It must also be capable of supporting the weight of the rear end of the vehicle.

These loads must not cause permanent distortion of the guards.

3.10 - TOWING EYE

All vehicles must be fitted with a towing attachment at both front and rear. The strength and size of these towing eyes must be sufficient to allow the vehicle to be towed under all circumstances. They must be painted in a contrasting colour (yellow, red or orange) for easy identification and be available for immediate use when required. They must not project beyond the front face of the front bumper or the rear face of the rear bumper.

3.11 - WINDSCREEN

A windscreen of laminated glass must be fitted, bearing a mark to verify the fact.

3.12 - REAR VIEW MIRRORS

The truck must be fitted with two external rear view mirrors, one fitted on each side of the truck, in order to give an efficient view to the rear.

3.13 - FIRE PROTECTION

All vehicles must have a protective bulkhead of non-flammable material between the engine/transmission and the driver's compartment, capable of preventing the passage of fluid or flames in the event of fire. All gaps must be sealed with glass fibre.

It is forbidden to use magnesium for the bulkheads.

3.14 - WHEELS AND TYRES

3.14.1) Wheel rims

Split rim wheels are forbidden.

The rear external rims must be made from magnetic steel.

3.14.2) Wheel nut covers

Wheel nut covers must be firmly affixed to all wheels on steering axles. No part of the wheel nuts or studs may project through these covers, which must be fixed to the rims by means of at least 4 separate attachments.

3.14.3) Wheel balance weights

It is prohibited to have removable balance weights fitted on any wheel.

Balance weights must be welded or screwed onto the rim.

3.14.4) Tyres

Any tyre which the scrutineers consider to be dangerous or in breach of the regulations, for one reason or another, will be rejected. Any vehicle fitted with such a tyre will not be allowed on the circuit.

3.14.5) Spacers

It is prohibited to fit any spacers or adaptors between the wheels and the hub/drum.

3.15 - PROPELLER SHAFTS

A minimum of two strong, steel, safety loops must be fitted to each propeller shaft, to prevent it hitting the ground in case of breakage. They must be fitted so that they are positioned one on either side of the midpoint of the propeller shaft.

3.16 - REAR WARNING LIGHT

A rearward facing red warning light of at least 20 watts (maximum 30 watts) must be mounted on the rear panel of the cab. It must be situated as high as possible on the vehicle centreline. It must be switched on throughout all practice sessions and races. The lighted area of this lamp must not exceed 100 cm² but must be greater than 60 cm².

3.17 - CAB

3.17.1) Construction

The cab must retain its original strength and integrity. Any corrosion of the cab structure or mountings will cause the vehicle to be rejected at scrutineering.

3.17.2) Head restraint

A head restraint must be fitted on the driver's seat. This head restraint must be capable of restraining a 17 kg mass under a rearward acceleration of 5 g. Its dimensions must be such that the driver's head is restrained and cannot move past it under rearward acceleration, or be trapped between the head restraint and the roll cage.

3.17.3) Door locks

Door locks must be kept in the unlocked position while the vehicle is on the circuit. Door catches must be fully operable from both inside and outside the vehicle.

3.17.4) Tools

All tools and other loose equipment must be removed.

3.17.5) Seats

All seats fitted must be firmly attached and must not slide, tilt, hinge or fold. The driver's seat must support the driver and hold him in position inside the cab.

All seats must face forward. Passenger seats may be removed. Non-standard seats of proprietary manufacture (designed for use in trucks or cars) may be fitted in the positions reserved for the driver and/or passenger. All joints between any seat and the cab (i.e. seat to subframe (if fitted) and subframe to floor) must have at least 4 x 8 mm diameter or 6 x 6 mm diameter bolts, minimum grade 8.8 ("S" grade). Sliding seat runners must be locked and bolted in position by a system requiring the use of tools.

3.17.6) Steering lock

Any steering lock system fitted to the vehicle must be removed.

3.17.7) Parking brake

The location of the parking brake control must be clearly indicated by a notice at least 20 cm in width placed inside the cab. The parking brake control must be operable by the driver while normally seated and with the seat belt fastened.

3.17.8) Windscreen wipers and washers

All vehicles must be fitted with windscreen wipers and washers. These must be maintained in working order at all times.

3.18 - ENGINE-OIL CATCH TANK

All engine breathers venting to atmosphere must lead into a catch tank, arranged in such a way as to prevent oil from spilling onto the track. If a single catch tank is used, it must have a capacity of at least four litres. It is permitted to use multiple tanks, but each tank must be able to hold at least two litres.

Tanks may be made of any material, but it must be possible to view the contents of the tank (e.g. a sight glass is required in a metal tank, and plastic tanks must be translucent). All tanks must be capable of being easily emptied.

3.19 - LAMPS

All forward facing lamps with a surface area of more than 32 cm² must be adequately protected and secured in case of glass breakage.

3.20 - MUDGUARDS

All vehicles must be equipped with mudguards on the rear wheels. They must have no sharp edges and must cover the full width of the tyre over a continuous arc of 120°. This minimum coverage may be achieved with a continuous surface of rigid material uninterrupted by any gaps, holes, slots or vents.

The mudguards must extend forward of the relevant axle centre line in vertical projection. The trailing edge of the mudguard must be no more than 75 mm above the relevant axle centreline.

The mudguard must be situated not more than 200 mm from the outside of the tyre.

The front mudguards will remain those of the homologated cab of the vehicle.

ARTICLE 4 : SPECIFIC REGULATIONS FOR SUPER RACE TRUCKS

4.1 - DIMENSIONS (See Appendix 1)

4.1.1) Overall width

The overall width of the vehicle is limited to 2550 mm

4.1.2) Height of the cab

The height of the vehicle up to the highest point of the cab must not be less than 2500 mm measured vertically over a width of 1800 mm.

This measurement must be taken 50 mm behind the rearmost part of the cab.

The lowest point of the floor of the cab must be at least 1000 mm from the ground.

4.1.3) Width of the cab

The width of the cab must be not less than 1800 mm.

4.1.4) Ground clearance

Ground clearance must at all times be greater than 180 mm, with the exception of the front and rear axles which must not be situated less than 150 mm from the ground and must not generate any aerodynamic effect.

4.2 - ENGINE**4.2.1) General**

With the exception of the permitted modifications detailed in the present article 4.2, the engine and all ancillaries must be exactly to manufacturer's standard specification.

More than 100 units of this engine must have been built per year, and the manufacturer must be able to justify this number at any time using official documentation from the engine manufacturer.

The rearmost part of the (single) engine block must be situated forward of the centreline of the wheelbase.

4.2.2) Block

The bore and stroke may be changed in order to obtain a maximum cylinder capacity of 12 000 cc.

The bore must be cylindrical and the stroke linear. Lining or relining of the cylinders is authorised, the material of the linings is free. All surfaces may be machined; material may be added.

4.2.3) Cylinder head

The cylinder head is free.

4.2.4) Compression ratio: free**4.2.5) Cylinder head gasket : free****4.2.6) Pistons: free, as are the rings, their pins and retaining method..**

4.2.7) Connecting rods are free, but they must be made from material consisting of at least 80% pure iron by weight.

The crankshaft is free but must be made from ferrous material.

The use of non-ferrous materials for balancing the crankshaft is prohibited.

4.2.8) Bearings: Make, dimension and numbers are free, but the original type must be retained, e.g. plain or roller bearing.

4.2.9) Fuel feed and induction system

Fuel injection system parts regulating the quantity of fuel to the engine may be changed, provided that the new parts fit the original location without modification. The original fuel system design must be retained as the manufacturer envisaged, e.g. Cummins PT.

The induction system, the location and number of the injectors, the air filter assemblies and the piping are free and may be changed or modified. Electric injection parts and the types of injectors are free. It is prohibited to inject fuel or additives other than those specified in these regulations.

4.2.10) Camshaft

Free, but must be made from ferrous material.

4.2.11) Valves

The material, dimensions and shape of the valves are free, but their operating principle (coil/hydraulic springs) in the basic engine must be retained.

4.3 - COOLING SYSTEMS**4.3.1) Fuel/oil cooling system**

Fuel and oil coolers must be fitted within the periphery of the bodywork when viewed from any angle.

4.3.2) Water and charge cooling system

The water and charge cooling system is free, on condition that it is fitted within the periphery of the bodywork when viewed from any angle.

Water injection on the radiators is authorised on condition that this water contains no power-boosting additives.

4.4 - EXHAUST SYSTEM**4.4.1) Turbocharger**

The number of turbochargers is limited to two. It is permitted to change the make and type of the turbocharger(s) insofar as this does not cause any change in body or chassis shape.

Turbocharger wastegates may be fitted.

The turbochargers must be single stage compression and expansion.

4.4.2) Air induction system

Components of the air induction system, up to the turbocharger, may be modified or replaced.

4.5 - TRANSMISSION**4.5.1) Gearbox**

The gearbox is free, but it must have a working reverse gear.

4.5.2) Clutch

The clutch is free.

4.5.3) Axles

Alternative axles may be fitted only if the load indicated by the manufacturer is equal to or greater than that permitted for the axles corresponding to the chassis which is used.

Only rigid axles are authorised.

Only the rear wheels may be driven.

Electronic traction control is prohibited.

4.6 - SUSPENSION

The suspension and shock absorbers are free, with the exceptions that :

- in the case of pneumatic suspension, the tanks must be of unmodified proprietary manufacture. It is forbidden for the vehicle's air system pressure to exceed 12 bar.

- it is forbidden for suspension components, other than bearing bushes, which have any axle locating function to be made of non-ferrous material (e.g. spring hangers, shackles, springs, "U" bolts).

4.7 - WHEELS

The choice of the size and material of the wheel rims is free, on condition that the safety equipment specified in article 3-15 is respected.

The maximum allowed wheel rim width is 229 mm (9.0 inches). No part of any wheel rim fitted to a steering axle may project outward past the plane of the wheel nut/rim interface.

4.8 - BRAKES

4.8.1) Braking system

All braking system components must be of proprietary manufacture.

The braking system is free except with regard to the parking brake.

The braking of the vehicle must solely be driven by the foot of the driver, electronic assistance is forbidden (ABS is forbidden).

An effective parking brake system must be fitted, operated mechanically (i.e. not by air pressure, but by springs).

4.8.2) Cooling

Brake cooling is permitted using water and/or ducted air only. Cooling ducts must comply with the bodywork regulations given in art 2-13.

Any water tanks must be securely attached to the chassis.

4.8.3) Air tanks and air pressure

Brake air tanks must be of unmodified proprietary manufacture. It is forbidden for the vehicle's air system pressure to exceed 9.0 bar.

Any air tanks must be securely attached to the chassis.

4.9 - CHASSIS

4.9.1) General

The chassis must come from a series in which more than 15 units have been built.

The definition of the chassis includes the frame, the material, the position of the axles, and the wheelbase.

The truck manufacturer must be able to justify this number at any time using official documentation from the chassis manufacturer.

Only local modifications of the chassis are permitted in order to satisfy the safety requirements described in article 3 of these regulations or in order to fit the engine and the transmission.

With the exception of the modifications authorised in article 3, the chassis frame, including the semi-trailer coupling, must be exactly to manufacturer's standard specification and must be made from steel material. Manufacturers' options on chassis shape and material are prohibited.

4.9.2) Fifth wheel (See Appendix 1)

Regardless of manufacturer's specification, the semi-trailer pin coupling (fifth wheel) must be situated forward of the drive axle centreline.

It must be possible for the vehicle to couple to a normal semi-trailer.

The fifth wheel must be a commercial model homologated for a load of 17 tonnes, with an opening of 50 mm.

The fifth wheel must be situated between 1200 mm and 1300 mm from the ground at all times.

For taking this measurement, the fifth wheel shall be horizontal.

No other part, within a circle of 2040 mm radius, the centre of this circle being the kingpin axis of the fifth wheel, may be situated less than 100 mm below the upper surface of the fifth wheel.

4.10 - CAB

The dimensions of the cab must comply with the drawing in Appendix 1.

The cab must come from a series in which at least 15 units have been built in one year.

The truck manufacturer must be able to justify this number at any time using official documentation from the cab manufacturer.

The dashboard is free.

Pedals may be modified on condition that this does not involve any modification to the cab.

4.11 - VEHICLE WEIGHT

The minimum allowed vehicle weight at any time during the event is the weight of the vehicle, emptied of fuel and of the water for the windscreen and headlight wipers and system for cooling the mechanical parts, with nobody on board but with the safety devices. The minimum allowed weight for Super Race Trucks is 5000 kg.

ARTICLE 5 : SPECIFIC REGULATIONS FOR RACE TRUCKS

5.1 - GENERAL

Unless specifically prohibited by these regulations, it is permitted to use "pattern parts" as direct replacement of manufacturer's parts, provided such parts are commercially available as direct replacements and are of the same design as the vehicle manufacturer's parts.

Repair of components may be effected using accepted repair methods such as welding. Competitors' attention is drawn to the limitations of such action : the addition of gussets, additional welding or material, the change of shape, design, material, surface finish or removal of material constitute a "modification".

Any reference to standard specification and/or parts and/or materials in these regulations shall be interpreted as a reference to the manufacturer's listed standard item(s) only as set down in the appropriate type removal. It shall not include manufacturer's options.

5.2 - CHASSIS

5.2.1) Modifications permitted

It is permitted to locally modify the chassis frame in order to comply with the safety requirements specified within these regulations.

5.2.2) Modifications prohibited

The chassis frame must be exactly to manufacturer's standard specification, including semi-trailer coupling and mounting. Regardless of manufacturer's specification the semi-trailer pin coupling position must be forward of the drive axle(s) centreline. The coupling must be a commercially available model produced by a recognised manufacturer, homologated for 17 tonnes with an opening of 3.2". It shall be mounted to the vehicle in accordance with the coupling manufacturer's recommendations. Excepting any obstructions arising from the presence of either the fuel tank and/or any safety cage external bracing members, it must be possible to couple a laden ISO semi-trailer. Manufacturer's options on chassis shape and material are prohibited.

5.2.3) Wheel track

The combination of axles, wheels and tyres fitted must not increase the front or rear track by more than 150 mm beyond the vehicle manufacturer's standard specifications.

5.3 - BODYWORK**5.3.1) General**

It is permitted to make modifications under the general restriction that the appearance of the vehicle bears a close resemblance to the standard vehicle, including radiator grill and other trim. The cab must retain its original strength and integrity.

5.3.2) Interior

Dashboards may be deleted or modified as long as this does not cause any modification to the structure of the cab. It is strongly recommended that a non-standard steering wheel of proprietary manufacture be fitted. It is recommended that a soft rim type be used.

All controls must be those provided by the manufacturer and they must retain their original function but they can be worked on to make them more accessible or more easily usable.

The driver's seat, and the fitting of a passenger seat are free, but must comply with Art. 3.17.5.

5.3.3) Exterior

Side and top fairings may be fitted in accordance with Art. 3.12.2. Mudguards may be fitted to all wheels and must present no sharp edges and cover the full width of the tyre around a continuous arc of 120 degrees. This minimum coverage must be achieved with a continuous surface of a rigid material uninterrupted by any gaps, holes, slots or vents. The mudguards must extend forward of the relevant axle centreline. The trailing edge of the mudguard must be no more than 75 mm above the relevant axle centreline.

Standard or optional aerodynamic devices listed by the manufacturer may be removed. They may be fitted only if they do not contravene the requirements of these regulations.

5.3.4) Silhouette

The only modifications permitted are those which do not infringe the above regulations.

5.3.5) Ground clearance

The minimum ground clearance is 200 mm.

5.4 - ENGINE**5.4.1) Modifications permitted**

The engine and its ancillaries may only be modified within the limitations of the following regulations. It is permitted, unless specifically disallowed by these regulations, for internal engine components to be substituted by alternative components sourced from the same engine manufacturer.

Camshaft timing and profile may be modified but valve lift must remain as standard.

5.4.2) Modifications prohibited

Unless specifically permitted by these regulations, the engine and all, ancillaries must be exactly to manufacturer's standard specification.

It is not permitted to substitute other engine blocks or cylinder head castings for those which are the manufacturer's standard for the specified engine.

5.4.3) Engine location

The engine location is free.

5.4.4) Oil/water cooling**5.4.4.1 - Oil**

Lubrication oil sumps may be baffled internally, but the standard sump casing must be retained. Fuel and oil coolers may be fitted within the periphery of the bodywork.

5.4.4.2 - Water

Radiators may be enlarged, replaced by alternative specification items, or supplemented by additional radiators, provided that all radiators are fitted within the periphery of the bodywork.

5.4.5) Induction systems**5.4.5.1 - Air induction system**

Air induction system components up to the turbocharger or supercharger may be modified or replaced. No part of the air induction system may project more than 200 mm beyond the side or top extremities of the cab.

5.4.5.2 - Turbochargers

It is permitted to change the type of turbocharger(s) provided that the induction system components (i.e. the pipework and fittings between the turbocharger(s) and engine(s)) are standard components manufactured by the relevant engine manufacturer. It is permitted to fit an air to air intercooler provided that all relevant components are standard production parts. The manufacturer's standard number of turbocharger units and stages must be fitted in the original position(s).

The maximum diameter of the air inlet of the compressor must be 65 mm maintained for a minimum distance of 3 mm measured downstream of the plane defined by the most upstream point of the compressor wheel blades.

In the case of an engine with two parallel compressors, each compressor inlet diameter must be limited to a maximum of 46 mm, in the same conditions.

5.4.6) Exhaust system

The exhaust components after the turbocharger or exhaust manifolds in the case of supercharged engines are free. The exhaust must terminate within the extremities of the vehicle plan view and below the level of the bottom rail of the chassis.

It is permitted to fit a "wastegate" or "pop-off valve" provided such a component is of proprietary manufacture.

5.4.7) Fuel delivery systems

Fuel injection system parts regulating the quantity of fuel to the engine may be changed, provided that the new parts fit the original location without any modification. The original fuel system designed must be retained in its entirety as the manufacturer envisaged e.g. Cummins PT. The maximum engine free run out speed may be changed.

5.5 - SUSPENSION

5.5.1) Modifications

With the exception of the permitted modifications listed, it is forbidden to add any components to the suspension or to relocate/realign standard components such as location devices or any device which allows alteration of chassis ride height.

For safety reasons however, it is permitted to combine the principle of air suspension with leaf springs.

5.5.2) Ride height

Ride height may be adjusted by the re-setting of manufacturer's specification road springs or air springs to lower the ride height to the minimum manufacturer's specification for the vehicle laden to design weight. In the case of multi-leaf steel springs this may be achieved by the removal of one or more leaves from the unit.

5.5.3) Shock absorbers

Shock absorber units may be of any proprietary make and type, provided that their number, their type, their working principle and their attachment points remain unchanged.

5.5.4) Anti-rollbars

Anti-rollbars may be added to the vehicle or standard items modified, as long as they perform no function except for the control of relative lateral roll between axles and chassis. They must not affect axle location or geometry in any way.

5.5.5) Castor angle

Castor angle adjusting wedges may be fitted to any axle but must be securely located either by being welded to the axle spring pad or so that it is impossible for such wedges to be removed without first removing at least two axle/spring clamping bolts.

5.5.6) Axles

Axles (both driven and steering) may be replaced by any suitable alternative but must be rated by the relevant axle manufacturer as having an on-road weight rating equal to, or greater than, the vehicle's original axles. They must be fixed to the recipient vehicle's attachment points only.

5.5.7) Wheelbase/Track

Wheelbase must be within the manufacturer's specification for the vehicle in question. Wheel track must not be increased by more than 150 mm over and above that specified by the vehicle manufacturer.

5.6 - TRANSMISSION

5.6.1) Gearbox

The gearbox is free but must be of a direct manual lever actuated type normally fitted to heavy trucks and must have a working reverse gear. The fitment of automatic gearboxes of any type is not allowed.

The distance from the rear of the engine to the front of the gearbox must not be altered from that specified with the original gearbox.

Fluid couplings between engine and gearbox are not allowed, regardless of the manufacturer's specification.

5.6.2) Clutch

The clutch is free, but must be of the friction type.

5.6.3) Final drive

Differentials may be locked by any means.

Electronic traction control is forbidden.

5.6.4) Ratios

Transmission and drive ratios may be changed.

5.7 - BRAKES

5.7.1) Modifications permitted

There are no restrictions other than as set out in 5.7.2. Brake cooling is permitted using ducted air or water. Cooling ducts must comply with the bodywork regulations in Art. 5.3. Brake air reservoirs may be repositioned to allow the fitment of safety devices and/or fuel tank. An effective parking brake system must be fitted which is held on by mechanical energy. The parking brake must be operable by the driver sitting normally with safety belts fastened.

The braking of the vehicle must solely be driven by the foot of the driver, electronic assistance is forbidden. Anti-lock braking systems (e.g. ABS) are forbidden.

5.7.2) Modifications prohibited

The use of any brake system components which are not of proprietary manufacture is prohibited. Disc brakes may not be fitted. It is forbidden for the vehicle's air system pressure to exceed 9.0 bar.

5.8 - ROAD WHEELS

5.8.1) Permitted options

Wheels are free within the limitations imposed by the following regulations.

5.8.2) Prohibited options

No part of any wheel rim or tyre fitted to a steering axle may project outward past the plane of the wheel nut/wheel rim interface. Thus it must be possible to fit two front rims to a rear hub in a twin wheel configuration. The use of wheels of non-proprietary manufacture is prohibited, as is the modification of proprietary manufacture wheels. No part of the wheel rim or tyre must foul any part of the vehicle under extremes of steering or suspension movement. Wheel nuts and studs must match the wheel rims being used, to ensure adequate fixing strength. The use of any spacers or adapters between the road wheels and the hub/drum is prohibited.

5.8.3) Construction and materials

The use of split rim wheels is prohibited. Outer wheels on twin wheel installations must be of metallic steel construction.

There is no restriction in respect of wheel material for the remaining road wheels

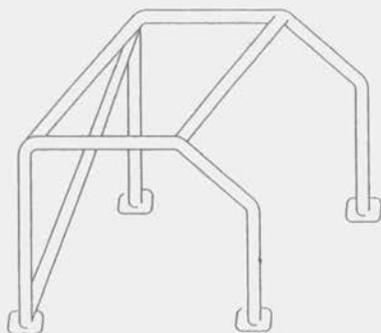
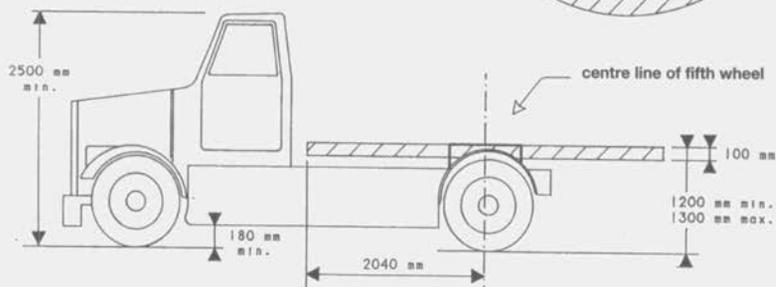
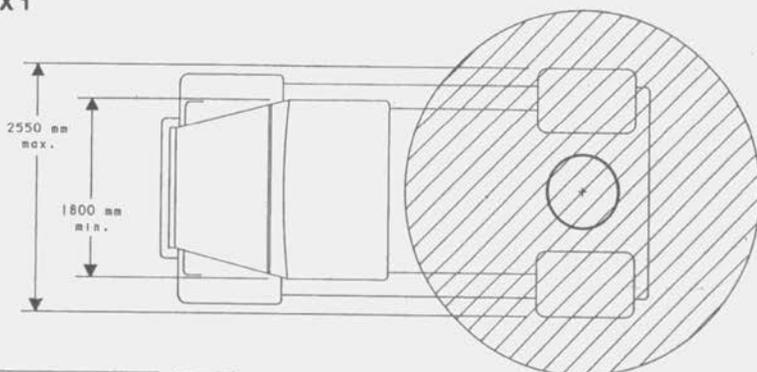
5.8.4) Dimensions

Wheel diameter is unrestricted, wheel rim width is limited to a maximum of 230 mm.

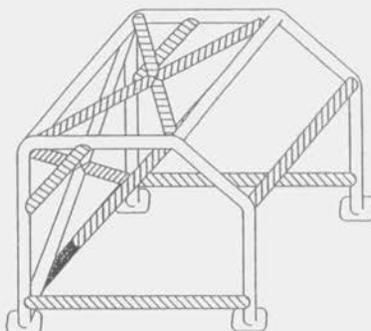
5.9 - WEIGHT

The minimum allowed vehicle weight at any time during the event is the weight of the vehicle, emptied of fuel and of the water for the windscreen and headlight wipers and system for cooling the mechanical parts, with nobody on board but with the safety devices. The minimum allowed weight for Race Trucks is 6000 kg of which 3800 kg measured at the front wheels.

APPENDIX 1

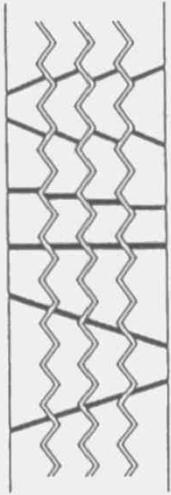


Drawing n° 290-1

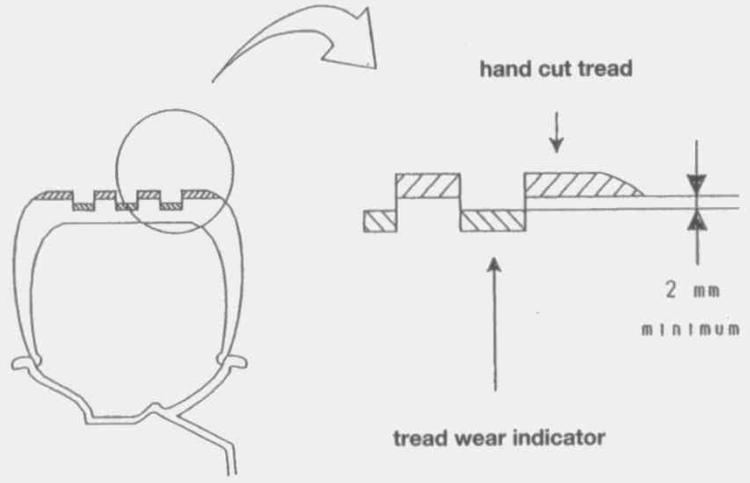


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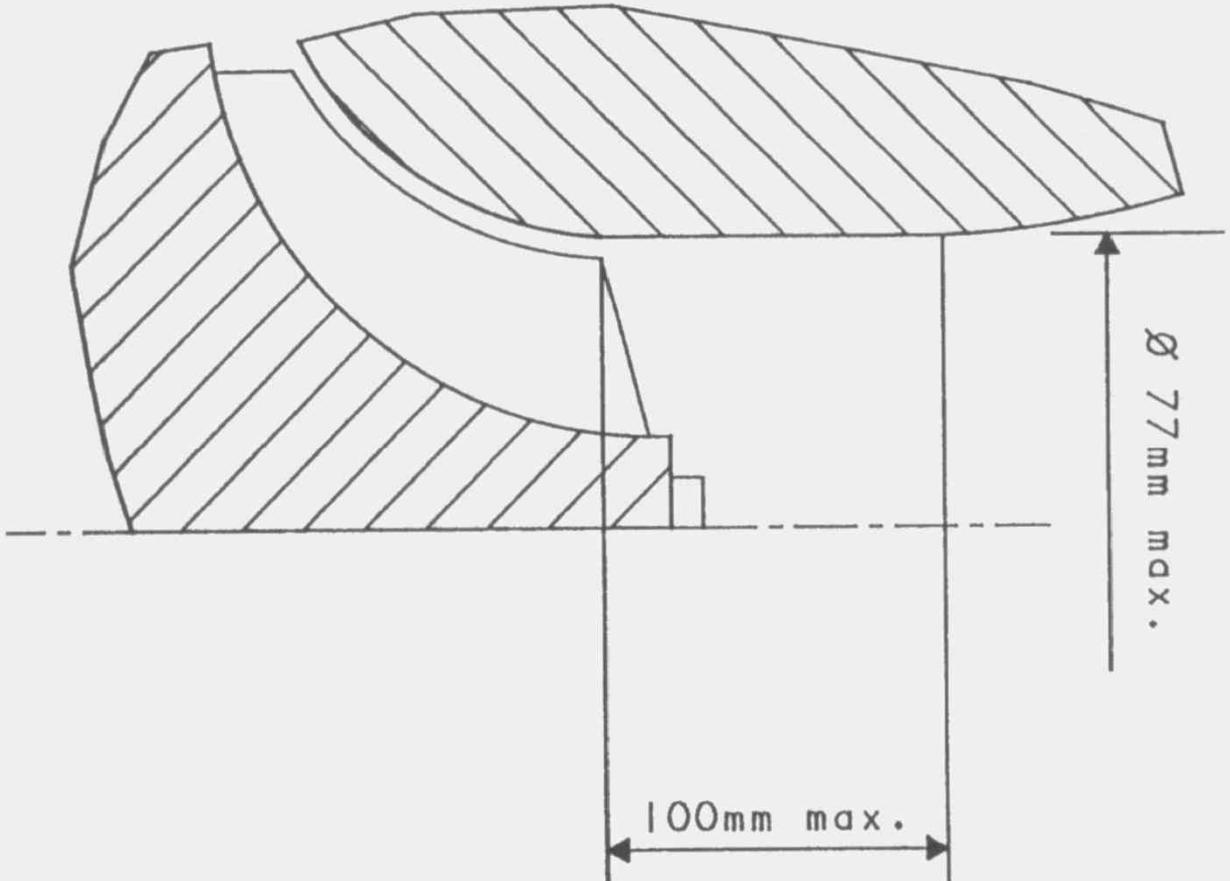
APPENDIX 2



Drawing n° 290-3



Drawing n° 290-4



List of tank manufacturers recognised by the FIA**TECHNICAL LIST N° 1****FT3 TANKS****Brasil (BR)**

- Pirelli Componentes Industriais LTDA,
Alameda Araguaia 3787, 06400 Barueri Sao Paulo.

Germany (D)

- Uniroyal Engelbert Reifen GmbH, Abt. Behälterbau,
Postfach 410, Hüttenstr. 7, 5100 Aachen.

France (F)

- Aerazur, 58, Boulevard Gallieni, 92137 Issy-les-Moulineaux Cedex
Tel. (1) 45.54.92.80 - Tlx 270.887
Fax 45.54.92.80 Poste 465
- Ets J. RICHE, 48, rue de Vire, 14110 Conde sur Noireau.
Telex 170794.
- Société Lyonnaise des Réservoirs Souples,
18, rue Guillaume-Tell, 75017 Paris.

United Kingdom (GB)

- Aero Tec Labs, 37 Clarke Road, Mount Farm Industrial Estate,
Bletchley, Milton Keynes, MK1-1LG.
Tel. (0908) 270590 - Fax (0908) 270591.
- FPT Industries Ltd, The Airport, Portsmouth, Hants PO3 5PE.
- Premier Fuel Systems Ltd, Willow Road, Trent Lane
Industrial Estate, Castle Donington, Derby DE7 2NP.
Tel. (0332) 850515 - Fax (0332) 850749.

Italy (I)

- Gipi, Via Abruzzi 7, 20090 Opera, Milano.
- SEKUR SpA - Gruppo PIRELLI,
Via di Torrespeccata 140, 00169 Roma.
- M.A. TECHNOLOGY, Via Cesare Battisti 7,
10023 CHIARI (TO).
- SPARCO, Via Lombardi 5/7, 10071 BORGARO T.SE (TO).

Japan (J)

- Fujikura Rubber Works Ltd, N°20, 2-Chome,
Nishigotandu, Shinagawa-ku, Tokyo.
- Kojima Press Ltd, 3-30 Shimoichibacho Toyota, Aichiken.
- Sakurra Rubber Co Ltd, 48-14-1 Chome Sasazuka, Shibuya Ku, Tokyo.
- Sumitomo Electric Industries Ltd, 15-5 Chome
Katahama, Migashi ku, Osaka.
- Yokohama Rubber Corporation Ltd
36-11, Shinbashi, 5-Chome, Minato-ku, Tokyo.
Tel. 03-3432-7111 - Fax 03-3431-4820
Tlx : J 24673 YOKORUCO

United States (USA)

- Don W. Allen Inc, 401 Agee Road, Grants Pass, Oregon 97526.
- Aero Tec Labs, Spear Road Industrial Park, Ramsey, N.J. 07446.
Tel. (201) 825 1400 - Fax (201) 825 1982.
- Fuel Safe Corporation, 15545 Computer Lane,

FT5 TANKS**France (F)**

- Aerazur
- Société Lyonnaise de Réservoirs Souples

United Kingdom (GB)

- Aero Tec Labs
- FPT Industries Ltd
- Premier Fuel Systems Ltd

Italy (I)

- Sekur SpA
- M.A. Technology

Japan (J)

- Sumitomo Electric Industries Ltd
- Yokohama Rubber Corporation Ltd

United States (USA)

- Aero Tec Labs

List of fuel analysis laboratories recognised by the FIA**LISTE TECHNIQUE N° 2 TECHNICAL LIST N° 2****Austria**

- Institut für Verbrennungskraftmaschinen und Kraftfahrzeugbau der Technischen Universität Wien
Vorstand Prof. Lenz, Getreidemarkt 9, 1060 WIEN
(Pour détermination du taux d'octane / For determination of octane rate)
- Institut für Chemische Technologie für Erdölprodukte
der Universität Wien,
Vorstand Prof. Schindlbauer, Getreidemarkt 9,
1060 WIEN

Australia (AUS)

Mr. Mark Giroletti - Chief Chemist
BHP Petroleum Laboratory
245 Wellington Road, Mulgrave 3170, VICTORIA
Tel. : 61 3 566 7349 - Fax : 61 3 560 8576

Belgium (B)

FINA RESEARCH S.A.
Zone Industrielle C - B 7181 SENEFFE (Feluyl)
Tel. : (64) 51.41.11 - Fax : (64) 55.89.77

Switzerland (CH)

EMPA - Service/Abteilung N° 133
Ueberlandstrasse 139 - 8600 DÜBENDORF
Tel. : 1/823.41.33 - Tlx. : 825.345
Fax : 1/821.62.44

Czechoslovakia (CS)

Chemopetrol, Korytna 47, PRAHA 10 - Stranice

Germany (D)

- PHL
Vorhoelzerstr.3, 8000 MÜNCHEN 71
Postfach 710 626
Tel. : 089/79 89 77 - 089/3 54 25 41
Fax : 089/7 91 88 89
- SGS Control - COMBH
Petrochemisches Labor
Am Neuen Rheinafen 12A - 6720 SPREYER
Tel. : 06232 /130140
- PHL
Vorhoelzerstr.3, 8000 MÜNCHEN 71
Postfach 710 626
Tel. : 089/79 89 77 - 089/3 54 25 41
Fax : 089/7 91 88 89

Spain (E)

CAMPASA Laboratorios
Mendez Alvaro, 44 - MADRID 28045
Tel. : 582.52.33

France (F)

- ATEPE
Parc d'Activité de la Tuilerie Saint Benoît
AUFFARGIS - 78610 LE PERRY EN YVELINES
- PCAS
ZI La Vigne aux Loups
23, rue Bossuet - 91160 LONGJUMEAU

United Kingdom (GB)

- BSI Testing
Mayland Avenue
Hemel Hempstead, Hertfordshire, HP2 4SQ
Tel. : (0442) 230442 - Tlx. : 82424
Fax : (0442) 231442
- Caleb Brett International Limited
Laboratory and Technical Services
Unit "A", 734 London Road,
West Thurrock, Essex, RM16 1HN
Tel. : (0708) 869960 Fax : (0708)861496
- SGS Redwood Ltd.
Old Station Approach
London Road, PURTLEET, Essex, RM16 1QS
Tel. : 0708 866 855 - Tlx. : 897 361
Fax : 0708 864 137

Greece (GR)

Générale Chimie de l'Etat
Rue A. Tsoha 16 - Ampelokipi - ATHENES

Italy (I)

- Stazione Sperimentale Combustibili
Via Galileo Galilei 1
20097 SAN DONATO MILANESE - MI
Tel. : 02/510031
- Ecocontrol
Via della Scafa 121 - 00054 FIUMINCINO (ROMA)
Tel. : 06/6453840
- S.E.L.M.
Litoranea Priolese - Statale 114
96010 PRIOLO (SIRACUSA)
Tel. : 0931/731111

Japan (J)

Shin Nihon Kentei Kyokai
Shinken Building 12-13, Shin Yokohama
2 Chome, Kohoku-ku, YOKOHAMA 222

Netherlands (NL)

- Caleb Brett Nederland BV
Po Box 7455 - 3000 HL ROTTERDAM/HOOGVLIET
Tel. : 10-4902702 - Fax : 10-4723225
Tlx : 62090
- Laboratory SGS Redwood Nederland B.V.
Hornweg 8, 1045 AR AMSTERDAM
Tel. : (20)6114848 - Fax : (20)6118963

New Zealand (NZ)

New Zealand Refining Co. Ltd.
Marsden Point - Whangarei

Portugal (P)

Petrogal - Petroleos de Portugal E.P.
Praha Marques de Pombal, n° 12 - 1200 LISBOA

Poland (PL)

Instytut Chemii Technologii NAFTY I WEGLA
Politechniki Wroclawskiej
ul. Gdanska 7/9 - 53-344 WROCLAW

Argentina (RA)

Facultad de Ingeniera, 47 y 1
LA PLATA, Provincia de Buenos Aires

Sweden (S)

- Chemcontrol AB
Ryhamnen, 41722 Göteborg
Tel. : (46) 31 54 57 70 - Fax : (46) 31 53 77 07
- ODAB Svensk Oljedistribution AB
Po Box 27127 - 10252 STOCKHOLM
Tel. : 08 67 99 80 - Tlx. : 13786

Finland (SF)

VTT - Technical research Center of Finland
Laboratory of Fuel and Process Technology
P.O. Box 205, SF-02151 ESPOO
Fax : +358 0 460493 - Tel. : +358 0 4561
Tlx. : 122972

United States (USA)

Rock Island Refining Corporation
Po Box 68007, INDIANAPOLIS, Indiana 46268-0007
Tel. : (317)872-3200

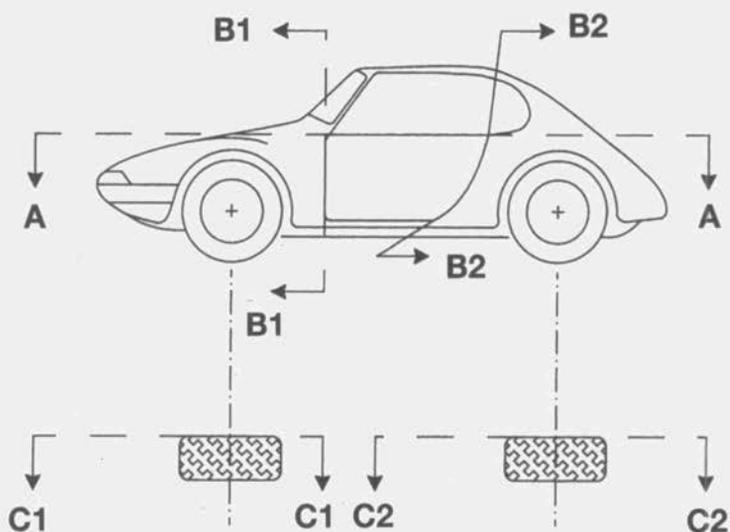
South Africa (ZA)

SASOL OIL
Bakerstraat 13, Rosebank 2196,
11437 JOHANNESBURG 2000
Tel. : (011) 788 21 01 - Fax : (011) 788 06 80

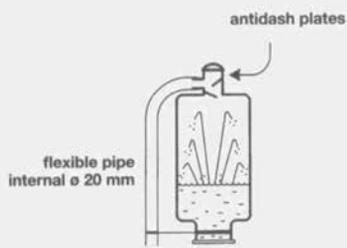
Revision 11 / Issue 11



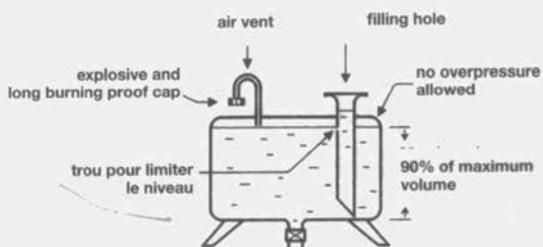
Drawings



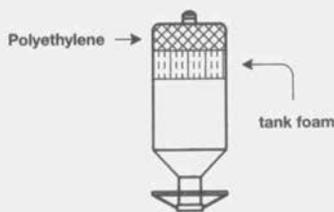
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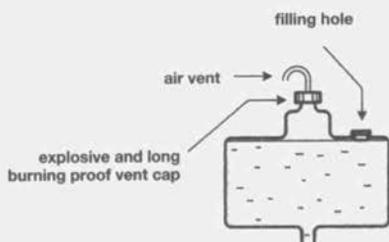
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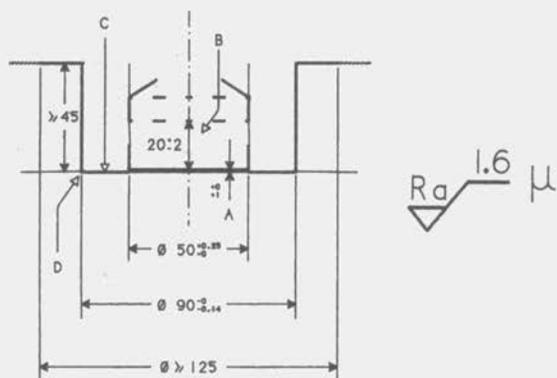
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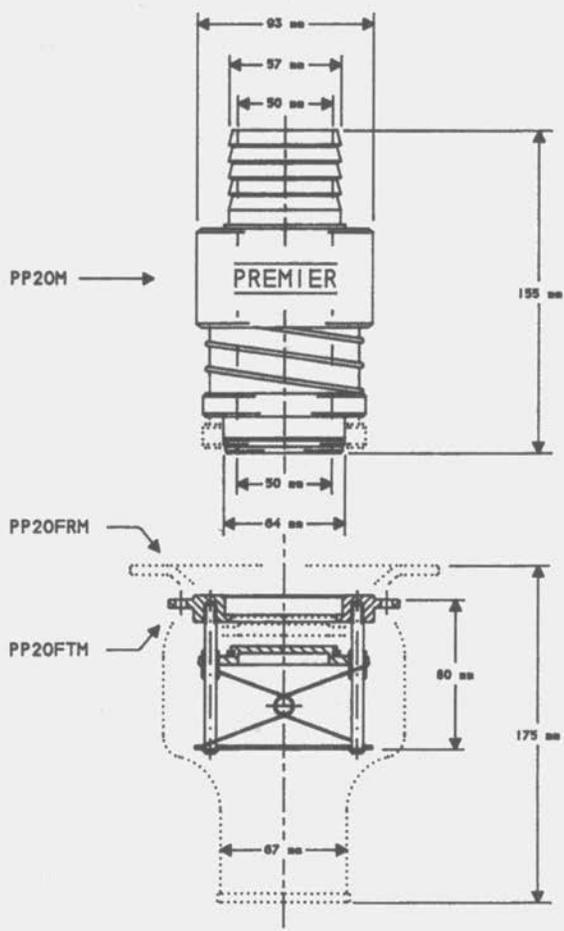
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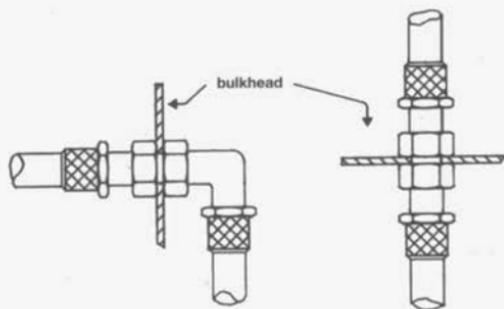
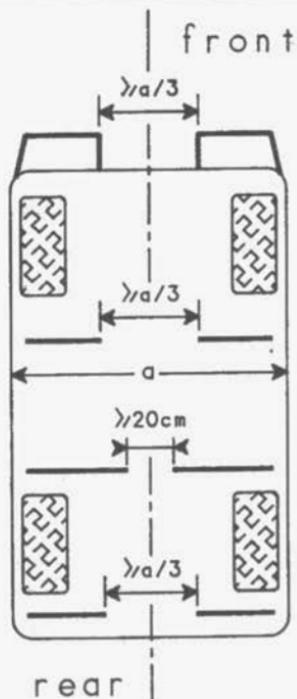
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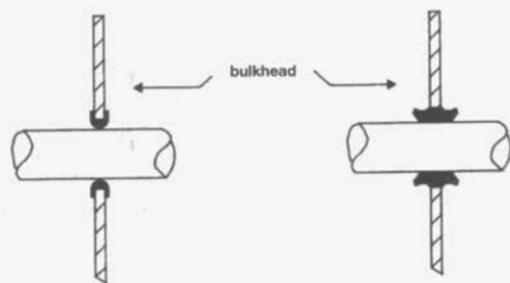
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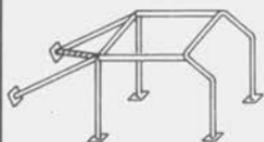
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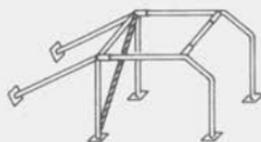
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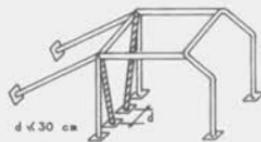
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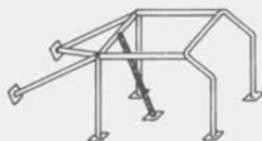
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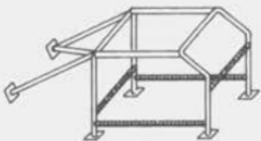
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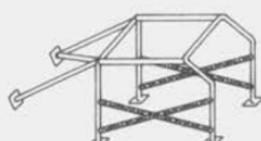
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Drawing n° 253-6



Drawing n° 253-7



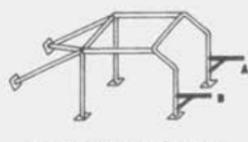
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Drawing n° 253-9

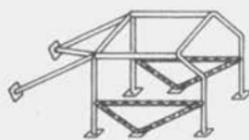


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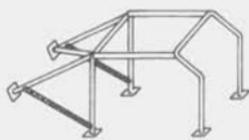


A and B are the suspension anchorage points

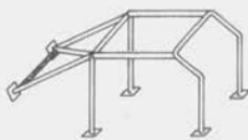
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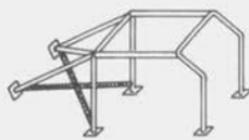
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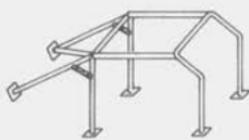
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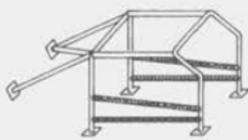
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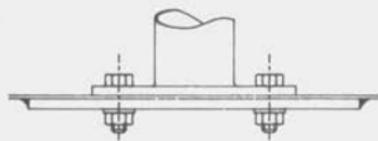
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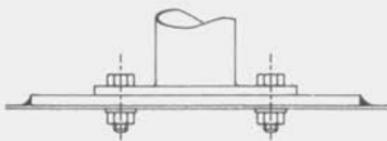
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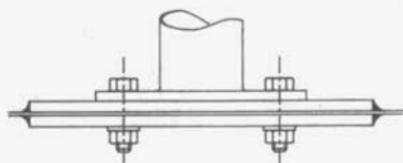
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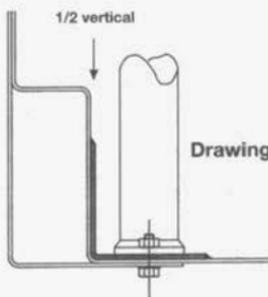
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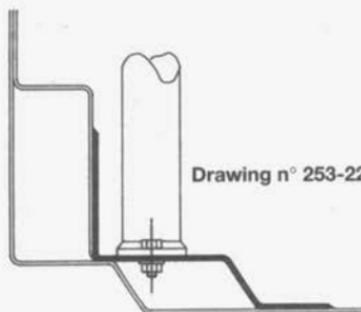
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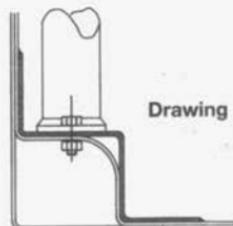
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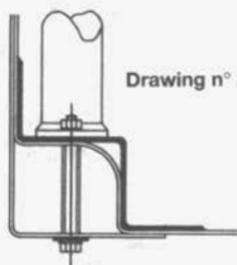
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Drawing n° 253-22

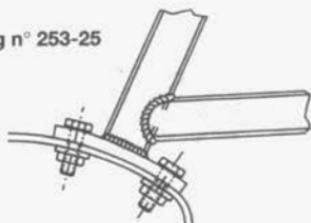


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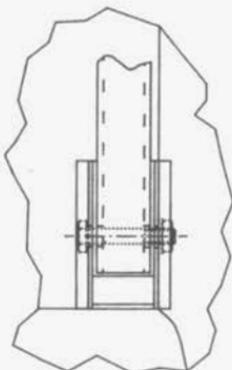


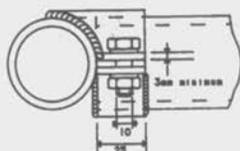
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Drawing n° 253-25



Drawing n° 253-26

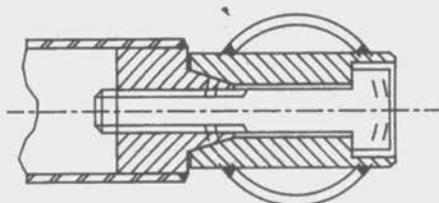
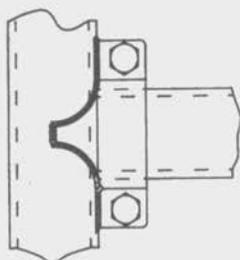




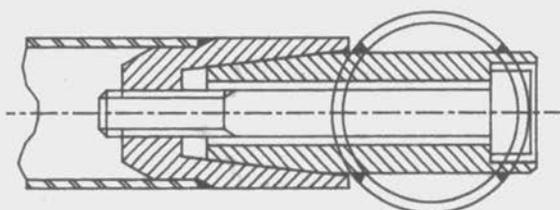
Drawing n° 253-27



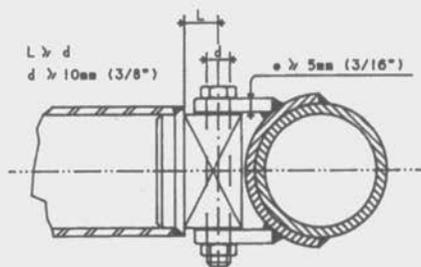
DIRECTION OF APPLIED
LOAD



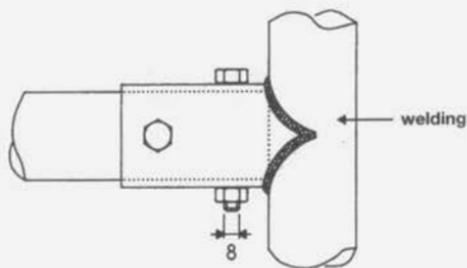
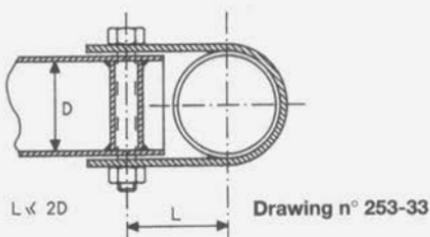
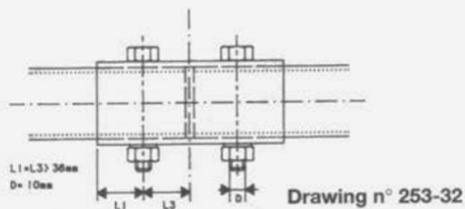
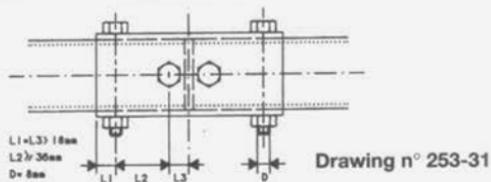
Drawing n° 253-28



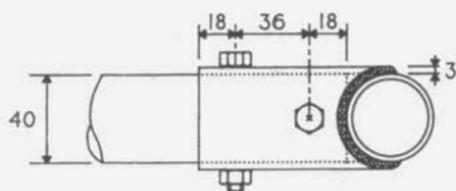
Drawing n° 253-29



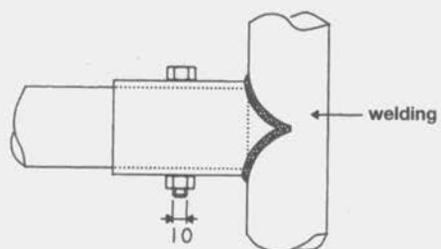
Drawing n° 253-30



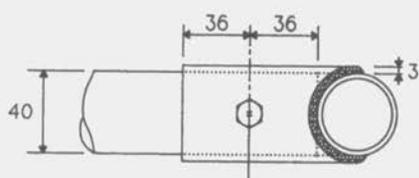
Dimensions in mm



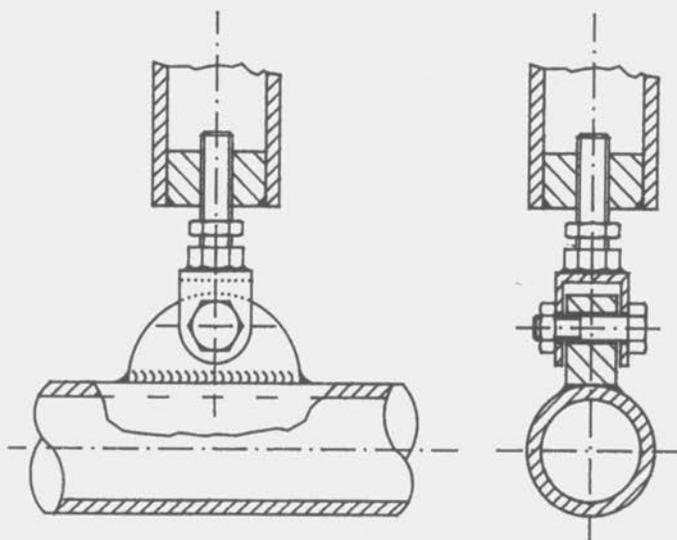
Drawing n° 253-34



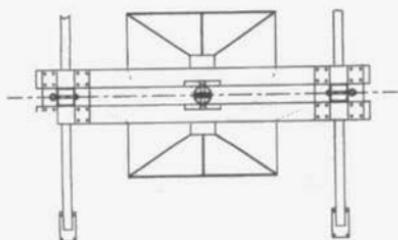
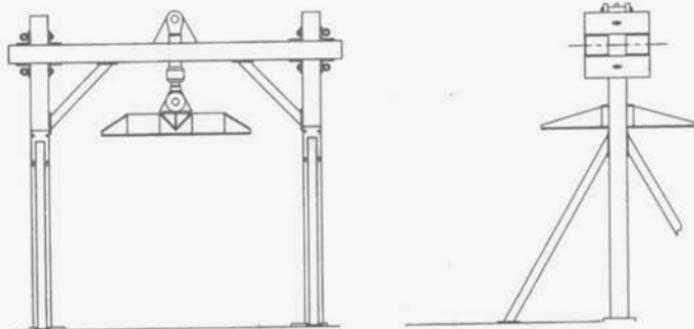
Dimensions in mm



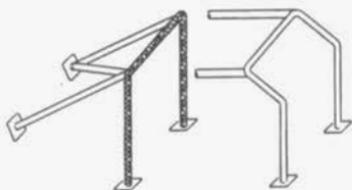
Drawing n° 253-35



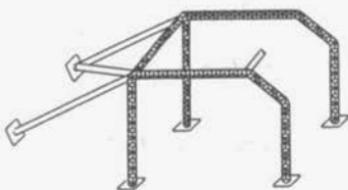
Drawing n° 253-36



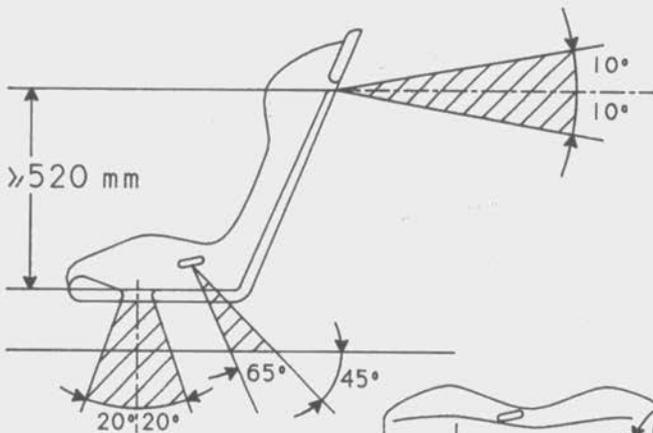
Drawing n° 253-37



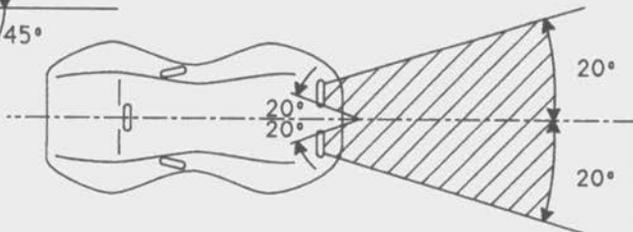
Drawing n° 253-38



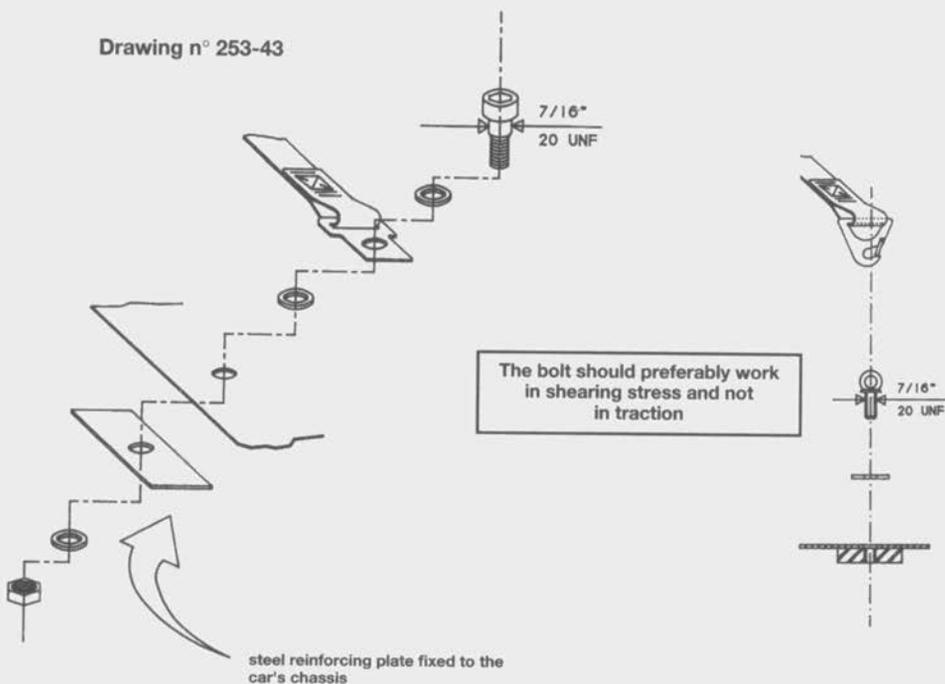
Drawing n° 253-39



Drawing n° 253-42

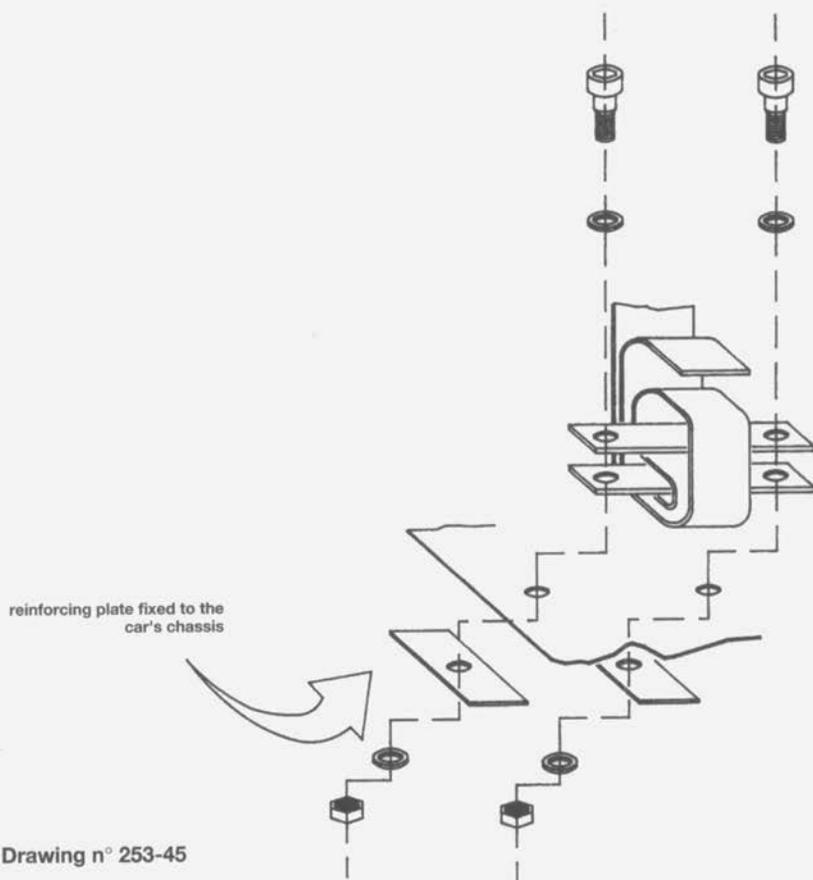
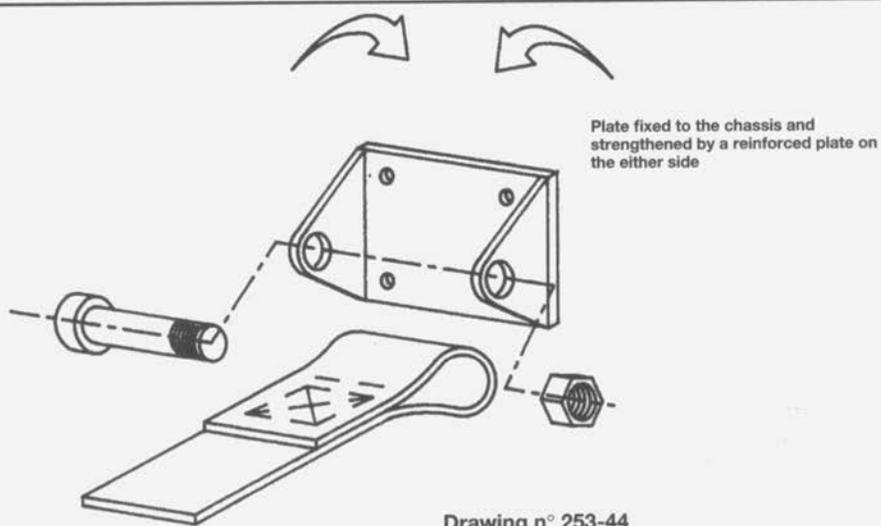


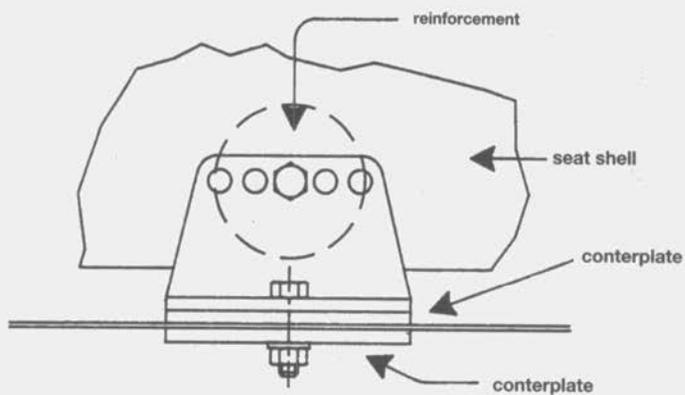
Drawing n° 253-43



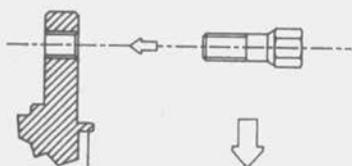
The bolt should preferably work in shearing stress and not in traction

steel reinforcing plate fixed to the car's chassis

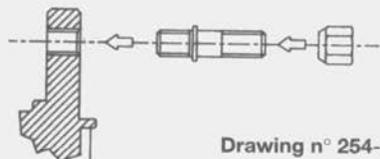
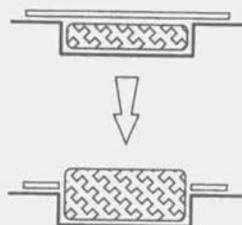




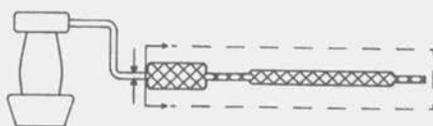
Drawing n° 253-52



Drawing n° 254-2

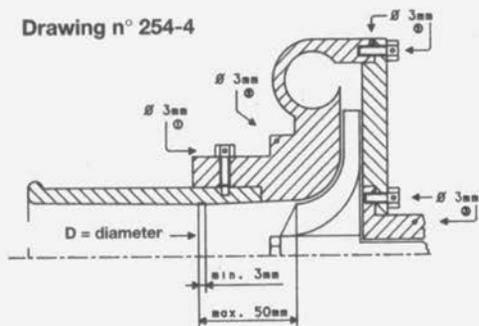


Drawing n° 254-1



Drawing n° 254-3

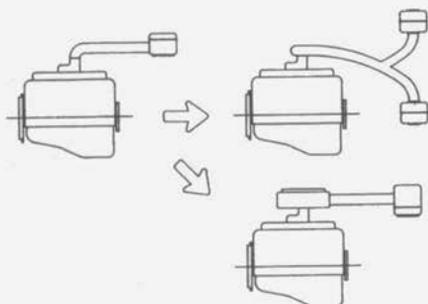
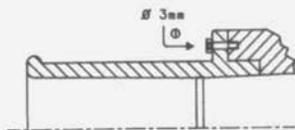
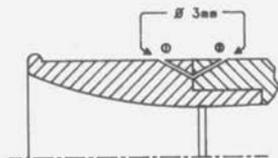
Drawing n° 254-4



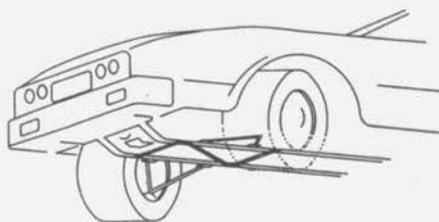
D = 38 mm max. for Group A
D = 36 mm max. for Group B

- ① hole for restrictor or restrictor/compressor housing
- ② hole for compressor housing or housing/flange
- ③ hole for central housing or housing/flange

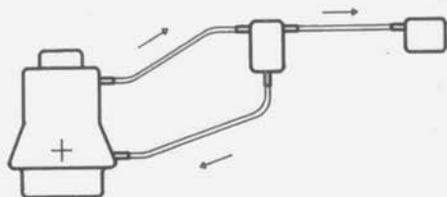
OTHER POSSIBILITIES :



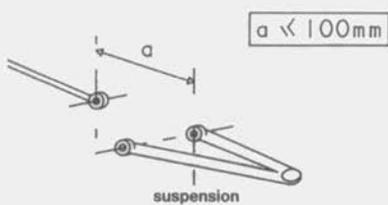
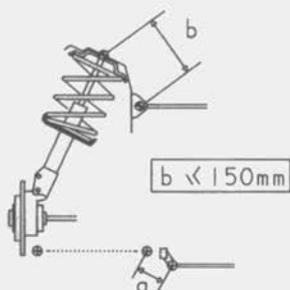
Drawing n° 255-1



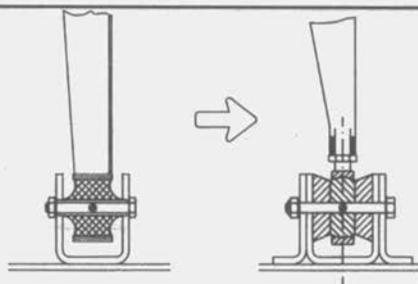
Drawing n° 255-2



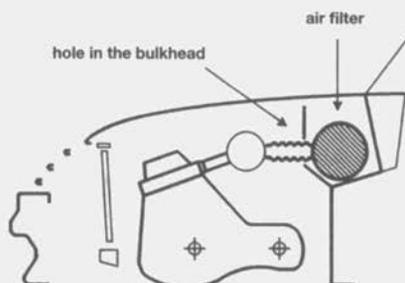
Drawing n° 255-3



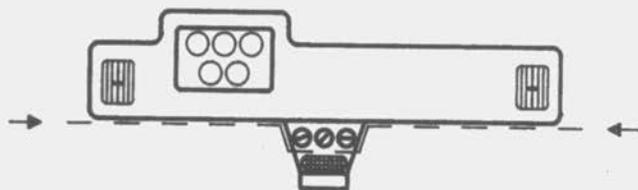
Drawing n° 255-4



Drawing n° 255-5



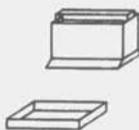
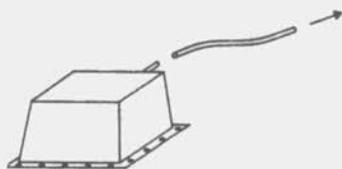
Drawing n° 255-6



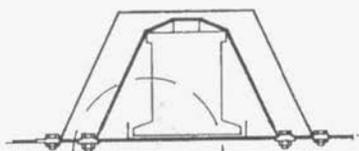
Drawing n° 255-7



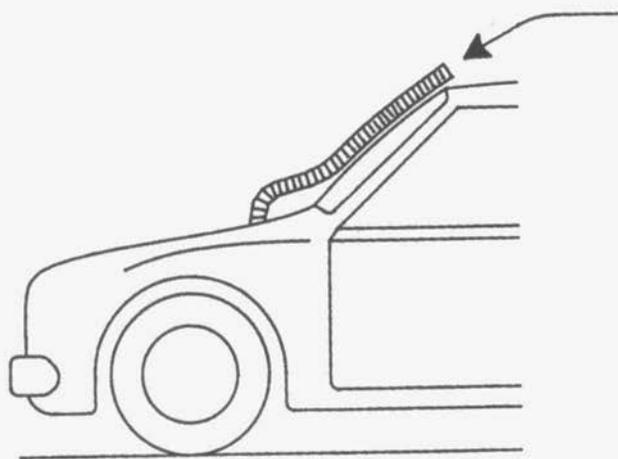
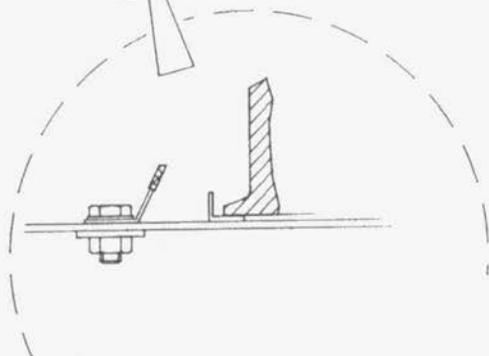
Drawing n° 255-8



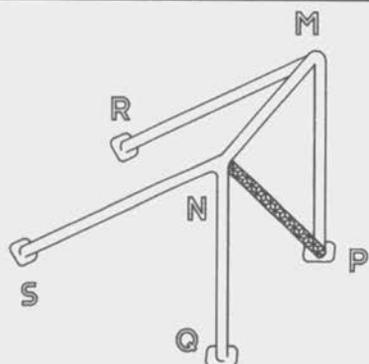
Drawing n° 255-10



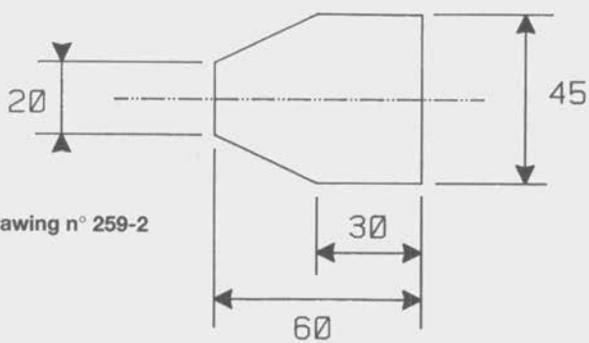
Drawing n° 255-11



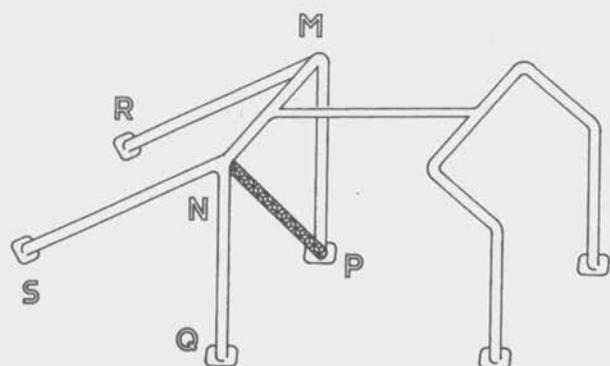
Drawing n° 255-13



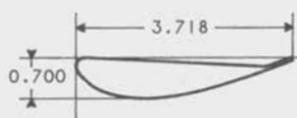
Drawing n° 259-1



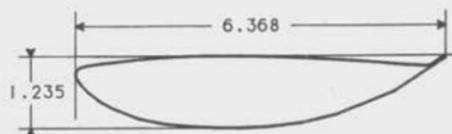
Drawing n° 259-2



Drawing n° 259-3

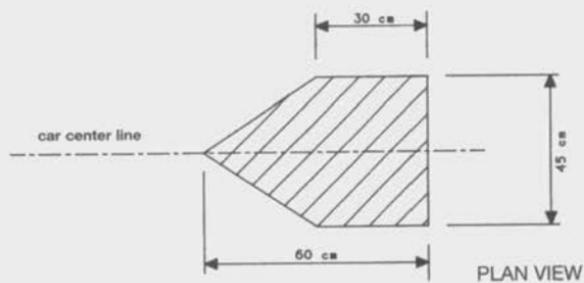
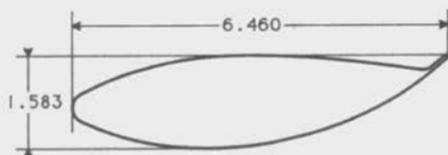


Drawing n° 274-1



Drawing n° 274-2

Drawing n° 274-3



Drawing n° 274-5



Drawing n° 283-1



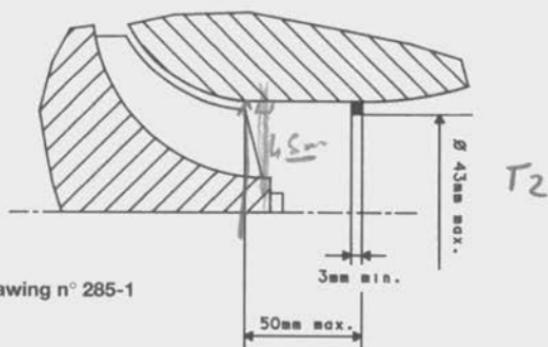
Drawing n° 283-2



Drawing n° 283-3

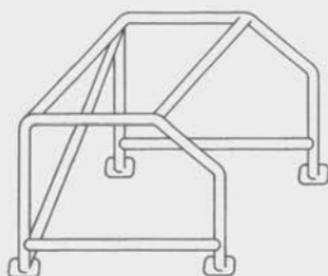


Drawing n° 283-4

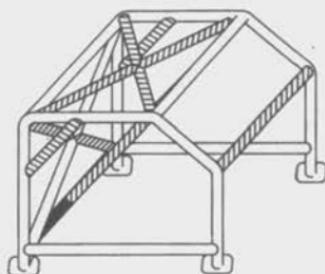


Drawing n° 285-1

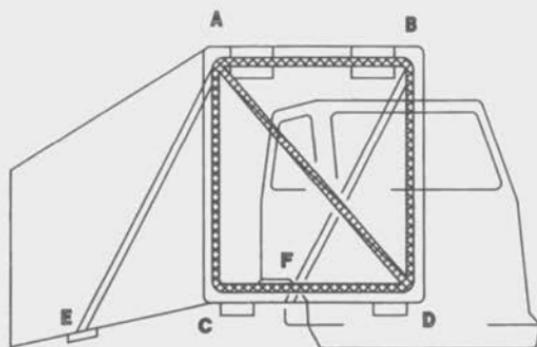
T3



Drawing n° 287-1



Drawing n° 287-2



Drawing n° 287-3

List of FIA homologated cars

- This list is classified by country.
- The letter placed just before the homologation number indicates the Group in which the car is homologated.

Group N : Production Cars (N)

Group A : Touring Cars (A)

Group B : Grand Touring Cars (B)

Group T : Cross Country Cars (T1)

Cross Country Trucks (T4)

- The date mentioned after the commercial denomination indicates the beginning of the homologation of the car.

- The number in brackets gives the last year for which the car is homologated e.g. (95) homologation valid until 31.12.95. If the sign + is added, this means that the homologation is likely to be extended.

NB : The present list of cars was established on 1st novembre 1993. The periodical addenda to this list will be published in the FIA Official Bulletin.

AUS - AUSTRALIE**G.M. HOLDEN'S-AUTOMOTIVE LTD**

A	5410	COMMODORE VN-V8 4981CC	01.04.90	(95)
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BR - BRESIL**VOLKSWAGEN (Brésil)**

A	5336	GOL 1.6 1595.37CC	01.07.87	(94)
A	5412	GOL GTI 305 1984CC	01.07.90	(95)

CS - TCHECOSLOVAQUIE**LIAZ S.A. JABLONEC n.N**

T4	4016	111.154 11946 CC	01.01.93	(98+)
T4	4017	151.154 11946 CC	01.01.93	(98+)
T4	4018	111.154 D 11946 CC	01.01.93	(98+)

SKODA

A	5373	FAVORIT 136 L 1289.4CC	01.01.89	(98+)
N	5373	FAVORIT 136 L 1289.4CC	01.03.89	(98+)

TATRA S.A. KOPRIVNICE

T4	4003	T 815 PR1 6X6.1 19000CC	01.08.92	(97)
T4	4004	T 815 P27 4X4.1 19000 CC	01.08.92	(97)
T4	4011	T815 P17 6X6.1 19000 CC	01.01.93	(98+)
T4	4012	T 815 P28 4X4.1 19000 CC	01.01.93	(98+)
T4	4021	T 815 290R75 4X4.1 19000 CC	01.01.94	(99+)

D - ALLEMAGNE**AUDI**

A	5316	200 QUATTRO M86 2144.4X1.7=3645.48CC	01.01.87	(95)
A	5346	90 QUATTRO B3 2309.5CC	01.01.88	(96)
A	5383	AUDI 80 2.0 E 1984.3CC	01.04.89	(96)
A	5409	AUDI V8 QUATTRO 3561.8CC	01.04.90	(97)
A	5457	80 2.0 E B4	01.07.92	(97)
A	5467	AUDI COUPE S2 2226 X 1.7 = 3784.2 CC	01.01.93	(98+)
A	5479	80 QUATTRO 2.8 E 2771 CC	01.04.93	(98+)
B	242	QUATTRO 2145X1.7=3646.5CC	01.05.83	(94)
N	5316	200 QUATTRO M86 2144.4X1.7=3645.48CC	01.01.88	(95)
N	5346	90 QUATTRO B3 2309.5CC	01.01.88	(96)
N	5467	AUDI COUPE S2 2226 X 1.7 = 3784.2 CC	01.01.93	(98+)

B.M.W

A	5137	320 I -6 CYLINDRES 1990CC	01.05.83	(95)
A	5292	325I 2494CC	01.02.86	(95)
A	5327	M3 2302.1 CC	01.03.87	(95)
A	5348	325 IX 2494CC	01.01.88	(95)

A	5401	318IS 1796CC	01.01.90	(95)
A	5440	325I (E36) 2494CC	01.11.91	(97)
A	5441	320I (E36) 1991CC	01.11.91	(97)
A	5454	325I (E36/2) 2494CC	01.03.92	(97)
A	5490	M3 (E36) 2990,5 CC	01.06.93	(98+)
A	5500	318I (E36) 1796 CC	01.11.93	(98+)
N	5292	325I 2494CC	01.02.86	(95)
N	5327	M3 2302.1 CC	01.03.87	(95)
N	5348	325 IX 2494CC	01.01.88	(95)
N	5401	318IS 1796CC	01.01.90	(95)
N	5440	325I (E36) 2494CC	01.11.91	(97)
N	5441	320I (E36) 1991CC	01.11.91	(97)
N	5454	325I (E36/2) 2494CC	01.03.92	(97)
N	5490	M3 (E36) 2990,5 CC	01.06.93	(98+)

DAIMLER-BENZ

A	5269	190 E 2.3-16 (W201) 2302.2CC	01.05.85	(96)
A	5390	500 SEC (C126) 4973CC	01.07.89	(96)
A	5498	MERCEDES C220 (W202) 2199.2 CC	01.08.93	(98+)
B	217	500 SL 4973CC	01.07.82	(94)
N	5269	190 E 2.3-16 (W201) 2302.2CC	01.05.85	(96)
T	1051	MERCEDES-BENZ 300 GD (BM 463) 2996CC	01.08.91	(97)
T	1052	MERCEDES-BENZ 300 GE (BM 463) 2960CC	01.08.91	(97)
T	1060	MERCEDES 300 GE 2960 CC	01.10.93	(98+)
T4	4007	1935 AK 14618 CC	01.08.92	(97)
T4	4008	UNIMOG U 1550 L37 5958 CC	01.08.92	(97)
T4	4009	1936 AK 18273 CC	01.08.92	(97)
T4	4013	2635 AK 14618 CC	01.01.93	(98+)
T4	4014	2636 AK 18273 CC	01.01.93	(98+)

M.A.N.

T4	4019	19.422 FA 11967 CC	01.01.93	(98+)
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GENERAL MOTORS EUROPE

A	5106	OPEL CORSA A 1.0 L 993CC	01.02.83	(96)
A	5170	OPEL CORSA A-1.3 1297 CC	01.09.83	(96)
A	5243	OPEL KADETT-E 1.3 1297CC	01.11.84	(96)
A	5253	VAUXHALL ASTRA 1.3 B SERIE 1297CC	01.02.85	(96)
A	5254	VAUXHALL NOVA SALOON 1196CC	01.02.85	(96)
A	5315	VAUXHALL NOVA 1300 (MOD 87) 1297CC	01.01.87	(96)
A	5320	KADETT-E-GSI 2.0 L 1998 CC	01.01.87	(96)
A	5338	OPEL/VAUX KADETT-E-GSI 2.0 MY88 1998CC	01.08.87	(96)
A	5369	KADETT/ASTRA -E GSI/GTE 16V 1998CC	01.10.88	(96)
A	5375	NOVA GTE / CORSA GSI 1598CC	01.01.89	(97)
A	5391	OMEGA-A 3.0 /CARLTON-A 3.0 2969CC	01.08.89	(96)
A	5426	OMEGA-A 3.0 24V/ CARLTON-A 3.0 24V 2969	01.03.91	(97)
A	5430	OPEL/VAUXHALL CALIBRA 16V 1998CC	01.03.91	(97)
A	5431	OPEL VECTRA 16V/VAUXH. CAVALIER 16V 1998	01.03.91	(97)
A	5452	OPEL/VAUXH ASTRA-F GSI/GTE 16V 1998	01.02.92	(97)
A	5477	OP/VAUX CALIBRA-A TU 4X4 1998X1.7=3396.6	01.01.93	(98+)
A	5484	OPEL/VAUXHALL ASTRA 2.0 1998 CC	01.04.93	(98+)
N	5254	VAUXHALL NOVA SALOON 1196CC	01.04.85	(96)
N	5315	VAUXHALL NOVA 1300 (MOD 87) 1297CC	01.04.87	(96)
N	5320	KADETT-E-GSI 2.0 L 1998 CC	01.01.87	(96)
N	5369	KADETT/ASTRA -E GSI/GTE 16V 1998CC	01.01.89	(96)
N	5375	NOVA GTE / CORSA GSI 1598CC	01.01.89	(97)

N	5426	OMEGA-A 3.0 24V/CARLTON-A 3.0 24V 2969CC	01.04.91	(97)
N	5430	OPEL/VAUXHALL CALIBRA 16V 1998CC	01.04.91	(97)
N	5431	OPEL VECTRA 16V/VAUXH. CAVALIER 16V 1998	01.04.91	(97)
N	5452	OPEL/VAUXH ASTRA-F GSI/GTE 16V 1998	01.02.92	(97)
N	5477	OP/VAUX CALIBRA-A TU 4X4 1998X1.7=3396.6	01.01.93	(98+)

PORSCHE

B	208	911 TURBO 2993X1.7=5088.1CC	01.03.82	(94)
B	282	911 CARRERA 3164CC	01.06.86	(94)
B	283	928 S 4957CC	01.06.86	(96)
B	284	944 TURBO 2479X1.7=4214.3CC	01.06.86	(97)
B	294	911 CARRERA 4 3600.27CC	01.09.90	(97)
B	295	911 CARRERA 2 3600.27CC	01.09.90	(97)
B	296	911 CARRERA RS 3600.5CC	01.03.92	(97)
B	298	911 TURBO 2 3299 X 1.7 = 5608.3 CC	01.04.93	(98+)

VEB AUTOMOBILWERKE EISENACH

A	5411	WARTBURG 1.3 1272CC	01.06.90	(96)
N	5411	WARTBURG 1.3 1272CC	01.06.90	(96)

VEB SACHSEN. AUTO. ZWICKAU

A	5210	TRABANT P.601R 594.5CC	01.04.84	(95)
A	5273	TRABANT P 800RS 771.03CC	01.06.85	(95)

VOLKSWAGEN (Allemagne)

A	5031	POLO 86 1272 CC	01.05.82	(95)
A	5139	POLO COUPE GT -86 1272CC	01.05.83	(95)
A	5175	SCIROCCO GTI 1800 1781CC	01.11.83	(97)
A	5212	19 GOLF GTI 1781CC	01.04.84	(96)
A	5295	19 GOLF GTI 16V 1781CC	01.03.86	(96)
A	5314	53 SCIROCCO 16V 1781.3CC	01.11.86	(97)
A	5337	19 GOLF SYNCRO 1781,3CC	01.07.87	(96)
A	5398	RALLYE-GOLF G 60 1764X1.7=2998.8CC	01.12.89	(95)
A	5425	GOLF GTI G60 1781X1.7=3028CC	01.01.91	(96)
A	5438	POLO COUPE G40 (86C) 1272.5X1.7=2163CC	01.10.91	(96)
A	5439	86 POLO COUPE 1275.5CC	01.10.91	(96)
A	5482	VENTO GT 2.0 1984 CC	01.04.93	(98+)
A	5483	GOLF GTI 16V 2.0 1984 CC	01.04.93	(98+)
N	5139	86 POLO COUPE GT 1272CC	01.01.84	(95)
N	5212	19 GOLF GTI 1781CC	01.07.84	(96)
N	5295	19 GOLF GTI 16V 1781CC	01.05.86	(96)
N	5314	53 SCIROCCO 16V 1781.3CC	01.11.86	(97)
N	5337	19 GOLF SYNCRO 1781,3CC	01.07.87	(96)
N	5398	RALLYE-GOLF G 60 1764X1.7=2998.8CC	01.12.89	(95)
N	5425	GOLF GTI G60 1781X1.7=3028CC	01.01.91	(96)
N	5438	POLO COUPE G40 (86C) 1272.5X1.7=2163CC	01.10.91	(96)
N	5439	86 POLO COUPE 1275.5CC	01.10.91	(96)
N	5482	VENTO GT 2.0 1984 CC	01.04.93	(98+)
N	5483	GOLF GTI 16V 2.0 1984 CC	01.04.93	(98+)

E - ESPAGNE**MIRANDA ALONSO FERNANDEZ S.A.**

T4	4020	IPV - 180 R 17680CC	01.01.94	(99+)
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NISSAN MOTOR IBERICA, S.A.

T	1026	PATROL - M260 2753CC	01.12.89	(94)
T	1027	PATROL - P260T 2820CC	01.12.89	(94)
T	1028	PATROL - P260T -89 2820CC	01.12.89	(94)
T	1029	PATROL - S260 2926CC	01.12.89	(94)
T	1030	PATROL - Y260 2826CC	01.12.89	(94)

SEAT

A	5358	MARBELLA GL 5VEL 903CC	01.04.88	(98+)
A	5368	IBIZA 1.5 SXI 1461CC	01.10.88	(98)
A	5478	TOLEDO GT 16V 1781.32CC	01.01.93	(98+)
N	5368	IBIZA 1.5 SXI 1461CC	01.01.90	(98)
N	5478	TOLEDO GT 16V 1781.32CC	01.01.93	(98+)

F - FRANCE**CITROEN**

A	5347	AX SPORT 1293.5CC	01.01.88	(95)
A	5365	AX GT 1360.5CC	01.05.88	(95)
A	5376	BX GTI 16 SOUPAPES 1904.5CC	01.01.89	(96)
A	5377	BX DIESEL TURBO 1769.5X1.7=3008,15CC	01.01.89	(95)
A	5443	ZX VOLCANE 1904.5CC	01.01.92	(98+)
A	5445	AX GTI 1360.5CC	01.01.92	(98+)
A	5468	ZX 16V 1998CC	01.01.93	(98+)
A	5488	XANTIA 1761.5 CC	01.05.93	(98+)
N	5347	AX SPORT 1293.5CC	01.01.88	(95)
N	5365	AX GT 1360.5CC	01.05.88	(95)
N	5376	BX GTI 16 SOUPAPES 1904.5CC	01.01.89	(96)
N	5377	BX DIESEL TURBO 1769.5X1.7=3008,15CC	01.01.89	(95)
N	5443	ZX VOLCANE 1904.5CC	01.01.92	(98+)
N	5445	AX GTI 1360.5CC	01.01.92	(98+)
N	5468	ZX 16V 1998CC	01.01.93	(98+)

PEUGEOT (France)

A	5158	205 GT 1360CC	01.07.83	(94)
A	5301	205 GTI (115CV) 1580CC	01.05.86	(96)
A	5325	205 GTI 1900 1905CC	01.02.87	(96)
A	5332	309 GTI 1905CC	01.04.87	(96)
A	5366	205 RALLYE 1293.55CC	01.07.88	(96)
A	5380	405 MI 16 1904.53CC	01.03.89	(96)
A	5419	309 GTI 16 1904.5CC	01.10.90	(96)
A	5453	106 XSI 1360.5	01.03.92	(98+)
A	5489	106 XN 954 CC	01.05.93	(98+)
N	5301	205 GTI (115CV) 1580CC	01.05.86	(96)
N	5325	205 GTI 1900 1905CC	01.02.87	(96)
N	5332	309 GTI 1905CC	01.04.87	(96)
N	5366	205 RALLYE 1293.55CC	01.07.88	(96)
N	5419	309 GTI 16 1904.5CC	01.10.90	(96)

N	5453	106 XSI 1360.5	01.07.92	(97)
N	5489	106 XN 954 CC	01.05.93	(98+)

RENAULT VEHICULES INDUSTRIELS

T4	4015	C 290 4X4 9834 CC	01.01.93	(98+)
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RENAULT (France)

A	5262	5 GT TURBO C405 1397.2X1.7=2375.24CC	01.04.85	(95)
A	5311	21 RX L483 1995CC	01.11.86	(98+)
A	5312	21 RS L482 1721CC	01.11.86	(98+)
A	5313	4 GTL 1128 1108CC	01.11.86	(98+)
A	5349	21 2.LITRES TURBO 1995X1.7=3391.5CC	01.02.88	(98)
A	5378	R19 GTS TYPE B 53705 1390CC	01.01.89	(98+)
A	5379	R19 GTX TYPE B 53305 1721CC	01.01.89	(98)
A	5395	25 GTX TYPE B 29 E 2165CC	01.11.89	(98)
A	5407	19 GTR C53105 1797CC	01.04.90	(98)
A	5418	19 16S TYPE C539 1764CC	01.10.90	(98+)
A	5433	CLIO 16S TYPE C575 1764CC	01.04.91	(98+)
A	5474	19 16S TYPE L53D 1764 CC	01.01.93	(98+)
A	5485	CLIO RN 1200 TYPE C57A23 1171CC	01.04.93	(98+)
B	272	ALPINE GTA 2850CC	01.04.85	(95)
B	278	ALPINE GTA TURBO 2458.5X1.7= 4179.45CC	01.11.85	(96)
B	299	ALPINE A610 TURBO 2975X1.7=5057.50CC	01.04.93	(98+)
N	5262	5 GT TURBO C405 1397.2X1.7=2375.24CC	01.04.85	(95)
N	5311	21 RX L483 1995CC	01.11.86	(98+)
N	5312	21 RS L482 1721CC	01.11.86	(98+)
N	5313	4 GTL 1128 1108CC	01.11.86	(98+)
N	5349	21 2.LITRES TURBO 1995X1.7=3391.5CC	01.02.88	(98)
N	5378	R19 GTS TYPE B 53705 1390CC	01.01.89	(98)
N	5379	R19 GTX TYPE B 53305 1721CC	01.01.89	(98+)
N	5418	19 16S TYPE C539 1764CC	01.10.90	(98+)
N	5433	CLIO 16S TYPE C575 1764CC	01.04.91	(98+)
N	5474	19 16S TYPE L53D 1764CC	01.01.93	(98+)
N	5485	CLIO RN 1200 TYPE C57A23 1171CC	01.04.93	(98+)
T	1054	21 2L TURBO QUADRA 1995X1.7=3391.5	01.01.92	(98+)

GB - GRANDE BRETAGNE

ASTON MARTIN

B	213	V8 5340CC	01.05.82	(94)
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B.L. CARS

A	5034	METRO 1.3 1275CC	01.06.82	(95)
A	5079	MG METRO 1279CC	01.10.82	(95)

FORD (Grande-Bretagne)

A	5026	ESCORT XR3/XR3I 1597CC	01.05.82	(95)
A	5272	ESCORT RS TURBO 1597.2X1.7=2715.24CC	01.06.85	(95)
A	5285	SIERRA XR 4X4 2795CC	01.01.86	(96)
A	5370	SIERRA COSWORTH 4DOORS 1993.9X1.7=3389.6	01.10.88	(95)
A	5403	FIESTA XR2I 1598.5CC	01.02.90	(96)
A	5404	FIESTA 1.4 S 1392CC	01.02.90	(96)
A	5414	SIERRA COSWORTH 4X4 1994.5X1.7=3390.5CC	01.08.90	(96)

A	5442	ESCORT 1.6 EFI 1598.5 CC	01.11.91	(96)
A	5450	ESCORT RS 2000 MK.3 1998CC	01.01.92	(97)
A	5466	ESCORT RS COSWORTH 1994.5X1.7=3390.5CC	01.01.93	(98)
A	5497	MONDEO 2.0L SI 1998 CC	01.07.93	(98+)
N	5026	ESCORT XR3I 1597CC	01.11.84	(95)
N	5272	ESCORT RS TURBO 1597.2X1.7=2715.24CC	01.06.85	(95)
N	5285	SIERRA XR 4X4 2795CC	01.01.86	(96)
N	5370	SIERRA COSWORTH 4DOORS 1993.9X1.7=3389.6	01.10.88	(95)
N	5403	FIESTA XR2I 1598.5CC	01.02.90	(96)
N	5404	FIESTA 1.4 S 1392CC	01.02.90	(96)
N	5414	SIERRA COSWORTH 4X4 1994.5X1.7=3390.5CC	01.08.90	(96)
N	5442	ESCORT 1.6 EFI 1598.5 CC	01.11.91	(96)
N	5450	ESCORT RS 2000 MK.3 1998CC	01.01.92	(97)
N	5466	ESCORT RS COSWORTH 1994.5X1.7=3390.5CC	01.01.93	(98+)
N	5497	MONDEO 2.0L SI 1998 CC	01.07.93	(98+)

JAGUAR CARS Ltd

B	292	JAGUAR XJS 5343CC	01.02.88	(96)
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LAND ROVER

T	1033	LAND ROVER 110 3523CC	01.01.90	(94)
T	1034	RANGE ROVER 3952CC	01.01.90	(94)
T	1053	DISCOVERY 3546.8CC	01.08.91	(96)
T	1061	RANGE ROVER 4278 CC	01.12.93	(98+)

ROVER CARS

A	5299	MG MAESTRO EFI 1994CC	01.04.86	(95)
A	5447	METRO GTI 1396 CC	01.01.92	(96)
A	5475	220 GTI 1996.5CC	01.01.93	(98+)
N	5299	MG MAESTRO EFI 1994CC	01.08.86	(95)
N	5447	METRO GTI 1396 CC	01.01.92	(96)
N	5475	220 GTI 1996.5CC	01.01.93	(98+)

I - ITALIE

ALFA-ROMEO (Italie)

A	5256	ALFA 33 QUADRIFOGLIO VERDE 1489.5CC	01.02.85	(96)
A	5264	ALFA 33 4X4 -1.5 1489.5CC	01.04.85	(96)
A	5300	ALFA 75 QUADRIFOGLIO 2492.5CC	01.05.86	(96)
A	5307	ALFA 75 TURBO 1762X1.7=2995.4CC	01.08.86	(96)
A	5326	ALFA 75 2.0 SUPER 1962CC	01.02.87	(96)
A	5350	ALFA 75 6V 3.0 2959CC	01.02.88	(96)
A	5362	33 1.7 QUADRIFOGLIO VERDE 1712.1CC	01.05.88	(96)
A	5392	33 1.7 QUADRIFOG.VERDE (MOD89) 1712.1CC	01.10.89	(96)
A	5413	ALFA 33 16V 1.7 1712CC	01.07.90	(96)
A	5432	164 3.0 QV 2959CC	01.04.91	(96)
A	5449	ALFA 33 1.5 I.E. 1489CC	01.01.92	(97)
A	5456	33S 16V PERMANENT 4 1712CC	01.04.92	(97)
A	5460	164 V 6 TURBO 1996X1.7=3393.2CC	01.07.92	(97)
A	5471	155 T. SPARK 2.0 1995CC	01.01.93	(98+)
A	5472	155 V6 2492.4CC	01.01.93	(98+)
A	5476	155 QUADRIFOGLIO 4 1995X1.7=3391.5CC	01.01.93	(98+)
A	5503	164 QUADRIFOGLIO 3.0 V6 24V 2959CC	01.01.94	(99+)
B	297	SZ 2959 CC	01.11.92	(97)

N	5256	ALFA 33 QUADRIFOGLIO VERDE 1489.5CC	01.04.85	(96)
N	5264	ALFA 33 4X4 -1.5 1489.5CC	01.07.85	(96)
N	5307	ALFA 75 TURBO 1779.4X1.7=3024.98CC	01.10.86	(96)
N	5326	ALFA 75 2.0 SUPER 1962CC	01.04.90	(96)
N	5350	ALFA 75 6V 3.0 2959CC	01.02.88	(96)
N	5362	33 1.7 QUADRIFOGLIO VERDE 1712.1CC	01.05.88	(96)
N	5413	ALFA 33 16V 1.7 1712CC	01.07.90	(96)
N	5432	164 3.0 QV 2959CC	01.04.91	(96)
N	5449	ALFA 33 1.5 I.E. 1489CC	01.01.92	(97)
N	5456	33S 16V PERMANENT 4 1712CC	01.06.92	(97)
N	5460	164 V 6 TURBO 1996X1.7=3393.2CC	01.07.92	(97)
N	5471	155 T. SPARK 2.0 1995CC	01.01.93	(98+)
N	5472	155 V6 2492.4CC	01.01.93	(98+)
N	5476	155 QUADRIFOGLIO 4 1995X1.7=3391.5CC	01.01.93	(98+)
N	5503	164 QUADRIFOGLIO 3.0 V6 24V 2959CC	01.01.94	(99+)

FERRARI

B	293	F 40 2936.24X1.7=4991.60CC	01.12.89	(94)
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FIAT (Italiaie)

A	5207	UNO 70 S 1301.5CC	01.04.84	(94)
A	5278	UNO TURBO IE 1300.9X1.7=2211.53CC	01.10.85	(94)
A	5402	UNO TURBO IE 1372.1X1.7=2332.6CC	01.02.90	(95)
A	5406	TIPO I.E. 16V 1755.6CC	01.04.90	(95)
A	5428	UNO 70 XS I.E. 1372.1CC	01.04.91	(96)
A	5436	TIPO 2.0/16V 1995CC	01.10.91	(96)
A	5463	CINQUECENTO 902.6CC	01.10.92	(97)
N	5207	UNO 70 S 1301.6CC	01.04.84	(94)
N	5278	UNO TURBO IE 1300.9X1.7=2211.53CC	01.10.85	(94)
N	5402	UNO TURBO IE 1372.1X1.7=2332.6CC	01.02.90	(95)
N	5406	TIPO I.E. 16V 1755.6CC	01.04.90	(95)
N	5428	UNO 70 XS I.E. 1372.1CC	01.04.91	(96)
N	5436	TIPO 2.0/16V 1995CC	01.10.91	(96)
N	5463	CINQUECENTO 902.6CC	01.10.92	(97)

LANCIA

A	5281	Y10 TURBO 1049X1.7=1783.3CC	01.11.85	(94)
A	5355	DELTA HF INTEGRALE 1995X1.7=3391.5CC	01.03.88	(94)
A	5394	DELTA HF INTEGRALE 16V 1995X1.7=3391.5CC	01.10.89	(95)
A	5448	HF INTEGRALE 1995X1.7=3391.5CC	01.01.92	(97)
N	5281	Y10 TURBO 1049X1.7=1783.3CC	01.11.85	(94)
N	5355	DELTA HF INTEGRALE 1995X1.7=3391.5CC	01.03.88	(94)
N	5394	DELTA HF INTEGRALE 16V 1995X1.7=3391.5CC	01.10.89	(95)
N	5448	DELTA HF INTEGRALE 1995X1.7=3391.5CC	01.01.92	(97)

NUOVA AUTO F. LAMBORGHINI SpA

B	291	COUNTACH QUATTROVALVOLE 5168CC	01.01.88	(95)
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PERLINI

T4	4006	105F RED TIGER -PERLINI 105CL/A 12053 CC	01.08.92	(94)
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MARUTI UDYOG LTD.

A	5371	MARUTI 800 796CC	01.10.88	(94)
A	5372	MARUTI GYPSY 4WD MG 410 970CC	01.10.88	(94)

M/S. PREMIER AUTOMOBILES LTD

A	5283	PREMIER PADMINI 1089.5CC	01.12.85	(94)
B	290	PREMIER 118 NE 1172CC	01.11.87	(96)
N	5283	PREMIER PADMINI 1089.5CC	01.12.85	(94)

J - JAPON**DAIHATSU**

A	5343	CHARADE 3 DOOR (G100S) 993CC	01.01.88	(96)
A	5344	CHARADE GT (G1005) 993X1.7=1688.1CC	01.01.88	(96)
A	5374	CHARADE 1.3I (G102S) 1295.6CC	01.01.89	(96)
A	5494	CHARADE (G200) 1295.5 CC	01.07.93	(98+)
N	5344	CHARADE GT (G100S) 993X1.7=1688.1CC	01.01.88	(96)
N	5374	CHARADE 1.3I (G102S) 1295.6CC	01.01.89	(96)
N	5494	CHARADE (G200) 1295.5 CC	01.07.93	(98+)
T	1009	ROCKY WAGON (F75V) 2765.4X1.7=4701.2CC	01.01.89	(96)
T	1010	ROCKY HARD TOP (F70V) 2765.4X1.7=4701.2	01.01.89	(96)
T	1018	FEROZA RESIN TOP(F300G)(CARB.MOD)1589.58	01.04.89	(96)
T	1019	FEROZA RESIN TOP(F300G)(EFIMOD) 1589.58	01.04.89	(96)

FUJI

A	5259	SUBARU 4WD TUR SEDAN 1782X1.7=3029.4CC	01.03.85	(96)
A	5302	SUBARU 1.8 4WD S/W AL AN 1782CC	01.07.86	(96)
A	5397	SUBARU 4WD (1.2) SEDAN, KA 1189.2CC	01.11.89	(96)
A	5399	SUBARU LEGACY 4WD TUR 1994.3X1.7=3390.3	01.01.90	(96)
A	5420	SUBARU LEGACY SEDAN 2.2 4WD BC 2212.4CC	01.11.90	(96)
A	5421	SUBARU LEG W 2.0 4WDBF 1994.4X1.7=3390.5	01.11.90	(96)
A	5422	SUBARU LEGACY SEDAN 2.0 4WD,BC 1994.4CC	01.11.90	(96)
A	5464	SUBARU VIVIO SEDAN 4WD SUPER.KK 1118.5CC	01.11.92	(97)
A	5480	SUBARU IMPREZA 555 GC8 1994.4X1.7=3390.5	01.04.93	(98+)
B	259	SUBARU MP-1 (1.8) 1781CC	01.03.84	(96)
B	275	SUBARU XT 4WD TURBO AX 1782X1.7=3029.4CC	01.10.85	(96)
N	5259	SUBARU 4WD TUR SEDAN 1782X1.7=3029.4CC	01.08.86	(96)
N	5397	SUBARU 4WD (1.2) SEDAN, KA 1189.2CC	01.11.89	(96)
N	5399	SUBARU LEGACY 4WD TUR 1994.3X1.7=3390.3	01.01.90	(96)
N	5420	SUBARU LEGACY SEDAN 2.2 4WD BC 2212.4CC	01.11.90	(96)
N	5421	SUBARU LEG W 2.0 4WDBF 1994.4X1.7=3390.5	01.11.90	(96)
N	5422	SUBARU LEGACY SEDAN 2.0 4WD,BC 1994.4CC	01.11.90	(96)
N	5464	SUBARU VIVIO SEDAN 4WD SUPER.KK 1118.5CC	01.07.93	(98+)
N	5480	SUBARU IMPREZA 555 GC8 1994.4X1.7=3390.5	01.04.93	(98+)

HINO MOTORS, Ltd

T4	4002	HINO RANGER FT, U-FT3HGA-LH 11026.2CC	01.05.92	(98+)
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HONDA

A	5356	CIVIC 3DOOR (EF3) 1590.4CC	01.04.88	(96)
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A	5357	PRELUDE 4WS (BA5) 1958CC	01.04.88	(95)
A	5400	CIVIC 3 DOOR (EF9) 1595.0CC	01.01.90	(95)
A	5444	CIVIC 3 DOOR SIR.II (EG6) 1596CC	01.01.92	(96)
A	5487	CIVIC FERIO 4 DOOR SIR (EG9) 1596 CC	01.04.93	(98+)
A	5499	DOMANI (MA5) 1834 CC	01.10.93	(98+)
N	5356	CIVIC 3DOOR (EF3) 1590.4CC	01.07.88	(96)
N	5357	PRELUDE 4WS (BA5) 1958CC	01.07.88	(95)
N	5400	CIVIC 3 DOOR (EF9) 1595.0CC	01.01.90	(95)
N	5444	CIVIC 3 DOOR SIR.II (EG6) 1596CC	01.01.92	(96)

ISUZU

A	5423	GEMINI 1588.3CC	01.01.91	(96)
N	5423	GEMINI 1588.3CC	01.01.91	(96)
T	1021	BIGHORN (UBS55FW) 2771.5X1.7=4711.6CC	01.07.89	(96)
T	1022	BIGHORN 5UBS55CW) 2771.5X1.7=4711.6CC	01.07.89	(96)
T	1057	BIGHORN (UBS69GW) 3059.3X1.7=5200.8CC	01.07.92	(97)
T	1058	BIGHORN (UBS25DW) 3165.5 CC	01.04.93	(98+)

MAZDA MOTOR Co

A	5286	FAMILIA 4WD BFMR 1598X1.7=2716.6CC	01.01.86	(97)
A	5415	FAMILIA 4WD (BG8) 1939.6X1.7=3127.3CC	01.08.90	(96)
A	5473	FAMILIA GT-R 4WD 1839.6X1.7=3127.5CC	01.01.93	(98+)
A	5495	XEDOS 6 2.0 1995.5 CC	01.07.93	(98+)
A	5496	626 2.5 SEDAN 2496.5 CC	01.07.93	(98+)
N	5286	FAMILIA 4WD BFMR 1598X1.7=2716.6CC	01.08.86	(97)
N	5415	FAMILIA 4WD (BG8) 1839.6X1.7=3127.3CC	01.08.90	(96)
N	5473	FAMILIA GT-R 4WD 1839.6X1.7=3127.5CC	01.01.93	(98+)

MINI

A	5364	GALANT VR-4 (EA39A) 1997.4X1.7=3395.6CC	01.05.88	(96)
A	5388	MIRAGE 1600 (C53A) 1595.9CC	01.05.89	(96)
A	5469	LANCER EVOLUTION CD9A 1997.5X1.7=3395.5	01.01.93	(98+)
N	5364	GALANT VR-4 (EA39A) 1997.4X1.7=3395.6CC	01.05.88	(96)
N	5388	MIRAGE 1600 (C53A) 1595.9CC	01.05.89	(96)
N	5469	LANCER EVOLUTION CD9A 1997.5X1.7=3395.5	01.01.93	(98+)
T	1001	PAJERO TURBO (L044G) 2476.8X1.7=4210.6CC	01.01.89	(96)
T	1002	PAJERO TURBO 2 (L144G) 2476.8X1.7=4210.6	01.01.89	(96)
T	1003	PAJERO WAGON TUR L049G 2476.8X1.7=4210.6	01.01.89	(96)
T	1004	PAJERO WAGON TUR2 L149G 2477X1.7=4210.6	01.01.89	(96)
T	1011	PAJERO 3000 (L141G) 2972.3CC	01.01.89	(95)
T	1012	PAJERO (L042G) 2555.2CC	01.01.89	(96)
T	1013	PAJERO WAGON 3000 (L146G) 2972.3CC	01.01.89	(96)
T	1014	PAJERO WAGON (L047G) 2555.2CC	01.01.89	(96)
T	1044	PAJERO 3000 (V23) 2972.3CC	01.07.91	(96)
T	1045	PAJERO WAGON 3000 (V43) 2972.3CC	01.07.91	(96)
T	1046	PAJERO TURBO (V24) 2476.8X1.7=4210.6CC	01.07.91	(96)
T	1047	PAJERO WAGON TU (V44) 2476.8X1.7=4210.6	01.07.91	(96)

NISSAN

A	5199	MARCH K10 987CC	01.02.84	(95)
A	5319	PULSAR 3 DOOR 1600 EN13 1598CC	01.01.87	(95)
A	5329	MARCH TURBO K10T 988X1.7=1679.6CC	01.04.87	(95)
A	5389	MARCH SUPER TURBO (EK10) 930.6X1.7=1582C	01.05.89	(96)
A	5405	SKYLINE GTR TUR (BNR32) 2568.7X1.7=4366.8	01.03.90	(96)
A	5427	PULSAR GTI-R (RNN14) 1998.2X1.7=3396.9CC	01.03.91	(96)

A	5461	PRIMERA (HP10) 1998 CC	01.07.92	(97)
A	5470	SUNNY GTI (N14) 1998CC	01.01.93	(98+)
A	5501	SKYLINE GTS25 (ER33) 2499CC	01.01.94	(99+)
N	5389	MARCH SUPER TURBO (EK10) 930.6X1.7=1582C	01.05.89	(96)
N	5405	SKYLINE GTR TUR(BNR32) 2568.7X1.7=4366.8	01.03.90	(96)
N	5427	PULSAR GTI-R (RNN14) 1998.2X1.7=3396.9CC	01.03.91	(96)
N	5461	PRIMERA (HP10) 1998 CC	01.07.92	(97)
N	5470	SUNNY GTI (N14) 1998CC	01.01.93	(98+)
T	1015	PATHFINDER (WD21) 2960.5CC	01.01.89	(95)
T	1016	PATROL (Y60) 4169.2CC	01.01.89	(96)
T	1017	PATROL DIESEL (RY60) 4169.2CC	01.01.89	(96)
T	1036	PATHFINDER MPI (WD21) 2960.5CC	01.01.90	(96)
T	1037	PATROL DIES TUR (YY60) 2825.9X1.7=4804.0	01.01.90	(96)
T	1038	CIMA (PY31) 2960.5CC	01.01.90	(96)
T	1059	PATROL (GY60) 4169.0 CC	01.07.93	(98+)

SUZUKI

A	5382	SUZUKI SWIFT 1300 (AA34S) 1298.8CC	01.04.89	(96)
N	5382	SUZUKI SWIFT 1300 (AA34S) 1298.8CC	01.04.89	(96)
T	1005	SUZUKI VITARA (TA01V) 1590.4CC	01.01.89	(96)
T	1024	SAMURAI (SJ50) 1324.7CC	01.10.89	(94)
T	1048	SAMURAI (SJ70) 1298.8CC	01.08.91	(96)
T	1049	VITARA 4V LONG (TD01) 1590.4CC	01.08.91	(96)
T	1050	VITARA 4V (TA01) 1590.4CC	01.08.91	(96)

TOYOTA

A	5270	STARLET 1300 (EP71) 1296CC	01.05.85	(94)
A	5271	STARLET EFI (EP71) 1296CC	01.05.85	(94)
A	5331	SUPRA MA70 2954.2CC	01.04.87	(95)
A	5334	SUPRA TURBO MA70 2954.2X1.7=5022.14CC	01.07.87	(97)
A	5352	COROLLA LEVIN AE92 1587CC	01.02.88	(96)
A	5353	SPRINTER TRUENO AE92 1587CC	01.02.88	(95)
A	5354	COROLLA 3 DOOR SEDAN GT AE92 1587CC	01.02.88	(97)
A	5363	CELICA 2000GT-FOUR ST165 1998.2X1.7=3397	01.05.88	(94)
A	5429	STARLET (EP81) 1295.8CC	01.04.91	(97)
A	5437	COROLLA LEVIN (AE101) 1587.1CC	01.10.91	(97)
A	5451	CEL TUR 4WD/ 2000 GT-FOUR RC (ST185)	01.01.92	(97)
A	5465	CARINA E (ST191) 1998CC	01.01.93	(98+)
A	5481	COROLLA (AE101) 1587 CC	01.04.93	(98+)
N	5270	STARLET 1300 (EP71) 1296CC	01.07.85	(94)
N	5354	COROLLA 3 DOOR SEDAN GT AE92 1587CC	01.02.88	(97)
N	5363	CELICA 2000GT-FOUR ST165 1998.2X1.7=3397	01.10.88	(94)
N	5429	STARLET (EP81) 1295.8CC	01.04.91	(97)
N	5451	CEL TUR 4WD/ 2000 GT-FOUR RC (ST185)	01.01.92	(97)
T	1006	LAND CRUISER BJ74V 3431.9X1.7=5834.2CC	01.01.89	(94)
T	1007	LAND CRUISER BJ71V 3431.9X1.7=5834.2CC	01.01.89	(94)
T	1008	LAND CRUISER (FJ73V) 3955.7CC	01.01.89	(97)
T	1025	HILUX 4RUNNER (VZN130) 2958.5CC	01.10.89	(96)
T	1031	LAND CRUISER (HJ61LG) 3980.4X1.7=6766.7	01.01.90	(94)
T	1032	LAND CRUISER (LJ70LV) 2446.3X1.7=4158.7	01.01.90	(97)
T	1035	LAND CRUISER (LJ73LV) 2446.3X1.7=4158.7	01.01.90	(97)
T	1040	LAND CRUISER (HDJ81V) 4163.9X1.7=7078.6	01.10.90	(97)
T	1041	LAND CRUISER (HDJ80) 4163.9X1.7=7078.6CC	01.10.90	(97)
T	1042	LAND CRUISER (HZJ73V) 4163.9CC	01.10.90	(97)
T	1043	HILUX 4RUNNER EUROPE VZN130 2958.5CC	01.10.90	(96)

NL - PAYS-BAS**SCANIA**

T4	4005	P 113 HK 4X4 11021 CC	01.08.92	(96)
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VOLVO (Pays-Bas)

A	5416	440 TURBO 1721.7X1.7=2925.9CC	01.08.90	(96)
A	5417	480 TURBO 1721.1X1.7=2925.9CC	01.08.90	(96)
N	5416	440 TURBO 1721.7X1.7=2925.9CC	01.08.90	(96)
N	5417	480 TURBO 1721.1X1.7=2925.9CC	01.08.90	(96)

P - PORTUGAL**SALVADOR CAETANO, IMVT, SA**

T	1023	LAND CRUISER 250 TUR DIE BJ73LV-MPW	01.07.89	(94)
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UNIAO METALO MECANICA, LDA

T	1020	ALTER TURBO INTERCOOLER 2498X1.7=4246.6	01.04.89	(96)
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PL - POLOGNE**F.S.O.**

A	5141	125 PN 1598CC	01.05.83	(94)
A	5142	125 P 1598CC	01.05.83	(96)
A	5204	POLONEZ 1500-125 PN 1481CC	01.03.84	(94)
A	5205	FSO 1500-125 P 1481CC	01.03.84	(94)
A	5206	FSO 1300-125 P 1295CC	01.03.84	(94)
A	5215	FSO 125-PN/C 1598CC	01.04.84	(94)
A	5359	POLSKI FIAT 126 BIS 703,7CC	01.04.88	(97)
N	5204	POLONEZ 1500-125 PN 1481CC	01.03.84	(94)
N	5205	FSO 1500-125 P 1481CC	01.03.84	(94)
N	5206	FSO 1300-125 P 1295CC	01.03.84	(94)

RA - ARGENTINE**AUTOLATINA ARGENTINA S.A.**

A	5462	FORD ESCORT 1.8 1781 CC	01.07.92	(97)
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FIAT (Argentine)

A	5335	REGATTA 85 1498.6CC	01.07.87	(95)
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PEUGEOT (Argentine)

B	247	504 TN 1971CC	01.08.83	(95)
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RENAULT (Argentine)

A	5150	R 18 TX 1995CC	01.06.83	(95)
A	5160	R 18 GTX 1995CC	01.08.83	(95)

SEVEL ARGENTINA S.A.

A	5459	FIAT REGATTA 2000	01.07.92	(97)
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VOLKSWAGEN (Argentine)

A	5235	GACEL 1590.4CC	01.07.84	(95)
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RO - ROUMANIE

INTREPRINDEREA DE AUTO. PITEST

A	5408	DACIA 1320 1397CC	01.04.90	(95)
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OLTCIT

A	5251	TA-QB - OLTCIT CLUB 1128.5CC	01.01.85	(96)
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A	5298	OLTCIT CLUB 12TRS 1299.25 CC	01.04.86	(97)
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ROK - COREE

HYUNDAI MOTOR COMPANY

A	5434	ELANTRA 16V 1596CC	01.04.91	(96)
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A	5492	LANTRA(ELANTRA) 1.8 16V 1836 CC	01.07.93	(98+)
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N	5434	ELANTRA 16V 1596CC	01.04.91	(96)
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N	5492	LANTRA(ELANTRA) 1.8 16V 1836 CC	01.07.93	(98+)
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KIA MOTORS CORPORATION

A	5458	SPORTAGE	01.07.92	(97)
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T	1056	SPORTAGE 1998CC	01.07.92	(97)
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S - SUEDE

SAAB

A	5435	9000 T16-2.3 2290X1.7=3893.5CC	01.04.91	(96)
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A	5455	9000 CS 2.3 TURBO 2290X1.7=3893CC	01.04.92	(97)
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N	5435	9000 T16-2.3 2290X1.7=3893.5CC	01.04.91	(96)
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N	5455	9000 CS 2.3 TURBO 2290X1.7=3893CC	01.04.92	(97)
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VOLVO (Suède)

A	5111	244 D6 2383CC	01.02.83	(95)
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A	5112	244 B23E 2316CC	01.02.83	(97)
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A	5493	850 SE/GLT 2.0 1984 CC	01.07.93	(98+)
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SU - RUSSIE

KAMAZ INC. NABEREZHNYE TCHELNY

T4	4001	KAMAZ-431010 11756 CC	01.05.92	(97)
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T4	4022	KAMAZ-49250 11756 CC	01.01.94	(99+)
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MOSKVITCH

A	5361	AZLK 2141 ALEKO-RALLY 1568.5CC	01.04.88	(98+)
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THE URAL AUTOMOBILE WORKS

T4	4010	URAL-43223 16730 CC	01.09.92	(97)
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VAZ

A	5174	LADA 2105 1295CC	01.11.83	(95)
A	5308	LADA 2108 1288CC	01.08.86	(95)
A	5345	LADA-SAMARA 21083 1500CC	01.01.88	(95)
A	5381	LADA (BA3-21074) 1568.5CC	01.04.89	(94)
T	1039	LADA NIVA VAZ-2121 1568.5CC	01.04.90	(95)

USINE AUTOM. DE ZAPOROJIE

A	5424	TAVRIA (ZAZ-1102) 1092CC	01.01.91	(95)
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TUR - TURQUIE

OYAK-RENAULT

A	5393	RENAULT 11 TXE B37N 1721CC	01.10.89	(94)
A	5396	RENAULT 12 TOROS R 1179 1397CC	01.11.89	(94)
N	5393	RENAULT 11 TXE B37N 1721CC	01.10.89	(94)
N	5396	RENAULT 12 TOROS R 1179 1397CC	01.11.89	(94)

USA - U.S.A.

CHEVROLET

A	5360	CAMARO IROC 5733.5CC	01.04.88	(94)
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CHRYSLER

A	5384	LE BARON COUPE 2213X1.7=3762.1CC	01.04.89	(94)
N	5384	LE BARON COUPE 2213X1.7=3762.1CC	01.04.89	(94)

DODGE

A	5385	DAYTONA SHELBY Z 2213X1.7=3762.1CC	01.04.89	(94)
N	5385	DAYTONA SHELBY Z 2213X1.7=3762.1CC	01.04.89	(94)

FORD (U.S.A.)

A	5266	MUSTANG 5.0 GT/85 4968CC	01.04.85	(95)
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JEEP EAGLE CORPORATION

T	1055	JEEP CHEROKEE XJL72 3964CC	01.04.92	(97)
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PLYMOUTH

A	5386	SUNDANCE 2213X1.7=3762.1CC	01.04.89	(94)
N	5386	SUNDANCE 2213X1.7=3762.1CC	01.04.89	(94)

ZAVODI CRVENA ZASTAVA

A	5245	YUGO 55 1116CC	01.11.84	(98+)
A	5387	YUGO 1.3 1289.6CC	01.05.89	(98+)
N	5245	YUGO 55 1116CC	01.10.87	(98+)
N	5387	YUGO 1.3 1289.6CC	01.05.89	(98+)

