

RALLYE BRESLAU ***INTERNATIONAL ASSN.***



GENERAL TECHNICAL REGULATIONS 2020

Changes = thus

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1. ELIGIBLE VEHICLES

- 1.1. Vehicles must have valid registration and insurance and to be roadworthy for driving on public roads.
- 1.2. The rally does not require homologation / technical passport of the racing vehicles. Never the less such can help speeding up the scrutineering. There are however several safety and technical requirements which must be fulfilled before entering the scrutineering.
- 1.3. All vehicles must have all their registration plates secured to the vehicles.
- 1.4. Should the roll cage / roll bar be damaged during the event then it must be inspected by the Technical Delegate/Chief Scrutineer and the vehicle will only be permitted to continue if the cage is deemed safe by the ~~Technical Delegate~~/Chief Scrutineer.
- 1.5. The overall technical requirements are a combination of the following:
 - General technical requirements for Enduro or ATV or SSV or CAR or TRUCK
 - Specific safety requirements for endure or, ATV, or SSV, or CAR, or Truck
 - Specific safety requirements for cross country or extreme class.The combination of all those makes the overall technical regulation for the competing vehicles
- 1.6. The Specific technical regulations for “Limited” and “Open” subcategories in the Cross-Country and Extreme cars category are published in their Appendixes.

2. CLASSIFICATION

2.1. Cross country category

Vehicles which are prepared to cover over a total distance between 1200 and 3000km for no more than 8 race days. A minimum of 1000km are in special stages which are mainly driven on gravel and dirt roads. All vehicles must comply with the Technical Requirements of each vehicle specification. The itinerary of the rally will be drivable with a serial 4wd vehicle.

2.2. Extreme category

Vehicles which are prepared to cover a total distance between 1000 and 2000km for no more than 8 race days. A minimum of 800km are in special stages which are driven in various types of terrain including sections for deep water crossing, winching, steep uphill and downhill, rock crawling, etc. Vehicles must be suited for demanding terrain and to be equipped with self-recovery equipment.

3. VEHICLE CATEGORIES AND SUBCATEGORIES

- 3.1. ENDURO class.
- 3.2. ATV class.

- 3.3. SSV class.
- 3.4. CAR class.
 - 3.4.1. LIMITED subcategory.
 - 3.4.2. OPEN subcategory.
- 3.5. TRUCK under 7.5t class.
- 3.6. TRUCK over 7.5t class.

4. DEFINITIONS (SSV, CARS, TRUCKS)

- 4.1. CARS (Series Production vehicles)
Models of mass production, which are destined for distribution to individual purchasers through the normal commercial channels of the manufacturer.
- 4.2. CARS (Competition vehicles)
Vehicles built singly and intended solely for competition.
- 4.3. SSV - Side by Side (SXS)
Models of mass production, which are engineered and manufactured with two seats side-by-side and are available for distribution to individual purchasers through the normal commercial channels of the manufacturer.
- 4.4. TRUCKS
Trucks are considered vehicles with a gross weight exceeding 3500kg, with a maximum of eight wheels and a minimum of four driven wheels.

5. GENERAL TECHNICAL REQUIREMENTS – ENDURO and ATV

- 5.1. Minimum a rear mounted registration plates securely fixed to the vehicles.
- 5.2. Operational head and tail lights.
- 5.3. Operational brake lights.
- 5.4. Operational horn.
- 5.5. First-aid-kit to the present norms.
- 5.6. Warning vest.
- 5.7. Working Garmin GPS device. See appendix 2 for allowed models.
- 5.8. Properly installed “+” and “-” power supply cables directly from the vehicle’s battery for the Rally Safety System and the required space for the Com-Box unit. See appendix 5 for details.
- ~~5.9. Working winch (Extreme ATV category only).~~

6. GENERAL TECHNICAL REQUIREMENTS – SSV, CARS, TRUCKS.

- 6.1. Vehicles must have all their registration plates securely fixed to the vehicles.
- 6.2. Motorsport helmets. See appendix 1 for allowed type constructions.
- 6.3. All SSV, Cars and all Trucks must be fitted with a roll cage. Specifications of the roll cage in the FIA Appendix J are highly recommended. See appendix 4 for details.
- 6.4. For all trucks, it is highly recommended an additional massive roll-over bar behind the cabin.
- 6.5. Operational head and tail lights.
- 6.6. Operational brake lights.
- 6.7. Additional 2 stop lights located separately, minimum 0.75m apart, or 1 additional “big” stop light located in the center, in the upper third of the vehicle, minimum 1.25 meters from the ground, shining to the rear (standard 2 + 1 or 2 additional). Must be visible from the car behind.
- 6.8. Operational horn.
- 6.9. Minimum 3 point safety racing harnesses. 4 point safety racing harnesses are highly recommended. See appendix 3 for details.
- 6.10. All vehicles must be fitted with sport seats (with side support of back rest and seat and neck area).
- 6.11. It is highly recommended for all Cross country category vehicles – SSV, CAR, TRUCK: Mud flaps, covering at least 50% of the wheels (center of the wheel hub) on the back of all wheels.

- 6.12. First-aid-kit to the present norms.
- 6.13. Warning vest.
- 6.14. Working Garmin GPS device. See appendix 2 for allowed models.
- 6.15. Properly installed “+” and “-” power supply cables directly from the vehicle’s battery for the Rally Safety System **and the required space for the Com-Box unit**. See appendix 5 for details.
- 6.16. 2pcs of 2kg fire extinguishers easily reachable by the crew members when seated. Securely fixed.
- 6.17. 2pcs of minimum 6 meters tow straps with hooks or shackles.
- 6.18. A breakdown warning triangle.
- 6.19. Extreme category only: Working winch, “tree protector” strap, snatch block, protective gloves. The use of a winch cable dampener/blanket of a minimum 1.5kg is highly recommended no matter the type of winch cable.
- 6.20. Minimum one front and one rear towing hook. Both must be painted in highly visible color.
- 6.21. Vehicles with no doors or door windows must have window nets installed. The nets must cover at least 70% of the opening and be readily opened from the top or bottom, from inside and outside the vehicle. The net’s mesh size must be no greater than 50mm x 50mm or FIA homologated / expired homologation.

7. SPECIFIC SAFETY REQUIREMENTS FOR ENDURO and ATV – both classes

- 7.1. Full face or modular type motorsport helmets with visor / glasses. See appendix 1 for allowed type constructions.
- 7.2. Moto-cross clothes with protectors for the back, shoulders and knees.
- 7.3. Moto-cross boots (no others will be allowed).
- 7.4. Gloves.

8. SPECIFIC SAFETY REQUIREMENTS FOR SSV – both classes

- 8.1. A safety net on the doors, following the FIA guides lines must be fitted and stretched when vehicle in motion.
- 8.2. All SSV must have a solid roof firmly fixed to the roll cage. It is highly recommended a firmly fixed metal roof of minimum 1.5mm thickness.
- 8.3. Highly recommended at least 1 diagonal member on the roll cage.

9. SPECIFIC TECHNICAL REGULATIONS FOR “LIMITED” AND “OPEN” SUBCATEGORIES

- 9.1. Specific technical regulations “LIMITED” Cross-Country Cars Subcategory – see appendix 6.
- 9.2. Specific technical regulations “OPEN” Cross-Country Cars Subcategory – see appendix 7.
- 9.3. Specific technical regulations “LIMITED” Extreme Cars Subcategory – see appendix 8.
- 9.4. Specific technical regulations “OPEN” Extreme Cars Subcategory – see appendix 9.

10. RECOMMENDED EQUIPMENT

All the necessary spare parts and tools typical for the vehicle should be brought to the rally, sufficient lights (not only for the marathon stage), a torch, a winch, shackles, a high-lift, a spade, etc.

All vehicles, also the service vehicles and other wheelers, must have a valid registration and insurance and be roadworthy for the participation in the evaluated stages.

11. FUEL AUTHONOMY

- Enduro, ATV around 130km.
- SSV, Cars & Trucks around 200km.

Each competitor is responsible of the calculation of his autonomy. He cannot in any case make up against the Organisation if his vehicle doesn't reach the coverage of the minimum distance of 130km respectively 200 km, whichever is the nature of the terrain. For safety reasons, an additional autonomy of 10% is recommended.

12. AT THE SCRUTINEERING

The fact to present a vehicle at the technical check is considered as an implicit declaration of conformity.

Having stickered their vehicles according to the received sticker plan the participants go to scrutineering.

At the Scrutineering will be controlled the obligatory technical condition, conformity with the specific technical regulations for the subcategories and the mandatory equipment. Vehicle must be presented as it would be as when presented at each prestart at the beginning of each race Leg.

The racing helmets of the competitors must be presented at the scrutineering to checks and if required additional marking.

The mandatory equipment for the particular category, such as first aid kit, towing straps, winching and recovery accessories must be prepared in advance in order to speed up the process of scrutineering. If needed, the Orga will mark the presented equipment.

If these conditions are satisfied and the signed disclaimer is submitted the participant receives the start permission.