

RALLYE BRESLAU ***INTERNATIONAL ASSN.***



APPENDIX 7

SPECIFIC TECHNICAL REGULATIONS

CROSS COUNTRY CARS

OPEN SUBCATEGORY

Changes = thus

Version released on 04.02.2018

1. GENERAL

The following specific regulations are to establish the technical guidelines and regulations for the “Limited” and “Open” subcategory at the Cross-Country cars class in the Rallye Breslau Int. Assn. events.

2. DEFINITIONS

2.1. Series Production cars

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.

These cars have a maximum of six wheels and a minimum of four driven wheels.

2.2. Competition cars

Cars built singly and intended solely for competition. Cars which are heavily modified and upgraded to meet the nature of the cross country rally will be considered as competition cars.

2.3. Identical vehicles

Vehicles 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).

2.4. Model of vehicle

Vehicles 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.

2.5. Variants (VF, VP, 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 production variants (VP) (supplied on request and available from dealers), or options variants (VO) (supplied on specific request).

2.6. Evolution of the type (ET)

Characterises modifications made on a permanent basis to the basic model (complete cessation of the production of the car in its original form).

2.7. Use

2.7.1. Variants (VF,VO)

The competitor may use any variant or any part of a variant as he wishes.

2.7.2. Evolution of the type (ET)

The car may comply with a given stage of evolution.

3. CLASSIFICATION

The cars taking part in the Cross-Country cars class are divided into the following subcategories:

- “Limited” Cross-Country cars.
- “Open” Cross-Country cars.

4. TECHNICAL SCRUTINEERING

All cars must comply with the Technical Regulations of the rally.

All cars will undergo a thorough technical inspection at the scrutineering in order to confirm compliance with the Specific Technical Regulations of the subcategory.

Cars which are found not compliant with the Specific Technical Regulations for “Limited” cars subcategory will be transferred to “Open” cars subcategory by the Rally Administration following the protocol of the Chief technical scrutineer.

Cars which under the run of the rally undergo modifications which are not compliant with the Specific Technical Regulations for “Limited” cars will be transferred to “Open” cars subcategory with their results so far.

5. MINIMUM WEIGHT

There is no limit on the minimum weight of the cars in the “Open” subcategory.

6. MODIFICATION LIMITS

6.1. General

Modifications rendered mandatory by the General Technical and Safety Regulations are expressly allowed.

6.2. Body and chassis

Car’s shell and chassis may be freely modified.

6.3. Engine

Engine changes and modifications are free.

6.4. Engine’s bell housing

Modifications and adapters are free.

6.5. Ignition

Ignition modifications are free.

6.6. Cooling circuits

Modifications are free.

Repositioning of the cooling radiators is free.

The addition of an electric fan is permitted.

Additional coolers may be added.

6.7. Carburettors

Carburettor modifications are free.

6.8. Injection

Injection modifications are free.

6.9. Air filter

The air filter, its housing and the tube between this housing and the atmosphere are free.

The air must not be taken from the cockpit.

A snorkel may be fitted.

6.10. Intake

There are no intake restrictions. Modifications are free.

6.11. Timing

The springs and play of the valves are free.

Camshafts (including the profile of the cams) modifications are free.

6.12. Feed pump

The number and the operating principle of the feed pumps are free.

6.13. Exhaust

Exhaust modifications are free.

6.14. Cruising speed controller

Modifications are free.

6.15. Soundproofing panels

These panels may be removed as well as engine shields made of plastic material.

6.16. Air conditioning

Modifications are free.

6.17. Clutch

Modifications are free.

6.18. Gearbox

The joints of the gearbox linkage are free.

Gearbox ratios and gear material types are free.

6.19. Differentials

Differential ratios are free.

Differential locking systems are free.

6.20. Suspension

Suspension modifications are free.

6.21. Axles

Axles and axle modifications are free.

Internal axle elements are free.

6.22. Straps

Suspension travel straps are allowed at the front and rear.

6.23. 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.

Pneumatic or oil-pneumatic springs may be replaced freely.

Leaf spring: The length, width, thickness and vertical curvature are free. The number of leaves is free.

Torsion bars: The diameter is free.

6.24. Shock absorbers

Free and unlimited.

6.25. McPherson Suspension

Free and unlimited.

Modification of the shell or chassis is unlimited.

6.26. Wheels and tires

The wheels are free and there are no limitations on the size of tires.

Tires are free provided that they can be mounted on these wheels, but studded tires and motorcycle tires 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.

6.27. Braking system

Discs and calipers are free.

Carbon fiber or other composite breaks are permitted.

Brake linings are free, as are their mountings.

Protection plates may be dismantled or bent.

Brake lines are free.

The mechanical handbrake may be replaced with a hydraulic system.

The parking brake function must be retained.

It is permitted to modify the position of the hydraulic handbrake system.

6.28. Exterior

Modifications are unlimited.

Fitting a winch is allowed.

6.29. Passenger space

All unnecessary parts may be removed.

Additional accessories are unlimited.

Additional measuring instruments, counters, etc. may be freely installed.

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

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

The rear seats may be removed.

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

Steering wheel is free.

It is authorized to replace the electric windows by manually operated windows.

Carpets are free and may thus be removed.

Soundproofing materials and trim may be removed.

Door panels may be made from metal sheeting at least 0.5 mm thick, from carbon fiber at least 1 mm thick or from another solid and non-combustible material at least 2 mm thick.

6.30. Reinforcements

Strengthening of the suspended parts of the chassis and bodywork through the addition of parts and/or material is allowed and unlimited.

6.31. Battery

The make, capacity, and battery cables are free.

6.32. Generator

May be replaced by a more powerful one.

6.33. Lighting system

Additional headlights including the corresponding relays are allowed. They may not be housed within the bodywork.

Fuses may be added to the electrical system.

6.34. Fuel circuit

It is allowed to use the original tank and its accessories (in conformity with the various articles of the regulations).

The original tank may be replaced by a custom build or aftermarket one on condition that it is located within a sealed metal container or that there is a liquid-tight bulkhead separating the cockpit from the tank.

If the tank is not a standard tank as supplied by the manufacturer then it must be accepted by the Chief scrutineer.

No fuel lines are allowed to pass through the cockpit.

The number of tanks is free.

6.35. Jack

The jack is free and the jacking points may be changed for others.