

Article 255 - 2012

Posebna pravila za Turistična vozila

Specific Regulations for Touring Cars

(Skupina A / Group A)

ČLEN 1: OPREDELITEV

Turistična vozila velike proizvodnje.

ČLEN 2: HOMOLOGACIJA

Ta vozila morajo biti izdelana v najmanj 2500 enakih primerkih v 12 zaporednih mesecih.

Če ni omejitev, določenih v homologacijski listini, vse homologacije veljavne v skupini N veljajo v skupini A.

Da lahko vozilo skupine A nastopi na rallyu, morajo njegove lastnosti in dimenzije vedno biti manjše ali enake lastnostim in dimenzijam WRC vozil (to ne velja za variabilno geometrijo turbinskih polnilnikov dizel vozil).

Če vozilo skupine A originalno ne ustreza tem zahtevam, mora v smislu VO homologacije ustrezati lastnostim in dimenzijam WRC vozila, da lahko nastopi na rallyu.

ČLEN 3: ŠTEVILO SEDEŽEV

Turistična vozila morajo imeti najmanj 4 sedeže.

ČLEN 4: TEŽE

4.1 Vozila so podvržena naslednji lestvici najmanjših tež glede na prostornino (glej člen 4.2 za izjeme):

V rally-ju:

do	1000 cm ³		720 kg
od	1000 cm ³	do 1150 cm ³	790 kg
od	1150 cm ³	do 1400 cm ³	840 kg
od	1400 cm ³	do 1600 cm ³	920 kg
od	1600 cm ³	do 2000 cm ³	1000 kg
od	2000 cm ³	do 2500 cm ³	1080 kg
od	2500 cm ³	do 3000 cm ³	1150 kg
od	3000 cm ³	do 3500 cm ³	1230 kg
od	3500 cm ³	do 4000 cm ³	1310 kg
od	4000 cm ³	do 4500 cm ³	1400 kg
od	4500 cm ³	do 5000 cm ³	1500 kg
od	5000 cm ³	do 5500 cm ³	1590 kg
nad	5500 cm ³		1680 kg

Za ostale prireditve:

do	1000 cm ³		670 kg
od	1000 cm ³	do 1400 cm ³	760 kg
od	1400 cm ³	do 1600 cm ³	850 kg
od	1600 cm ³	do 2000 cm ³	930 kg
od	2000 cm ³	do 2500 cm ³	1030 kg
od	2500 cm ³	do 3000 cm ³	1110 kg
od	3000 cm ³	do 3500 cm ³	1200 kg
od	3500 cm ³	do 4000 cm ³	1280 kg
od	4000 cm ³	do 4500 cm ³	1370 kg
od	4500 cm ³	do 5000 cm ³	1470 kg
od	5000 cm ³	do 5500 cm ³	1560 kg
nad	5500 cm ³		1650 kg

4.2 Za vozila na štiri kolesni pogon v rallyjih, z normalno napajanim motorjem s prostornino valjev med 1600 in 3000 cm³ ali motorjem na turbo pogon in restriktorjem vgrajenim po čl. 5.1.8.3 in enako prostornino valjev z manj ali enako 3000 cm³, je minimalna teža določena na 1230 kg.

4.3 To je dejanska teža vozila, brez voznika ali sovoznika in brez njihove opreme ter z največ enim rezervnim kolesom.

ARTICLE 1: DEFINITION

Large scale series production Touring Cars.

ARTICLE 2: HOMOLOGATION

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

Unless restriction specified on the homologation form, all homologations valid for Group N are valid for Group A.

In order for a Group A car to take part in rallies, its characteristics and the dimensions of its parts must always be less than or equal to the characteristics and dimensions specified for a World Rally Car (this does not apply to variable geometry turbochargers of supercharged diesel engines).

If a Group A car does not originally comply with the above point, it must, by means of a VO type homologation, conform to the dimensions and characteristics specified for a World Rally Car, in order to take part in rallies.

ARTICLE 3: NUMBER OF SEATS

Touring cars must have 4 seats minimum.

ARTICLE 4: WEIGHT

4.1 Cars are subject to the following scale of minimum weights in relation to their cubic capacity (see Article 4.2 for exception):

In rallies:

up to	1000 cm ³		720 kg
over	1000 cm ³	and up to	1150 cm ³ : 790 kg
over	1150 cm ³	and up to	1400 cm ³ : 840 kg
over	1400 cm ³	and up to	1600 cm ³ : 920 kg
over	1600 cm ³	and up to	2000 cm ³ : 1000 kg
over	2000 cm ³	and up to	2500 cm ³ : 1080 kg
over	2500 cm ³	and up to	3000 cm ³ : 1150 kg
over	3000 cm ³	and up to	3500 cm ³ : 1230 kg
over	3500 cm ³	and up to	4000 cm ³ : 1310 kg
over	4000 cm ³	and up to	4500 cm ³ : 1400 kg
over	4500 cm ³	and up to	5000 cm ³ : 1500 kg
over	5000 cm ³	and up to	5500 cm ³ : 1590 kg
over	5500 cm ³		1680 kg

For other events:

up to	1000 cm ³		670 kg
over	1000 cm ³	and up to	1400 cm ³ : 760 kg
over	1400 cm ³	and up to	1600 cm ³ : 850 kg
over	1600 cm ³	and up to	2000 cm ³ : 930 kg
over	2000 cm ³	and up to	2500 cm ³ : 1030 kg
over	2500 cm ³	and up to	3000 cm ³ : 1110 kg
over	3000 cm ³	and up to	3500 cm ³ : 1200 kg
over	3500 cm ³	and up to	4000 cm ³ : 1280 kg
over	4000 cm ³	and up to	4500 cm ³ : 1370 kg
over	4500 cm ³	and up to	5000 cm ³ : 1470 kg
over	5000 cm ³	and up to	5500 cm ³ : 1560 kg
over	5500 cm ³		1650 kg

4.2 In rallies, for 4-wheel drive cars with either a naturally aspirated engine with a cylinder capacity of between 1600 and 3000 cm³ or a turbocharged engine and a restrictor imposed by Article 5.1.8.3 and an equivalent cylinder capacity of less than or equal to 3000 cm³, the minimum weight is set at 1230 kg.

4.3 This is the real weight of the car, with neither driver nor co-driver nor their equipment and with a maximum of one spare

Če sta v vozilu dve rezervni kolesi, je potrebno pred tehtanjem eno rezervno kolo odstraniti.

V vsakem trenutku med prireditvijo mora teža vozila ustrezati minimalni teži predpisani v tem členu.

V primeru dvoma pri tehtanju, se odstranijo vse naprave voznika in sovoznika: to vključuje čelade, le slušalke izven čelade se lahko pusti v vozilu. V nobenem trenutku dirke ne sme tehtati vozilo manj od teh najmanjših tež.

V primeru dvoma lahko tehnični komisarji, razen pri rallyju, izpraznijo vsebovane porabljive tekočine, da preverijo težo.

Uporaba balasta je dovoljena pod predvidenimi pogoji v čl. 252-2.2 - "Splošni predpisi".

4.4 Samo v rally-ju: minimalna teža vozila (pod pogoji opisanimi v členu 4.3) s posadko (voznik+sovoznik+popolna oprema voznika in sovoznika) mora biti seštevek teže opisane pod 4.1 + 150 kg.

Za vozila na štiri kolesni pogon v rallyjih, z ali normalno napajanim motorjem s prostornino valjev med 1600 in 3000 cm³ ali motorjem na turbo pogon in restriktorjem vgrajenim po čl. 5.1.8.3 in enako prostornino valjev z manj ali enako 3000 cm³, je minimalna teža (pod pogoji opisanimi v členu 4.3) s posadko (voznik+sovoznik+popolna oprema voznika in sovoznika) določena na 1380 kg. Prav tako morajo biti upoštevane teže v členih 4.1, 4.2 in 4.3.

ČLEN 5: DOVOLJENE SPREMEMBE IN DODATKI SPLOŠNA DOLOČILA:

Neodvisno od delov, za katere ta člen predvideva poljubne spremembe, lahko naprej navedene izvirne mehanske dele podvržemo vsem postopkom, da jih izpopolnimo z dodelavo ali z odvzemom materiala, toda ne z zamenjavo. Ti mehanski deli so: izvirno potrebni deli za pogon, obese, kot tudi vsi pomožni deli, potrebni za njihovo običajno delovanje. Izjema so vsi deli krmila, zavor in obes, ki so prešli vse predvidene delovne postopke proizvodnje za serijsko izdelavo.

Z drugimi besedami, z zadržkom, da je vedno mogoče nedvoumno ugotoviti izvor serijskega dela, je lahko ta poravnana, uravnatežna, prilagojena, skraćena ali spremenjena oblike od uporabe. Še več, dovoljena je kemična in toplotna obdelava.

Vendar, zgoraj določene spremembe niso dovoljene, če se ne upoštevajo teže in dimenzije, navedene v homologacijski listini.

Vijaki in matice:

Na celem vozilu lahko zamenjamo vsako matico ali vijak z vsako drugo matico ali vijakom in dodamo katerokoli vrsto varoval proti odvijanju (podložka, protimatica itd.).

Dodajanje materiala ali delov:

Vsako dodajanje ali pritrjevanje materiala ali delov je prepovedano, če ni izrecno dovoljeno s kakim členom tega pravilnika.

Odvzeti material ne sme biti ponovno uporabljen.

Vrnitev karoserije in šasije v prvotno obliko zaradi sprememb pri nezgodi, je dovoljena z dodatkom potrebnega materiala za popravilo (kit za karoserijo, varilna kovina itd.); ostali deli, ki so izrabljeni ali poškodovani, ne smejo biti popravljeni z dodatkom ali pritrjevanjem materiala, razen če tega ne dovoljuje kak člen tega pravilnika.

5.1 MOTOR

5.1.1) Blok motorja - Glava motorja

Dovoljeno je zapreti neuporabljene odprtine v bloku in glavi motorja, če je edini učinek tega zaprtje.

Dovoljeno je ponovno brušenje valjev za največ 0,6 mm glede na prvotno izvrtino, vendar to ne sme povzročiti prekoračitve prostornine razreda.

Zamenjava puš je dovoljena pod istimi pogoji kot brušenje; lahko je spremenjen material puš.

Puš morajo imeti okroglo notranjost in biti koncentrične z valji, suhe ali mokre in razločene od drugih.

wheel.

When two spare wheels are carried in the car, the second spare wheel must be removed before weighing.

At no time during the event may a car weigh less than this minimum weight.

In case of a dispute during weighing, the full equipment of the driver and co-driver will be removed; this includes the helmet, but the headphones external to the helmet may be left in the car.

In case of doubt, and except in Rallies, the Scrutineers may drain the tanks containing consumable liquids to check the weight.

The use of ballast is permitted in the conditions provided for under Article 252-2.2 of the "General Prescriptions".

4.4 In rallies only, the minimum weight of the car (under the conditions of Article 4.3) with crew (driver + co-driver + the full equipment of the driver and co-driver) will be: Minimum weight defined by Article 4.1 + 150 kg.

For cars with four-wheel drive, in rallies, with either a naturally aspirated engine of a capacity between 1600 and 3000 cm³, or turbocharged engine with a restrictor imposed by Article 5.1.8.3 together with an equivalent capacity lower than or equal to 3000 cm³, the minimum weight of the car (under the conditions of Article 4.3) with crew (driver + co-driver + the full equipment of the driver and co-driver) will be: 1380 kg. Furthermore, the weights defined in Articles 4.1, 4.2 and 4.3 must also be respected.

ARTICLE 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 as well as all accessories necessary for their normal functioning, excepting any steering, braking, or suspension 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.

The sleeves must have a circular internal section and be concentric with the cylinders, dry or wet and distinct from one another.

Izravnava bloka motorja in glave motorja je dovoljena.
V primeru rotacijskih motorjev, pri pogoju, da se upošteva velikosti izvirmih kolektorjev vsesavanja in izpuha, so poljubne velikosti vodov za vsesavanje in izpuh iz bloka.

5.1.2) Kompresijsko razmerje:

Kompresijsko razmerje je lahko spremenjeno.

Za prenapajane motorje ne sme v nobenem trenutku preseči vrednosti 11,5:1.

Če je vozilo homologirano z višjo vrednostjo, mora biti spremenjeno tako, da ne preseže vrednosti 11,5:1.

5.1.3) Tesnilo glave motorja:

Poljubno.

5.1.4) Bati:

Poljubni, kot tudi obročki, batni somniki in njihove varovalke.

5.1.5) Ojnice, ročična gred:

Razen sprememb, predvidenih s členom "Splošna določila" tu zgoraj, lahko podvržemo izvorno ročično gred in ojnice mehanski obdelavi, ki je drugačna, kot je predvidena za serijske dele.

5.1.6) Ležaji

Poljubna je znamka in material, toda ohraniti se mora njihov izvorni tip in izvorne razsežnosti.

5.1.7) Vztrajnik motorja

Lahko se spremeni v skladu s členom "Splošna določila" tu zgoraj, s pridržkom, da se ga da vedno spoznati kot izvirnega.

5.1.8) Napajanje z gorivom in zrakom

Načrti I in II (Načrti III-K1 in III-K2 za vozila homologirana po 01.01.2010) za homologirani skupini A/B se morajo upoštevati.

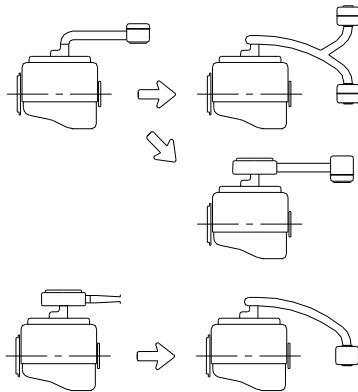
Žična vrvica za plin in njeno omejevalo sta poljubna.

Zračni čistilec in njegovo ohišje sta poljubna.

Za navadne tlačne motorje je predel za umirjanje poljuben, vendar se mora nahajati v motornem prostoru.

Zračni čistilec in tudi njegovo ohišje se lahko odstranita, prestavita v prostor z motorjem ali zamenjata z drugim (glej sliko 255-1).

Samo za rally: dovoljeno je izrezati dele pregrad v motornem prostoru za pritrditev enega ali več zračnih filtrov ali za dovod zraka; vendar so taki izrezi striktno omejeni na take dele, ki so potrebni za instalacijo (slika 255-6).



255-1

Če je vstop zraka za ventilacijo kabine na istem območju kot vhod zraka za motor, mora biti ta cona izolirana od enote filtra zraka za motor za primer požara.

Cev, med zračnim čistilcem in uplinjačem(i), ali napravo za merjenje zraka (vbrizgavanje), je poljubna.

Enako je poljubna cev, ki veže napravo za merjenje zraka in zbiralnik vsesavanja, ali napravo za turbo polnjenje.

Vstop zraka se lahko zamreži.

Deli, ki so namenjeni proti onesnaženju, se lahko odstranijo, če to ne povzroči povečanje količine dovajanega zraka.

Črpalke za gorivo so poljubne pod pogojem, da niso nameščene v prostoru za voznika in potnike, razen če gre za izvorno namestitve; v tem primeru mora biti črpalka učinkovito zaščitena.

Čistilci za gorivo, z največjo enotno prostornino 0,5 l, so lahko dodani napajalnemu krogu.

Naprava za dodajanje plina je poljubna.

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:

The compression ratio may be modified.

For turbocharged engines, it must not exceed 11.5:1 at any time.

If the car is homologated with a higher rate, it must be modified so as not to exceed 11.5:1.

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 shells:

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 (Drawings III-K1 and III-K2 for vehicles homologated as from 01.01.2010) on the Group A homologation form must be respected.

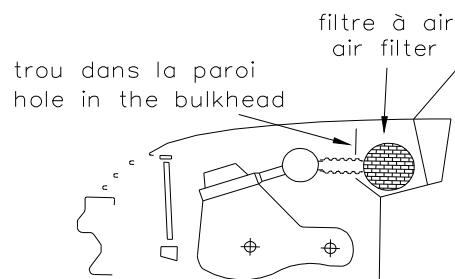
The accelerator cable and its cable sleeve stop are free.

The air filter and the filter box are free.

For a normally aspirated engine, the plenum is free, but it must remain in the engine bay.

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

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).



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.

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

Izvirni toplotni izmenjalnik in hladilnik, ali vsaka druga naprava z enako funkcijo, mora ostati na svojem prvotnem mestu, kar pomeni, da morata način in mesto njihove pritrditve ostati izvirna. Cevi, ki povezujejo turbo napravo, hladilnik in zbiralnik, so poljubne (pod pogojem, da se nahajajo v motornem prostoru), toda njihova edina naloga mora biti, da prevajajo zrak in spajajo različne dele skupaj.

Nadalje ne sme skupna prostornina med restriktorjem in metuljčkom (metuljčki), za turbinske motorje, preseči 20 litrov.

V primeru hladilnika zrak-voda, so cevi, ki povezujejo hladilnik zraka in hladilnik vode poljubne, toda njihova edina naloga mora biti, da prevajajo vodo.

Vsak sistem za razprševanje vode na hladilnik je prepovedan.

Vsak sistem za vbrizgavanje vode na sesalni kolektor an/ali hladilnik je prepovedan.

Notranje velikosti odprtih so poljubne v prekatih rotorja pri rotacijskih motorjih, kot pri 2-taktnih motorjih.

Poljubna je jermenica za kompresor tipa "G".

Samo za afriški rally:

Dovoljeno je napraviti v pokrov luknjo premera največ 10 cm za dovajanje zraka motorju ter v njega namestiti cev z notranjim premerom največ 10 cm (glej sliko 255-13).

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 (on condition that they remain in the engine bay), but their only function must be to channel air and to join various parts together.

Furthermore, for a turbocharged engine, the total volume between the restrictor and the butterfly (or butterflies) must not exceed 20 litres.

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 system for spraying water onto the intercooler is forbidden.

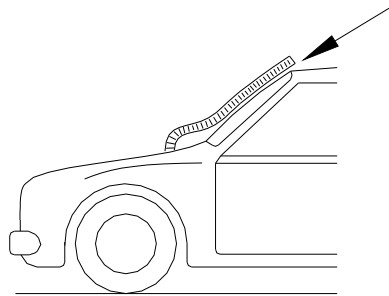
Any system for injecting water into the intake manifold and/or intercooler is forbidden.

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).



255-13

5.1.8.1) Uplinjač:

Uplinjači so poljubni pri upoštevanju števila, načina njihovega delovanja in ohranitve mesta namestitve.

Premer in število loput, kot je navedeno v homologacijski listini, se mora ohraniti.

5.1.8.2) Vbrizgavanje:

Izvirna naprava in njen tip, kot sta navedena v homologacijski listini vozila (npr. K-Jetronic), mora ostati, kot tudi njena namestitvev.

Dovoljeno je spremeniti dele naprave za vbrizgavanje, kateri uravnavajo določitev primerne količine goriva dodanega motorju, toda ne premera odprtine lopute.

Naprava za merjenje zraka je poljubna.

Šobe za vbrizgavanje so poljubne, razen njihovega števila, mesta namestitve, njihove skupne osi in njihovega načina delovanja.

Cevi za gorivo, ki jih napajajo, so poljubne.

Prosta je škatlica z elektrono, v kolikor ne vključuje več podatkov.

5.1.8.3) Omejitve za rallye

Število valjev je omejeno na 6.

a) Prostornina za normalne sesalne motorje je omejena:

- največ na 3 l za 2 ventila na valj,
- največ na 2,5 l za več kot 2 ventila na valj.

Vsa vozila z dvokolesnim pogonom s prostornino večjo kot 1600cm³ in uporabljajo dele homologirane pod kit varianto (VK) morajo biti opremljena s sesalnim restriktorjem po njihovi homologaciji.

b) V primeru uporabe motorjev s turbo polnjenjem:

Prostornina je omejena največ na 2500 cm³.

Turbo naprava mora biti od homologiranega motorja.

Vsa prenapajana vozila morajo imeti vgrajen omejevalec, ki mora biti pritrdjen na ohišje kompresorja.

Ves motorju potreben zrak mora iti skozi ta omejevalec upoštevajoč sledeče:

Največji notranji premer omejevalca (restriktorja) je 34 mm, ki mora biti enak najmanj na dolžini 3 mm, merjeno naprej od pravokotne

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 :

a) Normally aspirated engines

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

All 2 wheel-drive cars, with a cylinder capacity greater than 1600 cm³ and using parts homologated in Kit Variant (VK) must be fitted with an intake restrictor according to their homologation forms.

b) Supercharged engines

The nominal cylinder capacity is limited to 2500 cm³ maximum.

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

All supercharged cars must be fitted with a restrictor fixed to the compressor housing.

All the air necessary for feeding the engine must pass through this restrictor which must respect the following:

The maximum internal diameter of the restrictor is 34 mm, maintained for a minimum distance of 3 mm measured

ravnine na os vrtenja, ki gre največ 50 mm od ravnine pred njo, katera gre skozi najbližje točke kolesnih lopatic (glej sliko 254-4).

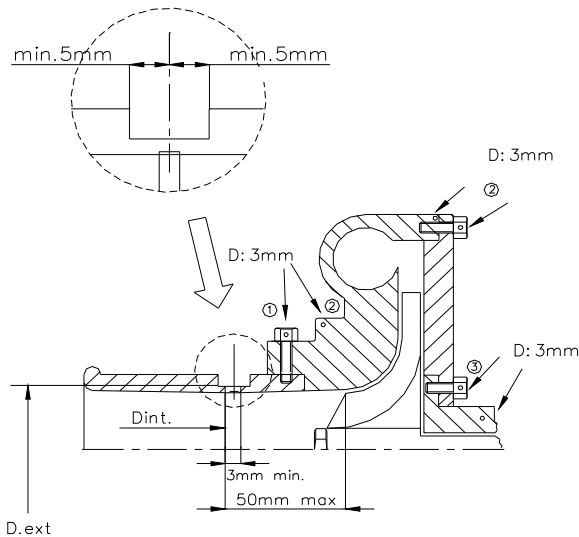
Ta premer mora biti upoštevan pri vseh temperaturnih razmerah. Zunanji premer omejevalca mora biti v svoji najožji točki manjši od 40 mm in mora to obdržati 5 mm z vsake strani.

Namestitev omejevalca v prenapajalnik se mora izpeljati na tak način, da se odstrani dva vijaka iz ohišja kompresorja ali iz omejevalca z namenom, da se loči omejevalec od kompresorja. Pritrditev s pomočjo tankega vijaka ni dovoljena.

Za namestitev omejevalca je dovoljeno odstraniti ali dodati material z ohišja kompresorja, vendar samo za namen pritrditve omejevalca na ohišje kompresorja.

Glave vijakov morajo biti prevrtane, tako da se jih da zapečatiti.

Omejevalec mora biti le iz enega materiala in je lahko prevrtan samo za namen pritrditve in zapečatenja, ki se ga mora izvesti med pritrdilnimi vijaki, med omejevalcem (ali pritrditev omejevalca/ohišja kompresorja), ohišjem kompresorja (ali pritrditev ohišja/prirobnice) in ohišjem turbine (ali pritrditev ohišja prirobnice) (glej sliko 254-4).



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 external diameter of the restrictor at its narrowest point must be less than 40 mm, and must be maintained over a distance of 5 mm to each side.

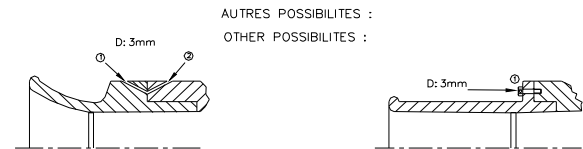
The mounting of the restrictor onto the turbocharger must be carried out in such a way that two screws have to be entirely removed from the body of the compressor, or from the restrictor, in order to detach the restrictor from the compressor. Attachment by means of a needle screw is not authorised.

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.

The heads of the screws must be pierced so that they can be sealed.

The restrictor must be made from a single material and may be pierced solely for the purpose of mounting and sealing, which must be carried out between the mounting screws, 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).

- ① trou pour bride ou bride/carter de compression
hole for restrictor/compressor housing
- ② trou pour carter de compression ou carter/flasque
hole for compressor housing or housing/flange
- ③ trou pour carter central ou carter/flasque
hole for central housing or housing/flange



254-4

Za vozila z diesel motorjem, mora imeti omejevalec notranji premer največ 37 mm in zunanji premer največ 43 mm, pod pogoji, navedenimi zgoraj (premer se lahko kontrolira kadar koli brez najave).

V primeru motorja z dvema vzporednima kompresorjema, mora imeti vsak kompresor omejen premer odprtine dovodne cevi na 24.0 mm in največ 30 mm zunanjšega premera, pod pogoji, navedenimi zgoraj.

Ta omejevalec, ki je obvezen pri rallyju, ni prepovedan za druge prireditve, če se tekmovalec odloči za njegovo uporabo.

5.1.9) Odmična(e) gred(i)

Poljubna(e), razen števila teh in števila ležajev.

Dovoljeno je dodati drsne ležaje na izvorne ležaje, toda njihova širina ne sme presegati izvornih.

Način razdeljevanja je poljuben.

Jermentice, verige in jermeni za pogon odmične gredi so poljubne glede snovi, vrst in razsežnosti.

Potek in število jermenov ter verig je poljubno.

Vodila in napenjalci, povezani s temi verigami, so tudi poljubni, kot tudi zaščitni pokrovi.

5.1.10) Ventili

Material in oblika ventilov sta poljubna, kot tudi dolžina stebra ventila, toda njihove značilne razsežnosti (navedene v homologacijski listini) morajo biti ohranjene, sem štejemo kote, ki zadevajo osi ventilov.

Dvig ventilov je poljuben.

V primeru rotacijskega motorja, kar se tiče ustij glave motorja (notranja stran motorja), se morajo upoštevati samo dimenzije, ki so vnešene v homologacijsko listino.

For vehicles with Diesel engines, the restrictor must have a maximum internal diameter of 37 mm and an external diameter of 43 mm in the conditions set out above (this diameter may be revised at any moment without notice).

In case of an engine with two parallel compressors, each compressor must be limited by a restrictor with a maximum internal diameter of 24.0 mm and a maximum external diameter of 30 mm, in the conditions set out above.

This restrictor, which is compulsory in rallies, 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.

It is permitted to add sleeve bearings to the bearings but their widths must not be greater than those of the original 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, as is the length of the valve stem.

The other 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),

Ponvice, zatiči in vodila (četudi jih ni pri izvorniku) niso podvržena nobeni omejitvi. Dovoljeno je namestiti podložne ploščice pod vzmeti.

Material sedežev ventilov je poljuben.

5.1.11) Nihajni vzvodi in dročniki

Nihajni vzvodi se lahko spremene samo v skladu s členom 5 "Splošna določila".

Premer nihajnih vzvodov kot tudi oblika nihajnih vzvodov in dročnikov sta prosta. Dročniki so poljubni pod pogojem, da so zamenljivi z izvornimi.

Dopustno je uporabljati podložne ploščice za uravnavanje.

5.1.12) Vžig

Vžigalna(e) tuljava(e), kondenzator, razdelilec, prekinjalo in svečke so poljubne z zadržkom, da je sestav vžigalne naprave (baterija/tuljava ali magnet) enak kot tisti, ki ga je predvidel proizvajalec vozila.

Namestitev vžigalne naprave z elektroniko je dovoljena celo brez mehanskega prekinjalca pod pogojem, da noben mehanski del, omenjen tukaj, ni spremenjen ali zamenjan, razen, da so možne omejene spremembe k potrebnim dodatkom na ročni gredi, vztrajniku ali jermenici ročne gredi.

Ob enakih pogojih je možno spremeniti vžigalno napravo z elektroniko na mehansko.

Število svečk ne sme biti spremenjeno. Število tuljav pa je poljubno.

5.1.13) Hlajenje

Z omejitvijo, da mora biti namestitev na izvornem mestu, je hladilna naprava in pritrditev poljubna, tako tudi cevi, ki jo povezujejo z motorjem; dovoljena je namestitev hladilnega zaslona.

Ventilator se lahko poljubno zamenja, kot tudi njegova pogonska naprava, ali se lahko odstrani. Dovoljeno je dodati en ventilator, ki ga vključujemo po želji.

Termostat je prost.

Dimenzije in material turbine/ventilatorja so poljubne, kot njihovo število.

Namestitev zbiralca za hladilno vodo je dovoljena.

Ustnik hladilnika je lahko zaprt.

Raztezna posoda se lahko spremeni; če je ni v izvorniku, lahko dodamo eno.

5.1.14) Mazanje

Hladilnik, izmenjalec olje-voda, cevni vodi, termostat, ohišje za olje in čistilci so poljubni, a brez sprememb na karoseriji. Število čistilcev črpalke je prosto.

Prestavno razmerje in notranji deli oljne črpalke so prosti.

Dovoljen je večji pretok, povečan relativno glede na izvorni del.

Dovoljen je večji pritisk olja z zamenjavo vzmeti odpiralnega ventila.

Ohišje oljne črpalke, morebitni pokrovi, kot tudi namestitev znotraj oljnega zbiralnika mora ostati originalno, toda notranjost ohišja in pokrovi so lahko mehansko obdelani.

Namestitev napejalca verige oljne črpalke je dovoljena. Dodajanje cevi za olje je dovoljeno znotraj motornega bloka, vendar se lahko te cevi uporabljajo samo za razprševanje olja. Te oljne cevi ne smejo opravljati druge funkcije. Lahko imajo vgrajen ventil za kontrolo pretoka samo pod pogojem, da je vgrajen pri serijskem modelu bloka motorja (število in tip ventilov mora ostati identično originalu serijskega motorja).

Vendar ni dovoljena namestitev zunanjega hladilnika za olje, razen če ni vgrajen pod vodoravno ravnino, ki gre skozi pesta koles in je tak, da ne gleda iz splošnega obsega vozila, gledanega od zgoraj, kot se postavi na štart, brez spremembe karoserije.

Namestitev takega hladilnika za olje ne more biti vzrok za dodatek obdajajočega aerodinamičnega ohišja.

Vsako zajemanje zraka mora imeti edini namen, dovesti potreben zrak za hlajenje brez kateregakoli aerodinamičnega učinka.

Če mazalna naprava predvideva izhod na prosti zrak, mora biti opremljena tako, da se prelivajoče olje izliva v zbiralno posodico.

Ta mora imeti prostornino najmanj 2 l za motorje s prostornino valjev manj ali enako 2000 cm³ ter 3 l za vozila s prostornino večjo kot 2000 cm³.

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.

The diameter of the tappets as well as the shape of the tappets and rocker arms are free, but the rocker arms must be interchangeable with the original ones.

It is possible to use backing 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 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 strainers are free, without modifying the bodywork.

The number of pump strainers is free.

The driving ratio and the internal parts of the oil pump are free.

The flow rate may be increased relative to the original part.

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

The housing of the oil pump and its cover if any, as well as their position inside the oil sump must be original, but the inside of the housing and its cover if any may be machined.

The fitting of an oil pump chain tensioner is permitted.

The addition of oil lines is allowed inside the engine block, these lines may be used for spraying oil. These oil lines must not have a structural function. They may have a flow control valve only when the series engine block has them (the number and type of valves must be identical to those of the original series engine).

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.

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

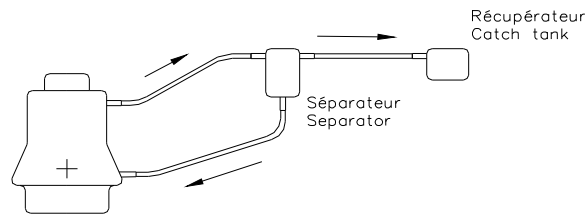
Ta posodica mora biti iz prosojne plastike ali mora imeti prozorno okence.

Možno je namestiti ločevalec zrak/olje v zunanosti motorja (prostornine največ 1 litra) po sliki 255-3.

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.



255-3

Ne sme biti drugega načina vračanja olja iz zbiralne posodice proti motorju, kot zaradi težnosti.

Dovoljeno je namestiti ventilator za hlajenje olja, toda ne sme povzročati aerodinamičnega učinka.

Merilna palica za nivo olja

Merilna palica za nivo olja je prosta, vendar mora biti prisotna vsak trenutek in ne sme opravljati druge funkcije. Lahko se jo prestavi iz izvorne pozicije.

Oljni filter:

Oljni filter ali vložek v delujočem stanju je obvezen in celoten pretok olja mora poteka skozenj.

Oljni filter ali vložek je prost pod pogojem, da je zamenljiv z izvornim filtrom ali vložkom.

5.1.15) Motor : Pritrditve - Nagib in mesto

Podpore so poljubne (razen števila) pod pogojem, da nagib in mesto motorja v notranjosti njegovega prostora ostane nespremenjeno ter sta upoštevana člena 5.7.1 in 5 "Splošna določila".

Podpore so lahko privarjene na motor in na karoserijo, njihov položaj je poljuben.

5.1.16) Izpuh

Načrti III in IV (Načrti III-L1 in III-L2 za vozila homologirana po 01.01.2010) za homologirano skupino A/B se morajo upoštevati.

Del naprave za izpuh, ki leži za izhodom iz kolektorja, je poljuben pod pogojem, da ne povzroči prekoračitve dopustne višine ropota, ki je predpisana v državah, skozi katere poteka dirka, kadar gre za dirko na javnih cestah.

Izhod izpuha mora biti v notranjosti obsega vozila (glej Splošna določila, člen 252-3.6).

Za vozila s turbokompresorskim motorjem je izpuh lahko spremenjen šele za turbokompresorjem.

V primeru rotacijskih motorjev in pri pogoju, da upoštevamo izvorne razsežnosti vstopnih odprtin kolektorja izpuha, so dimenzije razsežnosti vodov v kolektorju poljubne.

Dovoljeno je namestiti toplotne zaščite na kolektor izpuha, turbokompresor in izpušno napravo, toda edini namen mora biti toplotna zaščita.

-Pri atmosferskih motorjih:

Pretok plinov ne sme biti kontroliran z elektronskimi ali mehanskimi deli.

-Pri motorjih s tlačnim polnjenjem:

Pretok plinov je lahko modificiran le preko delovanja izpušne lopute in/ali napravo za dovod svežega zraka v izpušni kolektor.

5.1.17) Jermenice, jermena in verige za pogon pomožnih naprav, ki leže izven motorja:

Jermenice, verige in jermena za pogon pomožnih naprav so poljubne glede materiala, tipa, dimenzije. Potek in število jermenov in verig je poljubno.

5.1.18) Tesnila: Poljubna.

5.1.19) Vzmeti motorja

Omejitev ni, vendar morajo ohraniti svoj izvorni način delovanja.

5.1.20) Zaganjač

Mora biti ohranjen, toda znamka in tip sta poljubna.

5.1.21) Tlak tlačnega polnjenja

Ta tlak se lahko spremeni po členu 5.1.19 in členu 5 - Splošnih določil. Zveza med ohišjem in nadtlačnim ventilom se lahko

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.

Oil gauge

The oil gauge is free, but must be present at all times and have no other function. It may be moved from its original position.

Oil filter

The fitting of an oil filter, or a cartridge, in working order is mandatory, and the entire oil flow must pass through this filter or cartridge.

The filter or cartridge is free, provided that it is interchangeable with the original filter or cartridge.

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.

5.1.16) Exhaust:

Drawings III and IV (Drawings III-L1 and III-L2 for vehicles homologated as from 01.01.2010) on the Group A 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.

- Normally aspirated engines :

The gas flow must never be modified by means of electronic or mechanical controls.

- Supercharged engines :

The gas flow may only be modified through the operation of the waste-gate and/or the control for injecting fresh air into the exhaust manifold.

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.

napravi za uravnavanje, če ni taka izvorna. Izvirni način delovanja nadtlaknega ventila se lahko spremeni in napravi za uravnavanje, toda sistem mora ostati.
Mehanska naprava mora ostati mehanska, električna električna itd.

5.1.22) Zapiralni vijak

Samo z namenom pritrditve pokrova motornega bloka, se lahko uporabi zapiralni vijak. Ta vijak ne sme biti uporabljen za pritrditev nobenega drugega dela.

5.2 PRENOSNA NAPRAVA

5.2.1) Sklopka

Sklopka je poljubna, toda homologirano ohišje mora ostati, prav tako kot tudi vrsta upravljanja.
Rezervoarji za olje so lahko nameščeni v voznikovem prostoru. V tem primeru morajo biti čvrsto pritrjeni in zaščiteni z ognje-varno in tekočinsko-varno zaščito.

5.2.2) Menjalnik

Pretvorni (konverterski) menjalniki so prepovedani.
Dovoljena je dodatna naprava za mazanje in hlajenje olja pod enakimi pogoji, kot za člen 5.1.14. (črpalka za krožni tok, grelec in zajemne odprtine za zrak pod vozilom), toda ostati mora izvorni način mazanja.
Vendar se lahko dodatno uporablja en homologiran menjalnik s črpalko za olje, brez te črpalke.

Dovoljeno je namestiti ventilator za hlajenje olja v menjalniku, toda brez aerodinamičnih učinkov.

Notranjost menjalnika je prosta.

Prestavna razmerja morajo biti v homologacijski listini za skupino A.

Nosilci menjalnika so poljubni, razen njihovo število.

Uporabljajo se lahko:

- serijsko ohišje s serijskimi prestavnimi razmerji ali enega od sestavov dodatnih razmerij;
- eno od dodatnih ohišij z enim od sestavov dodatnih razmerij.

5.2.3) Končni pogon in diferencial

Dovoljeno je namestiti diferencial z omejenim drsenjem pri pogoju, da se ga lahko da v izvorno ohišje, toda brez sprememb razen tistih, ki so predvidene v členu "Splošna določila", tu zgoraj.

Dovoljeno je tudi izključiti izvorni diferencial.

Način izvirnega mazanja zadnjih gredi mora ostati. Vendar je dovoljena dodatna naprava za mazanje in hlajenje olja (črpalka za krožni tok, grelec in zajemne odprtine za zrak pod vozilom) pod istimi pogoji kot v členu 5.1.14.

V prtljažnik se lahko namesti oljni hladilnik in/ali oljna črpalka (brez sprememb na izvorni karoseriji) toda tekočinsko- in požarno-zaščitna pregrada jih mora ločevati od voznikovega prostora.

Nosilci diferenciala so poljubni.

Uporaba aktivnih diferencialov, npr. vsak sistem, ki vpliva direktno na nastavitve (tlak, obremenitev,...), je prepovedana za vozila s pogonom na dve kolesi.

Za vozila s pogonom na vsa štiri kolesa, morata sprednji in zadnji diferencial in zapora diferenciala ustrezati naslednjim zahtevam:

- samo v celoti mehanski sistemi so dovoljeni
 - diferenciali morajo biti planetarnega ali epicikličnega enostopenjskega tipa
 - samozaporni sistem mora biti tip s ploščicami in zaporami
- Nobeden od parametrov prednjega in zadnjega diferenciala ne sme biti spremenjen razen s pomočjo orodja, ko vozilo stoji.
Za WRC vozila se lahko uporabljajo samo homologirani prednji in zadnji diferenciali.

5.2.5) Prenosne gredi

Prečne gredi iz titanovih zlitin so prepovedane.
Vzdolžne gredi iz titanovih zlitin so prepovedane razen v izjemnih primerih, ki jih proučuje Tehnična skupina za rally.

5.3 OBESE

Nespremenjena morajo ostati mesta vrtilnih osi zasidranih točk obes na nosilna pesta in na školjko (ali šasijo).

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.

5.1.22) Locking screw

For the sole purpose of fixing a cover on the engine block and on the cylinder head, a locking screw may be used.

This screw must on no account be used to fix other parts.

5.2 Transmission

5.2.1) Clutch:

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

The clutch fluid tanks may be fixed inside the cockpit. In that case, they must be securely fastened and be protected by a liquid and flame proof covering.

5.2.2) Gearbox:

Converter gearboxes are forbidden.

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 interior of the gearbox is free.

Gearbox ratios must be homologated in Group A.

Gearbox supports are free, but not their number.

May be used:

- the series housing with series ratios or one of the 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.

An oil radiator and/or an oil pump may be fitted in the boot (without modifying the series body) but a liquid- and flame-proof bulkhead must separate them from the occupants of the vehicle.

The differential supports are free.

The use of active differentials, i.e. any system acting directly on the differential adjustments (initial stress, pressure...), is forbidden for all 2-wheel drive cars.

For cars with four-wheel drive, the front and rear differentials and self-locking systems must be in conformity with the following points:

- Only entirely mechanical systems are allowed
- The differential must be of the planetary or epicyclic single stage type
- The self-locking system must be of the type with plates and ramps

None of the parameters of the front and rear differentials can be modified except with the help of tools when the car is stopped.

5.2.5) Transmission shafts:

Titanium alloy transverse shafts are forbidden.

Titanium alloy longitudinal shafts are forbidden, save in exceptional cases examined by the Rally Technical Working Group.

5.3 Suspension

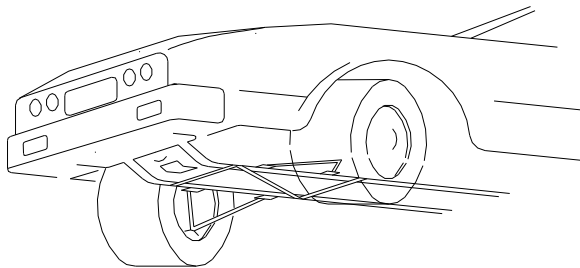
The position of the rotational axes of the mounting points of the suspension to the wheel uprights and to the shell (or chassis) must

V primeru oljno-pnevmatičnega obešenja so poljubni vodi in pipice, priključene na krogle (pnevmatični deli) prosti.

5.3.1) Drogovi za ojačanje se lahko namestijo na spojnih točkah iste osi s školjko ali šasijo, z ene ali druge strani vzdolžne osi vozila.

Razdalja med eno točko pritrditve obes in točko pritrditve droga ne sme biti večja kot 100 mm, razen če gre za prečni drog, homologiran z varnostno kletko ali v primeru zgornjega droga, pritrjenega na MacPhersonovo ali podobno obes.

V zadnjem primeru je največja razdalja med točko pritrditve droga in točko zgornjega sklepa 150 mm (sliki 255-2 in 255-4). Izven teh točk ta drog ne sme imeti pritrditve v školjko ali mehanske sestavine.



255-2

5.3.2) Ojačenja točk vpetja in podvozja z dodajanjem materiala je dovoljeno, vendar spajanje dveh različnih delov v eno celoto je prepovedano.

5.3.3) Stabilizator

Stabilizator, homologiran od proizvajalca, se lahko zamenja ali odstrani pod pogojem, da ostanejo nespremenjene njihove priključne točke na šasijo.

Te točke pritrditve se lahko uporabijo za pritrditev drogov za ojačanje.

Samo mehanski stabilizatorji so dovoljeni

Nastavitve stabilizatorja lahko nastavlja samo voznik z uporabo samo mehanskega sistema brez zunanje moči.

Vsaka povezava med prednjim in zadnjim stabilizatorjem je prepovedana

Stabilizatorji iz titanovih zlitin so prepovedani

5.3.4) Zglobi so lahko iz druge snovi kot izvorni.

Točke pritrditve obes na školjko ali šasijo so lahko spremenjeni:

- z uporabo zgloba "Unibal"; izvorna roka se lahko preseka in navari nov sedež za "Unibal".

Opre se uporabijo kot "Unibal" sam:

- z uporabo vijaka z večjim premerom;
- z ojačitvijo točke pritrditve z dodajanjem materiala v območju do 100mm od točke vpetja.

Položaj središča členka ne sme biti spremenjen (glej sliko 255-5).

remain unchanged.

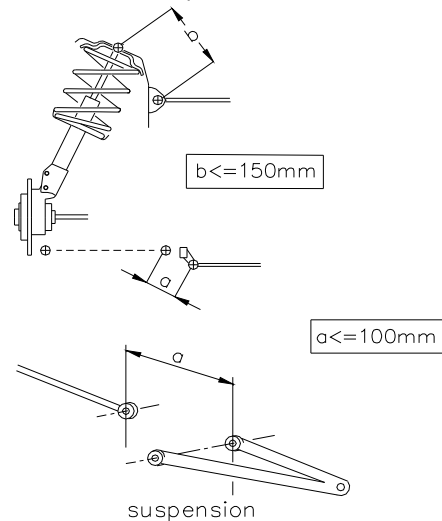
In the case of an oil-pneumatic suspension, lines and valves connected to the spheres (pneumatic parts) are free.

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 transverse strut homologated with the safety cage, 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 255-2 and 255-4).

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



255-4

5.3.2) Strengthening of the mounting points and of the running gear, by adjunction of material, is allowed but joining two separate parts together to form one is prohibited.

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.

Only mechanically operated anti-roll bar systems are authorised.

The anti-roll setting can only be adjusted directly by the driver, using an exclusively mechanical system without external power.

Any connection between dampers is forbidden.

Any connections between front and rear anti-roll bars are forbidden.

Titanium alloy anti-roll bars are forbidden.

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

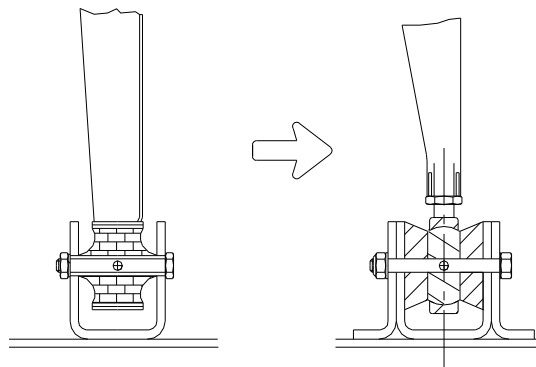
The suspension mounting points to the bodyshell or chassis may be modified:

- by using a "Unibal" joint. The original arm can be cut and a new seat for the "Unibal" welded.

Braces will be used next to the "Unibal" itself.

- by using a screw with a greater diameter;
- by reinforcing the anchorage point through the addition of material within the limit of 100 mm from the anchorage point.

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



255-5

5.3.5) Dimenzije glavnih vzmeti so poljubne, toda ne tip in material (ki mora biti železni material – 80% jekla).

Sedeži vzmeti se lahko napravijo tako, da jih je možno naravnati ali prilagoditi, sem štejemo dodajanje materiala.

Vijačna vzmet se lahko zamenja z dvema ali več iste vrste, nameščene krožno ali v vrsti pri pogoj, da so popolnoma zamenljive z izvornimi in da se lahko namestijo brez drugih sprememb, kot so določene v tem členu.

Nastavitev višine je lahko nastavljiva samo z uporabo orodja in to takrat ko je vozilo nepremično.

5.3.6) Blažilniki

Znamka je poljubna, toda število, tip (teleskopski, na vzvod itd.), način delovanja (hidravlični, toren, mešan itd.) in podporniki niso poljubni.

Preizkus blažilnikov se izvede tako :

Odstrani se vzmeti, odklopi stabilizatorje, vozilo pa mora potoniti v spodnjo lego v manj kot 5. minutah.

Blažilniki na plin se smatrajo glede načina delovanja kot hidravlični.

V primeru, da je za zamenjavo dela obese vrste Mac Pherson ali podobno delujočega vzmetenja, potrebno zamenjati teleskopski del, morajo novi deli biti mehansko enakovredni izvornim delom, razen blažilnih delov in skledic vzmeti.

Če imajo blažilniki ločene oljne rezervoarje nameščene v vozniškem prostoru ali prtljažniku, če ta ni ločen od vozniškega prostora, morajo biti trdno pritrjeni in imeti zaščito.

Dovoljeni so omejevalci gibanja amortizerjev.

Dovoljena je le ena povezava na kolo z edino funkcijo omejevanja gobanja kolesa, ko amortizer ni stisnjen.

Vsak servo ojačevalnik, ki deluje direktno ali indirektno na dele obes, je prepovedan.

Sistem, ki dovoljuje nastavitev blažilnikov s pomočjo elektronike je odobren.

Elektronski kontrolni sistem za blažilnike je prepovedan.

5.3.7) Pesta

Pesta iz titanovih zlitin so prepovedane razen v izjemnih primerih, ki jih proučuje Tehnična skupina za rally.

5.4 KOLESNA IN GUME

Cela kolesa so poljubna pod pogojem, da se dajo namestiti v izvorno karoserijo. To pomeni, da zgornji del celega kolesa, ko je postavljen navpično nad središčem pesta, mora biti pokrit s karoserijo, če se meri navpično.

Pritrditve koles z vijaki se lahko poljubno zamenjajo s pritrditvami s stebelnimi vijaki in maticami.

Za rally prirreditve mora biti kolesni obroč pritrjen z najmanj 4 vijaki ali 4 stebelnimi vijaki.

Uporaba gum, namenjena za motorna kolesa, je prepovedana.

V nobenem primeru ne sme širina celotnega kolesa presežati naslednjih vrednosti, odvisnih od prostornine vozila:

5.3.5) The spring dimensions are free but not the type and the material (which must be ferrous material - i.e. 80% iron).

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 can be fitted without any modifications other than those specified in this article.

The ride height must be adjustable only with the use of tools and when the car is immobile.

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.

The checking of the operating principle of the shock absorbers will be carried out as follows :

Once the springs and/or the torsion bars are removed, the vehicle must sink down to the bump stops in less than 5 minutes.

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.

If the shock absorbers have separate fluid reserves located in the cockpit, or in the boot if this is not separated from the cockpit, these must be strongly fixed and must have a protection.

A suspension travel limiter may be added.

Only one cable per wheel is allowed, and its sole function must be to limit the travel of the wheel when the shock absorber is not compressed.

Any servo control activating a power circuit acting directly or indirectly on the suspension parts is forbidden.

A system allowing the setting of the shock absorbers to be adjusted electronically is authorised.

Any electronic control system for the shock absorbers is forbidden.

5.3.7) Hub carriers

Titanium alloy hub carriers are forbidden, save in exceptional cases examined by the Rally Technical Working Group.

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.

For rallies only, the rim must be attached by means of at least 4 bolts or 4 pins.

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:

V rally-ju :

do	1000 cm ³ :	7"
od	1000 cm ³ do 1150 cm ³ :	7"
od	1150 cm ³ do 1400 cm ³ :	8"
od	1400 cm ³ do 1600 cm ³ :	8"
od	1600 cm ³ do 2000 cm ³ :	9"
od	2000 cm ³ do 2500 cm ³ :	9"
od	2500 cm ³ do 3000 cm ³ :	9"
od	3000 cm ³ do 3500 cm ³ :	9"
od	3500 cm ³ do 4000 cm ³ :	9"
od	4000 cm ³ do 4500 cm ³ :	9"
od	4500 cm ³ do 5000 cm ³ :	9"
od	5000 cm ³ do 5500 cm ³ :	9"
nad	5500 cm ³	9"

Za ostale prireditve :

do	1000 cm ³ :	7"
od	1000 cm ³ do 1150 cm ³ :	7"
od	1150 cm ³ do 1400 cm ³ :	8"
od	1400 cm ³ do 1600 cm ³ :	8"
od	1600 cm ³ do 2000 cm ³ :	9"
od	2000 cm ³ do 2500 cm ³ :	9"
od	2500 cm ³ do 3000 cm ³ :	9"
od	3000 cm ³ do 3500 cm ³ :	10"
od	3500 cm ³ do 4000 cm ³ :	10"
od	4000 cm ³ do 4500 cm ³ :	11"
od	4500 cm ³ do 5000 cm ³ :	11"
nad	5000 cm ³	12"

Za WRC (World Rally Car) in Kit car je premer platišča prost vendar ne sme presežati 18".

Za vsa ostala vozila se lahko premer platišča poveča ali zmanjša za 2" glede na originalne dimenzije, vendar premer platišča ne sme presežati 18".

V dodatku velja za vsa vozila na prireditvah po pesku naslednje:

- če je širina kolesa manjša ali enaka 6", je maksimalni premer 16"
- če je širina kolesa več kot 6", je maksimalni premer 15".

V rallyu je največji premer celotnih koles 650 mm, ne upoštevajoč žebeljev v primeru, če se uporabljajo gume z žebli. Ni potrebno, da so vsa kolesa enakega premera.

Samo v rallyu:

Prepovedana je uporaba koles iz kovanega magnezija s premerom manjšim od 18".

Za platišča z dimenzijo 8x18" velja, da ne smejo biti iz kovanega magnezija in tehtati manj od 7,8 kg.

Razen za rally prireditve, v primeru pritrditve kolesa s središčno matico mora biti med vso dirko na matici varnostna vzmet, ki mora biti zamenjana pri vsaki menjavi kolesa. Te vzmeti morajo biti pobarvane rdeče "Dayglo".

Varnostne vzmeti za zamenjavo morajo biti vedno na razpolago.

5.5 ZAVORNI SISTEM

Zavorni sistem je poljuben, v primeru, da:

- vsebuje najmanj dva neodvisna tokokroga delujoča na isti pedal,

Med zavornim pedalom in zavornimi čeljustmi morata biti oba tokokroga ločeno definirana, brez kakršnekoli povezave drugačne kot mehanskim zavornim regulatorjem)

- ni druge naprave ali »sistema« vgrajenega med glavni cilindri in zavornimi čeljustmi

Senzorji za zajem podatkov, kontakti za zadnje rdeče luči ali prednji in zadnji mehanski omejevalci ter ročna zavora aktivirana direktno s strani voznika se ne smatrajo kot »sistem«.

5.5.1) Obloga zavor

Material in način pritrditve (npr. kovičeno ali lepljeno) sta poljubni pod pogojem, da se ohranijo dimenzije opreme.

5.5.2) Servo-zavore, regulator sile zaviranja, antiblokirna naprava

Servo-zavore se lahko izključi ali odstrani. Regulator sile zaviranja in antiblokirna naprava se lahko izključi, toda ne odstrani. Regulator je prost.

Regulatorji sile zaviranja ne smejo biti odstranjeni iz prostora, v

In rallies:

up to	1000 cm ³ :	7"
over	1000 cm ³ and up to 1150 cm ³ :	7"
over	1150 cm ³ and up to 1400 cm ³ :	8"
over	1400 cm ³ and up to 1600 cm ³ :	8"
over	1600 cm ³ and up to 2000 cm ³ :	9"
over	2000 cm ³ and up to 2500 cm ³ :	9"
over	2500 cm ³ and up to 3000 cm ³ :	9"
over	3000 cm ³ and up to 3500 cm ³ :	9"
over	3500 cm ³ and up to 4000 cm ³ :	9"
over	4000 cm ³ and up to 4500 cm ³ :	9"
over	4500 cm ³ and up to 5000 cm ³ :	9"
over	5000 cm ³ and up to 5500 cm ³ :	9"
over	5500 cm ³ :	9"

For other events:

up to	1000 cm ³ :	7"
over	1000 cm ³ and up to 1150 cm ³ :	7"
over	1150 cm ³ and up to 1400 cm ³ :	8"
over	1400 cm ³ and up to 1600 cm ³ :	8"
over	1600 cm ³ and up to 2000 cm ³ :	9"
over	2000 cm ³ and up to 2500 cm ³ :	9"
over	2500 cm ³ and up to 3000 cm ³ :	9"
over	3000 cm ³ and up to 3500 cm ³ :	10"
over	3500 cm ³ and up to 4000 cm ³ :	10"
over	4000 cm ³ and up to 4500 cm ³ :	11"
over	4500 cm ³ and up to 5000 cm ³ :	11"
over	5000 cm ³ :	12"

For the World Rally Car and the Kit Car, the rim diameter is free but must not exceed 18".

For the other cars, the rim diameter may be increased or reduced by up to 2 inches in relation to the original dimensions. However, the rim diameter must not exceed 18".

In addition, for all cars and only for events on gravel, the dimensions of the wheels are limited as follows :

- If the width of the wheel is less than or equal to 6", its maximum diameter is limited to 16".
- If the width of the wheel is more than 6", its maximum diameter is limited to 15".

In rallies, the maximum diameter of the complete wheels is 650 mm, not including the studs if studded tyres are used.

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

In Rallies only :

Forged magnesium is forbidden for wheels with a diameter of less than 18".

For 8x18" wheels, forged magnesium and a weight of less than 7.8 kg are forbidden.

Except for rallies, 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

The braking system is free, provided that:

- it includes at least two independent circuits operated by the same pedal

(Between the brake pedal and the callipers, the two circuits must be separately identifiable, without any interconnection other than the mechanical braking force balancing device)

- there is no device or "system" fitted between the master cylinder and the callipers

Data logging sensors, contact switches for the rear red lights or front and rear mechanical limiters and handbrakes activated directly by the driver are not considered as "systems".

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:

Servo-brakes may be disconnected and removed; braking force adjusters and antilocking devices may be disconnected, but not removed. The adjusting device is free.

The braking force adjusters may not be moved from the

katerem so v izvirniku (prostor za voznika, prostor za motor, zunanost, itd.).

5.5.3) Hlajenje zavor

Dovoljeno je odstraniti ali spremeniti zaščitno pločevino zavor, toda brez dodatka materiala.

Samo en gibki vod je dovoljen za dovod zraka na zavoro vsakega kolesa, toda njegov notranji prerez se mora dati vnesti v krog s premerom 10 cm.

Vod se lahko podvoji, toda v tem primeru se mora njegov notranji prerez dati vnesti v krog s premerom 7 cm.

Vodi za zrak ne smejo segati iz obsega vozila, gledanega od zgoraj.

5.5.4) Zavorni koluti

Edino dovoljeno opravilo je izravnavo.

Lahko se doda strgalo za čiščenje blata z diskov.

5.5.5) Naprava za ročno zavoro se lahko izključi, toda samo za dirke na zaprtih progah (krožna dirkališča, gorske dirke, slalomi).

5.5.6) Hidravlične cevi

Dovoljeno je zamenjati hidravlične cevi z vodi letalske kakovosti.

Rezervoarji za zavorno olje so lahko nameščeni v voznikovem prostoru. V tem primeru morajo biti čvrsto pritrjeni in zaščiteni z zaščito proti tekočinam in ognjevarno zaščito.

5.5.7) Zavorne čeljusti

Samo zavorne čeljusti dovoljene v homologacijski listini za skupino A se lahko uporabljajo.

Na vsakem kolesu je dovoljena le ena zavorna čeljust. Presek vsakega bata čeljusti mora biti krožen.

5.5.8) Glavni cilinder

Glavni zavorni cilinder mora biti homologiran.

5.6 KRMILO

Dovoljeno je izklopiti servo napravo, ne pa odstraniti.

5.6.1) Vsak krmilni sistem, ki dovoljuje samoizravnavo več kot dveh koles naenkrat je prepovedan.

5.6.2) Servo krmilni sistemi ne smejo biti elektronsko kontrolirani. Noben tak sistem ne sme opravljati druge funkcije kot le zmanjšati fizično moč potrebno za krmiljenje vozila.

Če je izvirno vozilo opremljeno z elektronsko nadzorovanim servo ojačevalnikom:

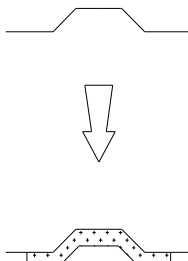
- če je sistem obdržan, se ne sme spremeniti noben del, lahko pa se preprogramira elektronsko kontrolna enota;
- lahko se uporabi nov tip servo ojačevanja, ki ni elektronsko kontroliran vendar mora biti homologiran.

5.7 KAROSERIJA-ŠASIJA

5.7.1) Olajšanja in ojačenja

Dovoljena so ojačenja delov obes šasije in karoserije pod pogojem, da gre za material, ki se sklada z izvirno obliko in je z njo v stiku.

Ojačenja iz sestavljenih materialov so dovoljena po tem členu, ne glede na njihovo debelino, po sliki 255-8.



255-8

Pod podom vozila lahko odvezamo snov za zvočno izolacijo vozila, kot tudi pri prostoru za motor, prtljazniku in obokih koles.

Neuporabljeni podporniki (npr.: rezervno kolo), ki so na šasiji/karoseriji, se lahko odstranijo, razen če so opora mehanskim delom, katerih ne moremo prestaviti ali odstraniti.

Dovoljeno je zapreti luknje v prostoru za voznika in potnike,

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.

This pipe may be doubled, but in that case the inside section of each pipe must be able to fit into a circle with a 7 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.

A device for scraping away the mud that collects on the brake discs and / or the wheels may be added.

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.

The brake fluid tanks may be fixed inside the cockpit. In that case, they must be securely fastened and be protected by a liquid and flame proof covering.

5.5.7) Brake calipers:

Only brake calipers homologated in Group A may be used.

Only one caliper is authorised on each wheel. The section of each caliper piston must be circular.

5.5.8) Master cylinder

The brake master cylinders must be homologated.

5.6 Steering

Power steering may be disconnected but not removed.

5.6.1) Any steering system which permits the re-alignment of more than two wheels is forbidden.

5.6.2) Power assisted steering systems may not be electronically controlled.

No such system may have any function other than that of reducing the physical effort required to steer the car.

If the production car is fitted with an electronically controlled power steering system:

- If this type of system is retained, no part of the system may be modified, but the electronic control unit may be reprogrammed.
- It is possible to use a new type of power steering system provided that it is not electronically controlled and that it is homologated.

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

prostoru za motor, prtljažniku in blatnikih. Zapore so lahko iz kovinske pločevine ali iz plastične snovi. Lahko so varjene, lepljene ali kovičene.

Ostale odprtine karoserije lahko zapremo edino z lepilnimi trakovi.

5.7.2) Zunanost

5.7.2.1) Odbijači

Nastavki se lahko odstranijo.

5.7.2.2) Kolesni pokrovčki in lepnotni dodatki koles

Kolesni pokrovčki se lahko odstranijo. Nasprotno se morajo odstraniti lepnotni dodatki.

5.7.2.3) Brisalci stekla

Motorček, namestitvev, metlice in ostali deli so poljubni, toda najmanj en brisalec mora biti predviden za vetrobran.

Dopustno je odstraniti napravo za umivanje vetrobranskega stekla. Prostornina posodice za umivanje stekla se lahko poveča in posodica se lahko prestavi v prostor za voznika in potnike po členu 252.7.3, v prtljažnik ali motorni prostor.

5.7.2.4) Zunanje okrasne letvice se lahko odstranijo.

Kot take se smatrajo vsi deli, ki slede zunanjim obrisom karoserije in so ožji kot 25 mm.

5.7.2.5) Točke za dviganje z dvigalom se lahko ojačijo, lahko spremene mesta ali se poveča njihovo število.

5.7.2.6) Dovoljeno je namestiti ščitnike žarometov, ki morajo biti namenjeni izključno za pokrivanja stekla in ne smejo vplivati na aerodinamiko vozila.

5.7.2.7) Upošteva se različne prometne predpise v različnih državah, se lahko poljubno izbere mesto namestitve in vrsta registrskih tablic.

5.7.2.8) Dovoljena je odstranitev opor za registrske tablice, toda ne naprave za osvetljevanje teh.

5.7.2.9) Lahko se nameste dopolnilne varnostne utrditve vetrobrana in stranskih stekel pod pogojem, da se ne izboljšajo aerodinamične lastnosti vozila.

Samo originalna vetrobranska stekla in vetrobranska stekla homologirana v opcijski varianti, ki so težja od 9,2kg se lahko uporabljajo.

5.7.2.10) Namestitvev spodnjih zaščit je dovoljena samo za rallye pod pogojem, da so v resnici zaščite, ki upoštevajo prosto razdaljo od tal, ki so razstavljive in zasnovane izključno in posebej za zaščito naslednjih delov: motorja, hladilnika, obes, menjalnika, posode za gorivo, prenosne naprave, izpuha in posode gasilne naprave.

Te zaščite morajo biti izdelane ali z uporabo aluminijeve zlitine ali jekla in imeti najmanjšo debelino 4 mm in 2 mm za jeklo.

Kljub temu je dovoljeno ojačiti zgornje dele z jeklenimi ali kompozitnimi rebri in z dodajanjem nestrukturnih kompozitnih delov.

Spodnje zaščite se lahko raztezajo po celotni širini samo spodnjega dela sprednjega odbijača pred prednjo osjo.

5.7.2.11) Dovoljeno je zakriviti robove jeklene pločevine ali zmanjšati plastične robove blatnikov in odbijačev, če ti segajo v notranjost prostora za kolesa.

Deli za zvočno izolacijo iz plastike se lahko odstranijo iz tega prostora.

Ti plastični deli se lahko zamenjajo z deli iz aluminija, enake oblike. V blatnike se lahko namesti zaščitne dele iz plastike, ravno tako iz aluminija.

Pritrditev blatnikov z varjenjem se lahko nadomesti s pritrditvijo z vijaki.

5.7.2.12)

Samo za rally: Dvigalo mora delovati samo ročno (ali s strani voznika ali sovoznika), to je brez pomoči sistema opremljenega s hidravličnim, pnevmatskim ali električnim virom energije.

Pištoła za demontažo kolesa ne sme dopuščati odvijanja več kot ene matice naenkrat.

Samo na krožnih dirkališčih: Dovoljeno je uporabljati odstranljiva pnevmatična dvigala, toda brez posode s stisnjenim zrakom v vozilu.

5.7.2.13) Zavesice so prepovedane. Vsaka nehomologirana priprava ali izdelava, ki je zasnovana tako, da popolnoma ali delno zapolnjuje prostor med obesami vozila in tlemi, je prepovedana v vseh primerih.

Nobena dovoljena zaščita po členu 255.5.7.2.10 ne sme vplivati na aerodinamiko vozila.

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:

Overriders may be removed.

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 headlamp washer device may be dismantled.

The capacity of the washer tank is free and the tank may be moved inside the cockpit in accordance with Article 252.7.3, inside the boot or the engine compartment.

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.

Only series windscreens and windscreens homologated in option variant of which the weight is greater than 9.2 kg may be used.

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.

These protections must be made from either aluminium alloy or steel and have a minimum thickness of 4 mm and 2 mm for steel.

Nevertheless, it is possible to reinforce the upper part with metal or composite ribs and to add non-structural composite parts.

Underbody protections may extend the whole width of the underside part of the front bumper only in front of the front wheel axis.

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

Plastic soundproofing parts may be removed from the wheel openings.

These plastic elements may be changed for aluminium or plastic elements of the same shape.

The attachment of the wings by weld may be changed for attachment by bolts/screws.

5.7.2.12 In Rallies only: The jack must be operated exclusively by hand (either by the driver, or by the co-driver), i.e. without the help of a system equipped with a hydraulic, pneumatic or electric energy source.

The wheel gun must not allow the removal of more than one nut at a time.

Other events : Removable pneumatic jacks are permitted, but without the compressed air bottle on board.

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 The door hinges must not be modified.

5.7.2.14) Nasadila za vrata ne smejo biti spremenjena.

Dovoljeno je odstraniti ali zamenjati nosilce, ki so med karoserijo in šasijo, toda ni jih dovoljeno premestiti ali jih dodati.

5.7.3) Prostor za voznika in potnike**5.7.3.1 Sedeži**

Dovoljeno je premakniti nazaj sprednje sedeže, toda ne preko navpične ravnine, ki jo določa sprednji rob izvirnega zadnjega sedeža.

Mejna razdalja do prednjega sedeža je določena z višino naslonjala brez vzglavnika, če pa je vzglavnik vgrajen v sedež, je to točka dotikanja voznikovih ramen.

Dovoljeno je odstraniti sedež sopotnika, kot tudi zadnje sedeže.

5.7.3.2 V primeru, ko je bila posoda za gorivo nameščena v prtljažniku in so bili odstranjeni zadnji sedeži, mora ločiti prostor za voznika in potnike od posode za gorivo predelna stena, ki je odporna napram ognju ter neprepustna za plamene in tekočine.

V primeru vozil z dvema prostoroma je možno uporabiti predelno steno iz prosojne upogljive plastike, ki ni gorljiva, med prostorom za potnike in mestom posode za gorivo.

Za dvoprostorska vozila, homologirana po 1.1.1998, z vgrajeno posodo za gorivo v prtljažnem prostoru, mora ognjeodporna in tekočinsko neprepustna obloga obkrožati posodo za gorivo in odprtine za dolivanje goriva.

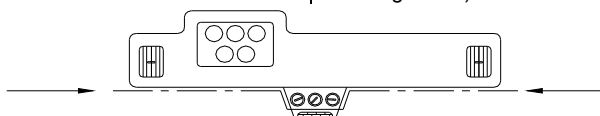
Za triprostorska vozila, homologirana po 1.1.1998, mora ognjeodporna in tekočinsko neprepustna zaščitna stena ločiti kabino od posode za gorivo.

Priporoča se, da se ta tekočinsko neprepustna stena ne zamenja tekočinsko neprepustno oblogo kot za dvoprostorska vozila.

5.7.3.3) Armaturna plošča

Oprema, nameščena pod njo, in ki ni njen sestavni del, se lahko odstrani.

Dovoljeno je odstraniti del nosilne sprednje podpore, katera ne vsebuje niti gretja, niti instrumentov (po sliki 255-7).



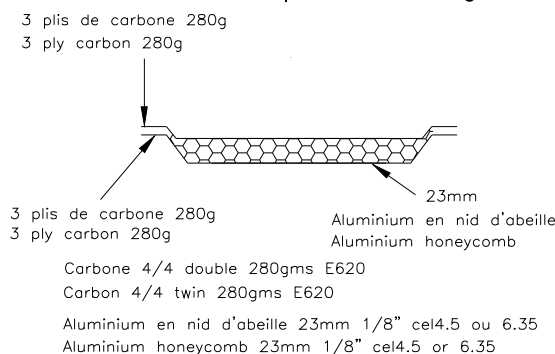
255-7

5.7.3.4) Vrata - Stranska oprema

Dovoljeno je odstraniti material za zvočno izolacijo vrat pod pogojem, da ne spremenimo videza vrat. V primeru vozila z dvema vrati, je oprema pod zadnjimi stranskimi stekli lahko odstranjena, toda nadomestiti jo je potrebno s tapeto-panelo, ki je narejena iz nevnetljivega kompozitnega materiala.

a) Dovoljeno je odstraniti tapete vrat skupaj z bočnimi ojačitvami v vratih, če se namesti tapeto – panelo, ki je narejena iz nevnetljivega kompozitnega materiala.

Ta panela mora biti narejena v skladu z skico 255-14.



255-14

b) Vkolikor se ne odstranijo bočne ojačitve na vratih, se lahko tapete – panele vrat nadomesti z pločevino debeline 0,5mm, ali s karbonsko ploščo debeline vsaj 1 mm, ali z nestisljivim materialom debeline vsaj 2 mm.

Minimalna višina panele mora biti med spodnjim robom notranjega dela vrat in najvišjo kovinsko prečko vrat.

Dovoljeno je zamenjati električno dviganje stekel z ročnim.

The hinges and/or joins of the bonnet, boot lid and tailgate are free, but it is not possible to change or add their locations or to change their functions.

5.7.3) Cockpit:**5.7.3.1 Seats:**

The front seats may be moved backwards but not beyond the vertical plane defined by the front edge of the original rear seat.

The limit relating to the front seat is formed by the height of the seatback without the headrest, and if the headrest is incorporated into the seat, by the rearmost point of the driver's shoulders.

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.

For twin-volume cars homologated from 01.01.98, with a fuel tank installed in the luggage compartment, a fireproof and liquid-proof case must surround the fuel tank and its filler holes.

For three-volume cars homologated from 01.01.98, a fireproof and liquid-proof bulkhead must separate the cockpit from the fuel tank.

Nevertheless, it is recommended that this liquid-proof bulkhead be replaced by a liquid-proof case as for twin-volume cars.

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 may also be removed but must be replaced with panels made from non-inflammable composite material.

a) It is permitted to remove the trim from the door together with the side protection bar in order to install a side protection panel which is made from non-inflammable composite materials.

The minimum configuration of this panel must comply with that shown on Drawing 255-14.

b) If the original structure of the doors has not been modified (removal, even partially, of the tubes or reinforcements), the door panels may be made from metal sheeting at least 0.5 mm thick, from carbon fibre at least 1 mm thick or from another solid and non-combustible material at least 2 mm thick.

The minimum height of this panel must extend from the base of the door to the maximum height of the door strut.

It is permitted to replace electric winders with manual ones.

V primeru vozil s 4 ali 5 vrat, se lahko mehanizem za dviganje zadnjih stranskih oken lahko nadomesti z napravo, ki zaklene zadnja okna v zaprtem položaju.

5.7.3.5) Pod

Talne preproge so poljubne in se torej lahko odstranijo.

5.7.3.6) Drug material za zvočno izolacijo in oprema

Dovoljena je odstranitev materiala za zvočno izolacijo in opreme, izjeme so navedene v členih 5.7.3.4 (Vrata) in 5.7.3.3 (Armaturna plošča).

5.7.3.7) Naprava za gretje

Dovoljeno jo je odstraniti, toda električna ali podobna naprava proti zarosenju stekel mora biti ohranjena.

5.7.3.8) Klimatska naprava

Lahko se doda ali odstrani, toda gretje mora biti zagotovljeno.

5.7.3.9) Volan

Poljuben; dovoljeno je sneti napravo proti tatvini.

Mehanizem za hitro demontažo volana mora vsebovati obroč na osi volana, pobarvan ali anodiziran v rumeno barvo in vgrajen za volanski obroč na volanski drog.

Mehanizem mora delovati s premikom tega obroča vzdolž osi volanskega droga.

5.7.3.10) Dovoljeno je odstraniti zadnjo premično polico v vozilu z dvema prostoroma.

5.7.3.11) Vodi za zrak

Prehod vodov za zrak je dovoljen samo, v kolikor je namenjen za zračenje prostora za voznika in potnike.

5.7.4) Dodatna oprema

Je dovoljena brez omejitev za vse tisto, kar ne vpliva na obnašanje vozila, ki daje notranjosti vozila večjo priklonost ali udobnost (razsvetljava, gretje, radio itd.).

Ta dodatna oprema ne sme nikakor vplivati, niti posredno, na povečanje moči motorja, na krmilno napravo, prenosne naprave, zavore ali obnašanje vozila na cesti.

Vloga vseh komand mora ostati taka, kot jo je predvidel proizvajalec.

Dovoljeno je te prirediti, da so bolj uporabne ali lažje dosegljive, kot npr. vzvod ročne zavore s podaljšanjem ročice, dodatno podlogo na pedal zavore itd.

Dovoljeno je:

1) Zamenjati izvorno homologirano okno homologiranega vozila s FIA homologiranim vetrobranom, ki mora biti del homologacijske listine.

2) Vgraditi ali zamenjati merilne naprave, števec itd., ki lahko drugače delujejo. Take naprave ne smejo biti nevarne. Vendar merilnik hitrosti ne sme biti odstranjen, če to prepoveduje posebni pravilnik dirke.

3) Napravo za zvočni znak lahko zamenjamo in/ali dodamo drugo napravo v dosegu sopotnika. Na zaprtih progah ta naprava ni obvezna.

4) Električna prekinjala se lahko poljubno zamenjajo, kar zadeva njihov namen, položaj ali število, v primeru dodatnih pritiskalnikov.

5) Delovanje vzvoda parkirne zavore lahko spremenimo tako, da dobimo trenutno popustitev ("fly-off zavora").

6) Rezervno(a) kolo(esa) ni(so) obvezno(a). Vendar, če je, mora biti čvrsto pritrjeno, ne sme biti v prostoru, ki je namenjeno vozniku in sprednjemu potniku (če je ta v vozilu) in ne sme povzročiti spremembe zunanje videza karoserije.

7) Dovoljeno je napraviti dodatne predale v prostoru za rokavice in dodatne žepne na vratih, v kolikor se uporabijo izvorne plošče.

8) Plošče iz izolacijskega materiala lahko pritrdimo na obstoječe predelne stene za zaščito potnikov proti ognju.

9) Dovoljeno je spremeniti zgibe komande za menjavanje prestav.

5.8 Električne naprave

In the case of cars with 4 or 5 doors, the lift mechanism for the rear windows may be replaced with a device that locks the rear windows in the closed position.

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 system may be removed but an electric demist system or similar must be retained.

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 quick release mechanism must consist of a flange concentric to the steering wheel axis, coloured yellow through anodisation or any other durable yellow coating, and installed on the steering column behind the steering wheel.

The release must be operated by pulling the flange along the steering wheel axis.

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

5.7.3.11) Air pipes:

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

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.

Any speed uptake can only be carried out using Hall effect or inductive sensors operating with a cogwheel.

The following is allowed:

1) The original windows of the homologated vehicle may be modified but must be homologated by the FIA and form the subject of a homologation form.

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 and electrical controls fitted to the steering column 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 (are) 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) Obdržati je treba nominalno električno napetost, sem je šteta tista za napajanje vžiga.

5.8.2) Dovoljeno je dodati posrednike in varovalke v električni tokokrog, podaljšati ali dodati električne vodnike. Električni vodniki in njihova izolacija je poljubna.

5.8.3) Baterija

Znamka in kapaciteta baterije(j) sta poljubni.

Vsaka baterija mora biti dobro pritrjena in tako pokrita, da onemogoča kakršenkoli kratek stik ali puščanje tekočine.

Ostati mora število baterij, ki ga je predvidel proizvajalec.

V primeru, da je bila baterija prestavljena glede na svoje izvirno mesto, mora biti pritrjena na školjko v kovinskem sedežu in dvemi kovinskimi stremeni, ki sta pokriti z izolacijskim materialom. Pritrjena mora biti z vijaki in maticami.

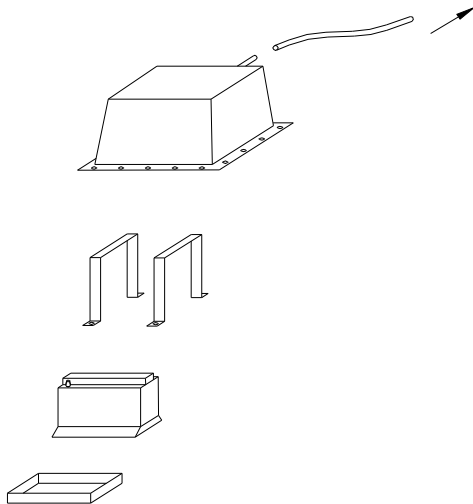
Za pritrnitev stremen se mora uporabiti vijak s premerom najmanj 10 mm in pod vsakim vijakom, pod pločevino karoserije mora biti podložka, debela najmanj 3 mm, s ploščino najmanj 20 cm².

Baterija mora biti pokrita s plastičnim nepropustnim ohišjem, ki je posebej pritrjeno.

Prostor za namestitve je poljuben, toda v prostoru za voznike in potnike sme biti nameščena samo za sprednjimi sedeži.

V tem primeru mora zaščitno ohišje imeti zračnik, katerega ustje leži izven prostora za voznika in potnike (glej slike 255-10 in 255-11).

Če je v prostor za voznike nameščena suha baterija, potem mora biti zaščiten električno s pokrovom, ki jo prekriva v celoti.



255-10

5.8.4) Generator, uravnavalec napetosti in zaganjač alternatorja

Prosti, toda način pogona generatorja ne sme biti spremenjen. Generator in uravnavalec napetosti se lahko prestavita znotraj prostora kjer sta bila izvirno nameščena (motorni prostor,...). Lahko se kombinirajo, če jih ima homologirano vozilo v izvorniku in zagotavljajo vgradnjo z drugega izvirnega modela.

5.8.5) Razsvetljava - Signalizacija

Naprave za razsvetljevanje in signalizacijo morajo biti v skladu z uradnimi predpisi države, v kateri je dirka ali z Mednarodno konvencijo o cestnem prometu.

Upošteva se to opozorilo, je dovoljeno spremeniti mesto za signalne in pozicijske luči, toda izvorne odprtine morajo biti zaprte.

Znamke naprav za razsvetljava so poljubne.

Naprave za razsvetljava, ki so del običajne opreme, morajo biti tiste, katere je predvidel proizvajalec in morajo ostati glede delovanja v skladu s tem, kar je predvidel proizvajalec za ta model. Izvirni žarometi so lahko zamenjani z drugimi, ki enako razsvetljujejo, če ni izrezov karoserije in so izvorne odprtine popolnoma zaprte.

Dovoljeno je spremeniti komandno napravo za žaromete, ki se dajo potegniti v karoserijo, kot tudi izvor energije.

Popolnoma poljubno je zaščitno steklo žaromet, odsevnika in žarnice.

Največ 6 dodatnih luči je dovoljeno pod pogojem, da je njihovo

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.

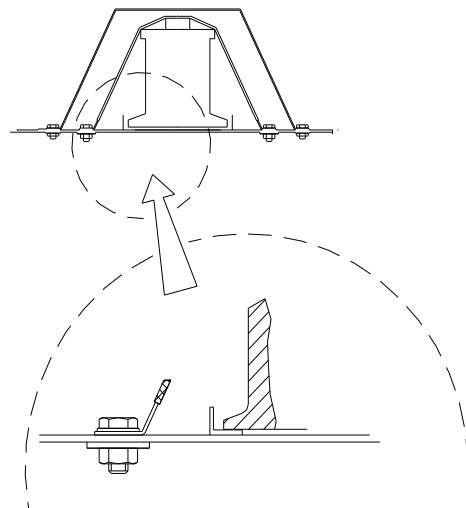
For attaching these clamps, bolts with a diameter of at least 10 mm must be used, and under each bolt, a counterplate at least 3 mm thick and with a surface of at least 20 cm² beneath the metal of the bodywork.

A wet 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, and if it is a wet battery, the protection box must include an air intake with its exit outside the cockpit (see Drawings 255-10 and 255-11).

If the battery situated in the cockpit is a dry battery, it must be protected electrically by a cover which covers it completely.



255-11

5.8.4) Generator, voltage regulator and alternator-starter:

Free, but the driving system of the generator must not be modified.

The generator and the voltage regulator may be moved but must remain in their original compartment (engine bay, etc...).

They may be combined if the homologated vehicle had them originally and provided they come from another series model.

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 cutout 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

število sodo.

Če se obdrži serijske luči za meglo, se te štejejo za dodatne luči. Po potrebi so lahko nameščeni tako, da so vdeleni v karoserijo spredaj ali pokrov hladilnika, toda odprtine, ki so za to napravljene, morajo žarometi popolnoma zapirati.

Izvirne žaromete se lahko izklopi in so lahko pokriti z lepilnim trakom.

Dovoljeno je zamenjati en pravokoten žaromet z dvema okroglima ali obratno. Žarometa sta nameščena na ohišje z razsežnostmi odprtine, ki jo ohišje popolnoma zapira.

Dovoljena je namestitve luči za vzvratno vožnjo, po potrebi z vdelačo v karoserijo pri pogoju, da se lahko uporabi samo takrat, kadar je ročica menjalnika v položaju za vzvratno vožnjo in so upoštevani prometni predpisi glede tega.

Če je predvidena nova opora za registrsko tablico, katera ima osvetljava, se lahko izvorna opora + osvetljava odstrani.

Osvetljava tablice ni obvezna, razen pri rallyju.

Posebni pravilnik dirke lahko določa delne oprostitev teh zgornjih predpisov.

5.9 Posode za gorivo

5.9.1) Skupna prostornina posod za gorivo ne sme presegati naslednjih vrednosti, ki so odvisne od prostornine motorja:

do	700 cm ³	:	60 l	
od	700 cm ³	do	1000 cm ³ :	70 l
od	1000 cm ³	do	1400 cm ³ :	80 l
od	1400 cm ³	do	1600 cm ³ :	90 l
od	1600 cm ³	do	2000 cm ³ :	100 l
od	2000 cm ³	do	2500 cm ³ :	110 l
nad	2500 cm ³	:	120 l	

V rallyju je prostornina posode za gorivo za vozila z več kot 1400 cm³ omejena na 95 litrov.

5.9.2) Posoda se lahko zamenja z varnostno posodo, homologirano od FIA (označitev FT3 1999, FT3.5 ali FT5), ali z drugo homologirano od proizvajalca vozila.

V tem primeru je število posod poljubno, biti morajo nameščene v notranjosti prtljažnika ali na prvotnem mestu.

Zbiralne posodice s prostornino pod 1 l so poljubne izdelave.

Lahko se tudi kombinirajo različne homologirane posode (sem šteje tudi standardna posoda) in posode FT3 1999, FT3.5 ali FT5 tako, da njihova skupna prostornina ne presega določenih vrednosti s členom 5.9.1.

Ne sme biti spremenjeno mesto posode, razen v vozilih, pri katerih je proizvajalec namestil posodo v prostor za voznika in potnike ali v bližino oseb v vozilu.

V tem primeru je dovoljeno, ali napraviti neprepustno zaščito med posodo in osebami v vozilu, ali jo premestiti v prtljažnik ter po potrebi spremeniti dodatne pritlikline (polniine odprtine, črpalko za gorivo, cevi za odtok).

Vsekakor te premestitve posod ne smejo povzročiti drugih olajšanj ali ojačanj, kot so predvidene v členu 5.7.1, toda odprtina, nastala z odstranitvijo izvorne posode, se lahko zapre s ploščo.

Možno je vgraditi radiator v krožni tok goriva (največja prostornina 1 l).

Dovoljeno je zvrtati 2 izvrtini (največjega premera 60mm ali enokavredne površine) v tla, katerih edina funkcija je prehod cevi namenjenih polnjenju/praznjenju rezervoarja.

5.9.3) ASN lahko v sporazumu s FIA dovoli uporabo posode za gorivo s povečano prostornino za dirke, ki so organizirane v posebnih zemljepisnih razmerah (npr. proga v puščavski ali tropski deželi).

and the bulbs.

A maximum of 6 additional headlights are authorised, provided that the total number is even.

If the series fog lamps are kept, they will be counted as additional headlights.

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	
over	700 cm ³	and up to	1000 cm ³ :	70 l
over	1000 cm ³	and up to	1400 cm ³ :	80 l
over	1400 cm ³	and up to	1600 cm ³ :	90 l
over	1600 cm ³	and up to	2000 cm ³ :	100 l
over	2000 cm ³	and up to	2500 cm ³ :	110 l
over	2500 cm ³	:	120 l	

In rallies only, and for an engine capacity greater than 1400 cm³, the capacity is limited to 95 l.

5.9.2) The fuel tank may be replaced by a safety fuel tank homologated by the FIA (specification FT3 1999, FT3.5 or FT5) 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 1999, FT3.5 or FT5 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 lightening 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.

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

It is authorised to drill 2 holes (maximum diameter of 60mm or equivalent area) in the floor, the sole function of which will be to allow the passage of the lines necessary to feed / empty the fuel tank.

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).

ČLEN 6: OMEJITVE ZA VOZILA HOMOLOGIRANA V SUPER

ARTICLE 6: RESTRICTIONS FOR CARS HOMOLOGATED

1600 KIT VARIANTI**6.1 Definicije**

Super 1600 Kit varianta (VK-S1600) je varianta vozila prvotno homologiranega v skupini A in mora zaradi tega biti grajeno kot vozilo skupine A.

Primerna vozila so vozila s sprednjim pogonom in atmosferskim motorjem s prostornino največ 1,6 litra v Kit varianti.

Deli, homologirani v Super 1600 Kit varianti (VK-S1600) homologacije, morajo biti uporabljeni v celoti in ne smejo biti spremenjeni.

6.2 Teža

Minimalna teža je 1000 kg, pod pogoji, ki jih navaja člen 4.3 (ter le z enim rezervnim kolesom).

Kombinirana minimalna teža vozila (pod pogoji člena 4.3. in le z enim rezervnim kolesom) ter posadke (voznik in sovoznik) je 1150 kg.

Če sta v vozilu dve rezervni kolesi, je potrebno pred tehtanjem eno rezervno kolo odstraniti.

6.3 Omejitve**6.3.1) Motor:**

a) kompresijsko razmerje:

Maksimalno kompresijsko razmerje je 13/1.

Kompresijsko razmerje mora ostati na tej vrednosti ali biti pod to vrednostjo v vsakem trenutku.

Površina bata je lahko obdelana izključno za nastavitve kompresijskega razmerja.

b) kakršenkoli sistem za pršenje vode je prepovedan

c) variabilni sistem za krmiljenje ventilov (timing ventilov in dvig ventilov) je prepovedan

d) variabilna geometrija sesalnega in izpušnega kolektorja je prepovedana.

Če je serijsko vozilo opremljeno s takim kolektorjem mora ta biti deaktiviran.

Sesalni in izpušni kolektor morata biti homologirana.

Debelina cevi izpušnega sistema mora biti večja ali enaka 0,9 mm, merjeno na ravnih delih.

e) Število vrtljajev motorja je omejeno na 9000 vrt./min.

6.3.2) Prenos:

a) Sklopka

Minimalni premer sklopke je 184 mm.

Lamela ne sme biti karbonska.

b) Menjalnik

Homologiran je lahko samo en menjalnik z maksimalno 6 prestavami naprej in eno vzvratno.

Homologiran je lahko en set 6-ih prestav in ene vzvratne, kot tudi 3 osne prestave.

Ohišje menjalnika mora biti v celoti izdelano iz aluminijeve zlitine.

Minimalna teža kompletnega menjalnika (kompletni menjalnik z montiranim diferencialom, brez podpor, brez olja, brez sklopke, brez zunanjih kontrol, brez pol-osi) je 35 kg.

c) Diferencial

Mehanska zapora diferenciala s ploščami mora biti homologirana; samo ta je lahko uporabljena.

To pomeni, da ne sme biti dodan noben drug diferencial.

Mehanska zapora diferenciala pomeni vsak sistem, ki deluje popolnoma mehansko, to je brez pomoči hidravlike ali elektrike, ... Viskozna sklopka ne velja za mehanski sistem.

Diferencial z elektronskim krmiljenjem je prepovedan.

Število in tip plošč sta prosta.

6.3.3) Podvozje

a) Stabilizator

Stabilizatorji, katere je možno uravnati iz kabine so prepovedani.

b) Amortizerji

Morajo biti homologirani; samo en amortizer je dovoljen na eno kolo.

Sistem hlajenja amortizerjev z vodo mora biti homologiran v primeru uporabe.

IN THE SUPER 1600 KIT VARIANT**6.1 Definition**

A Super 1600 Kit variant (VK-S1600) is a variant of a fixed model of car previously homologated in Group A and must therefore be assembled like a Group A vehicle.

Eligible vehicles are models with front-wheel drive and a normally aspirated engine with a cylinder capacity of up to 1.6 litres in kit variant.

The parts homologated in the "Super 1600 Kit variant" (VK-S1600) form must be used in their entirety and must not be modified.

6.2 Weight

The minimum weight is 1000 kg under the conditions of Article 4.3 (and with only one spare wheel).

The combined minimum weight of the car (under the conditions of Article 4.3 and with only one spare wheel) and crew (driver + co-driver) is 1150 kg.

When two spare wheels are carried in the car, the second spare wheel must be removed before weighing.

6.3 Restrictions**6.3.1) Engine :**

a) Compression ratio :

The maximum compression ratio is 13/1.

The compression ratio must remain at or below this value at all times.

The surface of the piston may be machined for the sole purpose of adjusting the compression ratio.

b) Any water spraying system is prohibited.

c) Variable timing systems (valve timing and valve lift) are prohibited.

d) Variable geometry intake and exhaust manifolds are prohibited.

If the series-produced car is equipped with one, it has to be deactivated.

Intake manifold and exhaust manifolds must be homologated.

The thickness of the pipes of the exhaust system must be greater than or equal to 0.9 mm, measured at the level of the non bent areas.

e) The engine speed is limited to 9000 rpm.

6.3.2) Transmission :

a) Clutch

The minimum diameter of the clutch is 184 mm.

The friction disc(s) must not be made from carbon.

b) Gearbox

Only one gearbox may be homologated, with a maximum of 6 forward gears and 1 reverse gear.

A single set of 6 ratios and 1 reverse gear as well as 3 axle ratios may be homologated.

The gearbox housing must imperatively be made from aluminium alloy.

The minimum weight of the complete gearbox (complete gearbox with mounted differential, without supports, without oil, without clutch, without external control, without half-shafts) is 35 kg.

c) Differential

A mechanical type limited slip differential with plates must be homologated ; it is the only differential that may be used.

This means that no other differential may be added.

"Mechanical limited slip differential" means any system which works purely mechanically, i.e. without the help of a hydraulic or electric system.

A viscous clutch is not considered to be a mechanical system.

Any differential with electronic management is prohibited.

The number and the type of the plates are free.

6.3.3) Suspension :

a) Anti-roll bar

Anti-roll bars that are adjustable from the cockpit are prohibited.

b) Shock absorbers

Must be homologated; only one shock absorber is permitted per wheel.

6.3.4) Kolesa in gume

Platišča morajo biti izdelana iz litega aluminija.

a) Za rally-e na peščenih podlagah se lahko uporabi samo platišča 6" x 15".

Za rally-e na asfaltu pa se lahko uporabi platišča 7" x 17".

b) Uporaba naprav, ki ohranja delovanje gume z notranjim tlakom enakim ali manjšim od atmosferskega, je prepovedana. Notranjost gume (prostor med platiščem in notranjim delom gume) mora biti napolnjena samo z zrakom.

6.3.5) Zavorni sistem

Uporabi se lahko samo zavorne diske in čeljusti, ki so navedeni v homologaciji Super 1600 Kit variant.

Maksimalni premer diskov prednjih zavor je 300 mm za rally-e na peščenih podlagah in 355 mm za rally-e na asfaltu.

Maksimalni premer zadnjih zavornih diskov je 300 mm.

6.3.6) Vsaka elektronska pomoč pri vožnji (tudi njeni senzorji) je prepovedana (ABS / ASR / EPS, ...).

Dovoljen je samo prekinjevalec vžiga in/ali vbrizga med prestavljanjem. Ta sistem mora biti homologiran.

Senzorji, ki so dovoljeni za zbiranje podatkov so tisti, ki so homologirani v VK-S1600 dodatku homologacije. Vsak drug senzor je prepovedan.

Kot dodatno pa je dovoljen en hitrostni senzor na gnano kolo. Vendar v vsakem primeru informacije, ki jih ta senzor zagotavlja ne smejo doseči elektronske enote ali enote za zbiranje podatkov.

Prenos podatkov preko radijske zveze in/ali telemetrije je prepovedan.

6.3.7) Karoserija

a) noben na novo homologiran avto v Super 1600 Kit Varianti (VK-S1600) ne sme biti širši kot 1805 mm.

b) Zadnji aerodinamični stabilizator (z izjemo nosilcev) mora biti narejen iz fibreglasa.

6.3.8) Material

a) uporaba titanovih **zlitin** in magnezijevih **zlitin** je prepovedana, razen za dele vgrajene na serijsko vozilo, na podlagi katerega je bila izdelana homologacija VK-S1600.

Titanova **zlitina** je dovoljena samo za hitro razstavljive spojke napeljuje zavornega kroga.

b) Uporaba karbona ali aramidnih (aromatični poliamid) vlaken je dovoljena samo pod pogojem, da je uporabljena le ena plast vlaken in je nameščena na vidni del vozila.

Material voznikovega in sovoznikovega sedeža je prost toda teža gole lupine (sedež brez pene ali nosilcev) mora biti večja kot 4 kg.

6.3.9) Varnostna kletka

Mora biti homologirana od FIA.

Samo ena varnostna kletka je lahko uporabljena v Super 1600 Kit varianti (VK-S1600); omenjena mora biti v VK-S1600 dodatku homologacije.

Lastnosti cevi glavnega loka : minimalni premer 45 mm, minimalna debelina 2,5 mm in minimalna natezna trdnost 50 daN/mm².

6.3.10) Posoda za gorivo

Posoda za gorivo mora biti od pooblaščenega FIA proizvajalca (najmanj FIA FT3 1999).

Ta posoda mora biti homologirana.

Prevod :

Aleš Zrinski & Janez Flerin

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The water cooling system used must be the one homologated.

6.3.4) Wheels and tyres :

The rims must imperatively be made from cast aluminium.

a) For rallies on gravel, only 6" x 15" rims may be used.

For rallies on asphalt, only 7" x 17" rims may be used.

b) the use of any device for maintaining the full performance of the tyre with an internal pressure equal to or less than the atmospheric pressure is forbidden. The interior of the tyre (space between the rim and the internal part of the tyre) must be filled only with air.

6.3.5) Braking system :

The only brake discs and calipers that may be used are those listed for the Super 1600 Kit Variant.

The maximum diameter of the discs for the front brakes is 300 mm for rallies on gravel and 355 mm for rallies on asphalt.

The maximum diameter of the discs for the rear brakes is 300 mm.

6.3.6) Any electronic driving aid system (as well as its sensors) is prohibited (ABS / ASR / EPS ...).

Only an engine ignition and/or injection cut-off system for changing gear is allowed. This system must be homologated.

The only sensors authorised for data acquisition are those homologated in the VK-S1600 extension form. Any other sensor is forbidden.

However, the addition of only one speed sensor on a driven wheel is permitted. In all cases, information provided by this sensor must not enter the electronic unit or the data acquisition unit.

The transmission of data by radio and/or telemetry is forbidden.

6.3.7) Bodywork :

a) No new car homologated as a "Super 1600 Kit Variant" (VK-S1600) may have a width of more than 1805 mm.

b) The rear aerodynamic device (with the exception of the supports) must be made from fibreglass.

6.3.8) Material :

a) The use of titanium **alloy** and magnesium **alloy** is prohibited except for parts mounted on the (series) model from which the VK-S1600 extension is derived.

Titanium **alloy** is permitted only for quick release connectors of the braking circuit.

b) The use of carbon or aramid fibre is authorised on condition that only one layer of fabric is used and is affixed to the visible face of the part.

The material of the driver's and co-driver's seats is free but the weight of the bare shell (seat without foam or supports) must be more than 4 kg.

6.3.9) Safety cage :

The safety cage must be homologated by the FIA.

Only one safety cage may be used with the Super 1600 Kit Variant (VK-S1600); it must be mentioned in the supplementary information of the VK-S1600 extension.

Specifications of the tube for the main rollbar : minimum diameter 45 mm, minimum thickness 2.5 mm, and minimum tensile strength 50 daN/mm².

6.3.10) Fuel tanks :

The fuel tanks must come from an FIA-approved manufacturer (FIA FT3 1999 minimum specifications).

These fuel tanks must be homologated.

SPREMEMBE V VELJAVI OD 01.01.2013**MODIFICATIONS APPLICABLES ON 01.01.2013**

4.4 Samo v rally-ju: minimalna teža vozila (pod pogoji opisanimi v členu 4.3) s posadko (voznik+sovoznik+popolna oprema voznika in sovoznika) mora biti seštevek teže opisane pod členom 4.1 + ~~450 kg~~ **160 kg**.

4.4 In rallies only, the minimum weight of the car (under the conditions of Article 4.3) with crew (driver + co-driver + the full equipment of the driver and co-driver) will be: Minimum weight defined by Article 4.1 + ~~450 kg~~ **160 kg**.