

APPENDIX II



*RALLYCROSS
CHALLENGE
EUROPE*



Promoter:

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SUPERTOURINGCARS 2016

Art. 1 Definition

1.1

Cars must be rigidly-closed non-convertible models

1.2

Cars must be **non SUV, MUV, and station wagon** models

1.3

Supertouringcars – 2000cc (min): 4 – 5 seaters / 2 – 3 – 4 – 5 door models.

1.4

Supertouringcars + 2000cc (plus): 2 – (2+2) – 4 – 5 seaters / 2 – 3 – 4 – 5 doors models and GT's.

NOTE: North Euro Zone (NEZ) and/or other zones with rallycross cars of the same content as the Supertouringcars + 2000 described in these regulations may in 2016 be granted to enter a Rallycross Challenge Europe event after receiving a so called "RCE wild card with restriction", this to enhance this division. A written request after publication of the supplementary regulations with type of car, engine and weight must be send to the RCE promotor : info@rcchallenge.eu

Art. 2 Eligible cars

2.1 SUPERTOURINGCARS – 2000cc

Touringcars + Group A/N and group 1,2,3,4 of 1981 with actual or lapsed Homologation, two wheel drive conforming to FIA Appendix J (article 251 to 255).

2.2 SUPERTOURINGCARS + 2000CC up to 5000cc

Touringcars + Grand Touringcars Group A/N and group 1,2,3,4 of 1981 with actual or lapsed Homologation, two wheel drive conforming to Appendix J (article 251 to 255).

2.3

Cars not homologated **by** FIA but which are or were produced in series and regularly on Sale in the EEC through a recognised commercial network is also eligible. **These cars should comply with the same rules laydown in FIA Appendix J article 251 to 255.**

2.3.1

The modifications and adjunctions allowed are listed in **article 3 to and 11** below, are permitted.

2.3.2

The model has a bodywork / bodyshell, including doors in steel, or in any material produced in large quantities and approved by the FIA;

2.3.3

The model has been granted a road-type approval **of the national traffic-vehicle departments in the EEC country's as mentioned in art, 2.1.2.** The explanatory documents relating to this homologation being supplied.

ART. 3 Modifications and adjunctions allowed or obligatory

3.1.

All modifications which are not explicitly allowed by the present regulations are forbidden. An authorised modification may not entail a non-authorised modification.

3.2 Wheelbase and overhangs

The wheelbase and overhangs of the series production car must be respected

3.3. Telemetry / Voice communications

Any form of wireless data transmission between the vehicle and any person and/or equipment is prohibited while the car is on the track.

This definition does not include:

- voice radio communications between the driver and his/her team
- transponder from the official timekeeping, and
- automatic timing recording.
-

None of the previously mentioned transmission data may in any way be connected with any other system of the car (except for an independent cable to the battery only).

On-board data recorders are allowed as long as the recorder has no wire or wireless connection with any of the systems of the car (except for an independent cable to the battery only). This definition includes in particular the dashboard, meters, engine management unit, etc.

On-board TV Cameras are not included in the above definitions; however, the equipment and supports must first be approved by the scrutineers.

3.4. GPS Units

GPS Units are allowed as long as there is no wire or wireless connection with any of the systems of the car. This definition includes in particular the dashboard, meters, engine management unit, etc.

On-board TV Cameras are not included in the above definition; however, the system must first be approved by the scrutineers. Car speed measurement devices must be totally independent and cannot be connected in any way with any system of the car.

ART. 4 Minimum weight

4.1 Minimum weights

The weight of the car is measured with the driver on board wearing his/her full racing apparel, and with the fluids remaining at the moment at which the measurement is taken.

The minimum weight must be according to the following table:

Engine capacity	Minimum weight
up to 1400 cm ³	860 kg
over 1400 cm ³ and up to 1600 cm ³	960 kg
over 1600 cm ³ and up to 2000 cm ³	1040 kg
over 2000 cm ³ and up to 2500 cm ³	1130 kg
over 2500 cm ³ and up to 3000 cm ³	1210 kg
over 3000 cm ³ and up to 3500 cm ³	1300 kg
over 3500 cm ³ and up to 4000 cm ³	1380 kg
over 4000 cm ³ and up to 5000 cm ³	1470 kg

4.2 Ballast

It is permitted to complete the weight of the car by one or several ballasts provided that they are strong and unitary blocks, fixed by means of tools with the possibility to fix seals, placed on the floor of the cockpit, visible and sealed by the scrutineers.

Ballast must be fitted on the front passenger seat position by means of minimum 8.8 quality bolts and minimum diameter of 10mm. For safety reasons every mounting point must be minimum 40 cm² and 3 mm thick

ART. 5 Engine

5.1 Engine

Supertouringcars – 2000cc:

The engine is free, but the engine block must be from the same model of car of the same original registered trademark as the car's original bodywork.

Supertouringcars + 2000cc:

The engine is free but limited to 5000 cm³, the engine block may be from a model of car from a registered trademark as described in Art. 2 Eligible Cars point 2.1.3 and fit in the original department in order to art. 5.3

5.1.1.

Only a direct mechanical linkage between the throttle pedal and the engine load control device is permitted.

5.2 Supercharged engines

In case of supercharging, the normal cylinder-capacity is multiplied by 1.7 for petrol engines and by 1.5 for diesel engines.

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 45 mm.

This must be maintained for a minimum distance of 3 mm measured downstream of a plane perpendicular to the rotational axis situated at a maximum of 50 mm upstream of a plane passing through the most upstream extremities of the wheel blades (see Drawing 254-4).

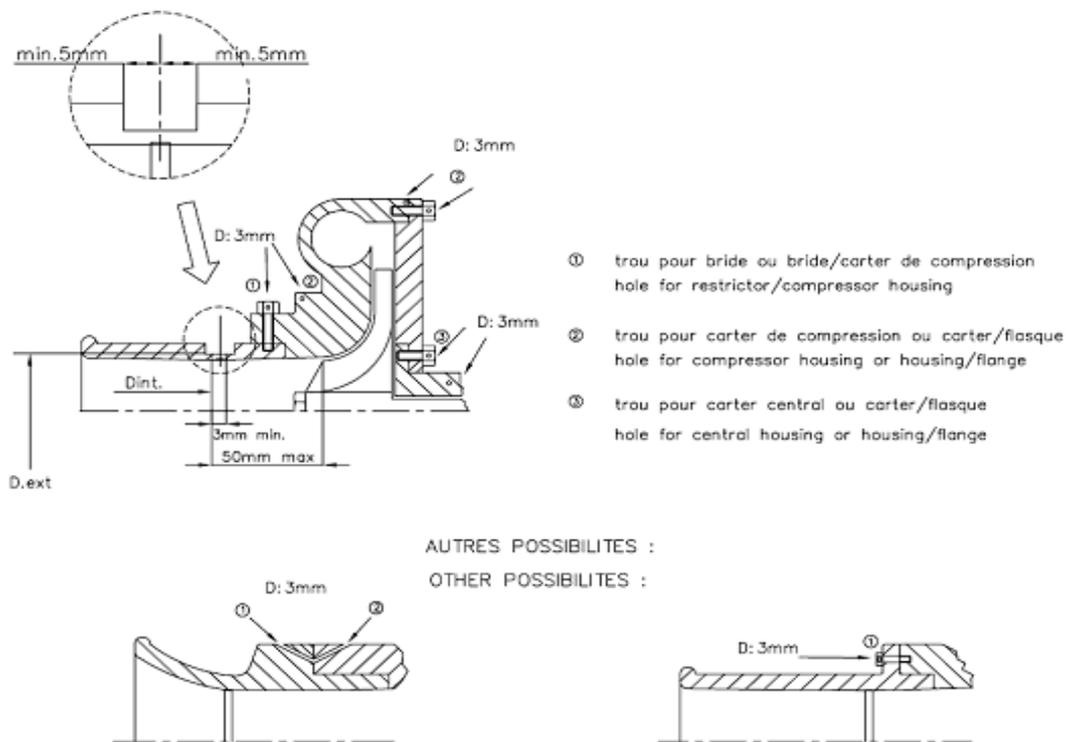
This diameter must be complied with, regardless of the temperature conditions.

The external diameter of the restrictor at its narrowest point must be less than 51mm 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).



DRAWING 254-4

In case of an engine with two parallel compressors, each compressor must be limited to a maximum internal intake diameter of 32mm and 38 mm for the external diameter.

The exhaust gases from the waste-gate must exit into the vehicle's exhaust system and must not be recycled in any way.

Furthermore, there must be no connection between the intake and the exhaust systems.

Water injection is prohibited, even if it originally exists on the homologated block. Spraying of the intercooler is prohibited.

Supercharged cars must not be equipped with any device which allows the boost pressure, or the electronic management system controlling the boost pressure, to be adjusted by the driver while the car is in motion (except the throttle pedal).

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

5.3 Engine position

The engine must be located in the original engine compartment.

The engine can be turned 90° to transform from front- to rear-wheel drive.

Original as in the production car according to the homologation form and the manufacturer's information; or Minimum 38% of the engine block length (for longitudinal engines) or the engine block width (for transverse engines) must be located forward of the plane passing through the front wheel centre line.

- Twin-engine configurations are not permitted unless homologated in that form.
- Variable valve timing is not permitted.
- Variable length inlet trumpets are forbidden
- Titanium alloy is not permitted except in connecting rods, valves, valve retainers and heat shields.

The use of magnesium alloy is not permitted in moving parts.

The use of any ceramic component is forbidden. Ceramic materials are permitted for spark plugs.

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

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

Only a direct mechanical linkage between the throttle pedal and the engine load control device is permitted. The tunnels used for the passage of the exhaust must remain open to the outside along at least two thirds of their length.

5.4 Water radiator

The water radiator and its capacity are free, provided that it does not encroach upon the cockpit.

The air intake and outlet of the radiator through the bodywork may have, as a maximum, the same surface as the radiator.

Air ducts may pass through the cockpit.

The fitting of extra cooling fans is permitted.

A radiator screen may be fitted, provided that no reinforcement of the bodyshell results.

5.5 Fuel – combustive

The cars must use fuels - combustives complying with Articles 252-9.1 and 252-9.2.

5.6 Fuel, oil and cooling water tanks

Must be isolated from the driver's compartment by means of bulkheads so that in the case of spillage, leakage or failure of a tank, no liquid may pass into the driver's compartment.

The same applies to the fuel tanks vis-à-vis the engine compartment and exhaust system.

The fuel tank filler cap must not protrude beyond the bodywork and must be leak-proof.

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

5.7 Exhaust

The exhaust pipe must finish at the rear end of the car.

5.8 Sound level

As described in Art 4.4.2. Scrutineering of the standard regulations, point 4.4.2.3.

ART. 6 Fuel circuit

6.1 Fuel tank

If a non-original tank is fitted, it must be a safety tank homologated by the FIA (minimum FT3 1999 specification) in accordance with the specifications of Article 253-14 or a tank approved by the ASN. The position of the tank must comply with appendix J article 279 versions 2014.

ART. 7 Transmission

7.1 Transmission

Any sensor, contact switch or electric wire on the four wheels, gearbox or front, middle or rear differentials is forbidden.

Exception:

Only one sensor for displaying the ratio engaged is authorised on the gearbox, on condition that the sensor + electric wire + display assembly is completely independent of the engine control system.

Furthermore, this wire may not be included in the car's main wiring loom and must be independent. It is also preferable for it to be of different colour, as this makes it easier to identify.

Transmission type is free, but traction control is prohibited;

Front and rear limited slip differentials must be mechanical. "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.

7.2 Type of gearbox

Semi-automatic or automatic gearboxes with electronic, pneumatic or hydraulic control are forbidden. Differentials with electronic, pneumatic or hydraulic slip control which are adjustable by the driver while the car is in motion are forbidden.

7.3 Clutch

Free, but must be operated by the driver's foot

ART. 8 Suspension

8.1 Suspension

Cars must be fitted with a sprung suspension. The operating method and the design of the suspension system are free.

The use of active suspension is forbidden.

Coil springs are compulsory. They must be made from metallic material.

8.2 Front axle

Modifications to the shell (or chassis) are limited to :

- the reinforcement of the existing anchorage points
- the addition of material for the creation of new anchorage points
- the modifications necessary to provide clearance for suspension components, drive shafts, and wheel and tyre.

The reinforcements and addition of material must not extend further than 100 mm from the anchorage point. With the exception of subframes connecting the front to the rear, the front subframe is free as regards the material and the shape, provided that:

- it is interchangeable with the original part and that the original number of anchorage points remains unchanged.
- it can be dismantled (no weld).

8.3 Rear axle

Modifications to the shell (or chassis), to accommodate the changed position of pivot and mounting points, are limited to those in Drawing 279-1.

The springing medium must not consist solely of bolts located through flexible bushes or mountings, but may be of a fluid type.

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

The use of active suspension is forbidden.

Chromium plating of steel suspension members is forbidden.

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

Hydropneumatic suspension systems are permitted, on condition that they do not have active control.

ART. 9 Running gear

9.1 Wheels and tyres

The complete wheel (flange + rim + inflated tyre) must always fit inside a U-shaped gauge of which the extremities are 250 mm apart, the measurement to be made on an unloaded part of the tyre.

The diameter of the rim is free but may not exceed 18".

Tyres: See Standard regulations Art.4.4.9. Tyres point 4.4.9.1. to and included 4.4.9.7.

9.2 Hand-cutting

Hand-cutting is authorised on homologated tyres.

9.3 Spare wheels

Prohibited.

9.4 Brakes

Free, but there must be a double circuit operated by the same pedal and complying with following: the pedal must normally control all the wheels.

In case of a leakage at any point of the brake system pipes or of any kind of failure in the brake transmission system, the pedal must still control at least two wheels.

Anti-lock brake systems are not permitted.

The brake discs must be made from ferrous material.

A handbrake is authorised; it must be efficient and simultaneously control the two front wheels or the two rear wheels.

Fluid tanks are forbidden inside the cockpit.

9.5 Steering

The steering system and its position are free but only a direct mechanical linkage between the steering wheel and the steered wheels is permitted.

The steering column must be fitted with a retractable device in case of impact, coming from a series vehicle.

Four-wheel steering is forbidden.

9.6 Steering column

Anti-theft devices must be removed.

The steering wheel must be fitted with a quick release mechanism in compliance with Article 255-5.7.3.9.

ART. 10 Bodywork - Chassis

10.1 Bodywork - Chassis

10.1.1 Bodywork

The original bodywork must be retained, except as concerns the wings and the aerodynamic devices allowed.

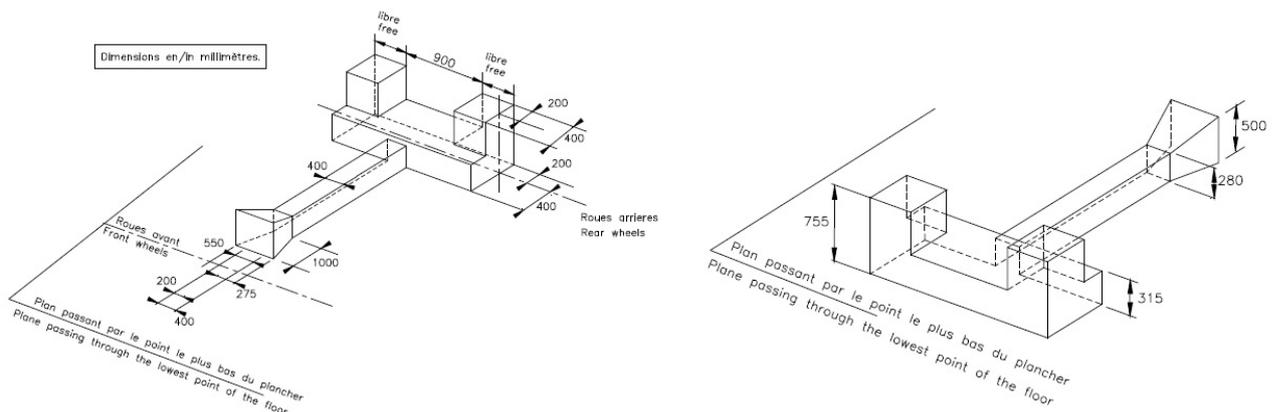
Trim strips, mouldings, etc., may be removed.

The original space for the spare wheel ("spare wheel well") may be replaced with a flat sheet of steel of the same thickness as the original floor.

Windscreen wipers are free, but there must be at least one in working order.

10.1.2 Bodyshell-Chassis

The series-production bodyshell and chassis must be retained but the original basic structure may be reinforced in accordance with Article 255-5.7.1.



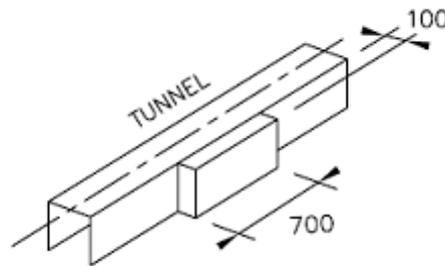
DRAWING 279-1

The bodywork may be modified in accordance with Drawing 279-1.

All the measurements will be taken in relation to the middle of the front and rear axles of the homologated bodywork.

The materials added must be ferrous and must be welded to the bodywork.

In order to install the catalytic converter, it is allowed to make a hollowing out in the central tunnel as described in Drawing 279-2.



DRAWING 279-2

10.1.3

The floor under the rear seats may be raised by 100mm. The materials added must be ferrous and must be welded to the bodywork.

10.1.4 Doors, side trim, bonnets and boot lids

Except for the driver's door, the material is free, provided that the original outside shape is retained.

Door hinges and outside door handles are free. The original locks may be replaced but the new ones must be efficient.

The original driver's door must be retained, but trim may be removed.

The rear doors may be sealed shut by welding.

The locking devices on the bonnet and boot lid, as well as the hinges, are free, but each lid must be fixed at four points, and opening from the outside must be possible.

The original closing systems must be removed.

Openings may be made in the bonnet for ventilation, provided that they do not allow mechanical components to be seen.

In all circumstances, the bonnets and boot lids must be interchangeable with the original homologated ones. It is permitted to remove the window opening mechanisms from all four doors or replace electric winders with manual winders.

10.1.5 Underbody protection

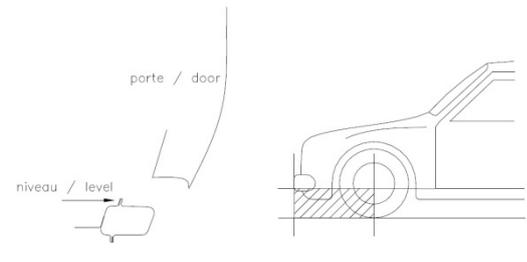
The fitting of underbody protections is authorised provided that these really are protections which respect the ground clearance, which are removable and which are designed exclusively and specifically in order to protect the following parts: engine, radiator, suspension, gearbox, tank, transmission,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

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

10.1.6 Front aerodynamic device

The material and shape are of free design, limited by:

- the vertical plane passing through the axis of the front wheels and the horizontal plane passing through the lowest point of the door opening (Drawing 279-3);



DRAWING 279-4

- the overall length of the homologated car;
- to the front, the vertical projection of the bumper of the homologated car.

The material of the bumper must remain unchanged (plastic remaining plastic, including composite materials).

The maximum thickness for non-original bumpers is 2 mm.

The safety elements allowing the absorption of impacts between the bumper and the chassis must be kept. Alternatively, a new cross-member made from steel, with its mountings, between the front side-members may be used on the following conditions:

- the minimum section must be $\varnothing 40 \times 2$ or 50×1.5 mm
- if the original cross-member forms an integral part with the front extremities of the side-members, these longitudinal parts must be kept unmodified, and only the transverse part may be modified.
- Modification of the lateral part of the front bumper: according to the definition of the wing given by Appendix 1 of the "Homologation Regulations for Group A and B Cars".

One or more openings may be made in the bumper (the part situated above the plane passing through the lowest point of the door opening), but the total surface of openings in the front shield must be no more than 2500 cm².

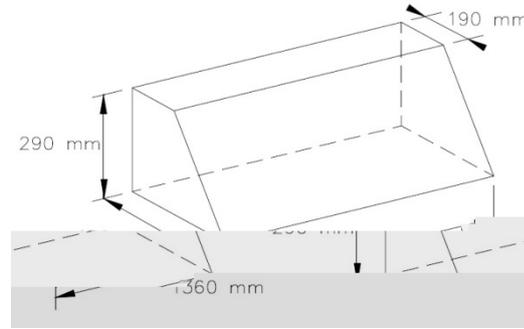
These openings must not affect the structural integrity of the bumper.

The thickness of the front aerodynamic devices must be 2 mm minimum and 5 mm maximum.

10.1.7 Rear aerodynamic device

The material and shape are of free design.

It must have the maximum dimensions defined in Drawing 279-4.



DRAWING 279-4

Even if the vehicle has original dimensions bigger than those maximum dimensions, it must comply with this drawing.

At its extremities, this device must join the bodywork, and it must be entirely contained within the frontal projection of the car without its rear-view mirrors.

The base of the box including the drawing must be the one with the largest dimensions. It must be positioned horizontally.

Further, this volume may be extended section by section, which means that at any point of the rear aerodynamic device, each section must not exceed the section 450 x 290 x 190 mm, supports included.

This aerodynamic device must be contained within the frontal projection of the car, and within the projection of the car seen from above.

The thickness of the rear aerodynamic devices must be 2 mm minimum and 5 mm maximum.

10.2 Fenders (Mudguards)

The definition of "fender" ("mudguard") is that given in Article 251-2.5.7. of Appendix J.

The material and shape of the fenders are free; however, the material must have a minimum thickness of 2 mm and a maximum thickness of 5 mm, and the shape and thickness of the wheel arches must be retained.

This does not imply that their original dimensions must be retained.

In all cases, the maximum extension authorised at the level of the front and rear wheel axis is 140 mm in relation to the dimensions given on the homologation form of the homologated car.

When the car is seen from above with the wheels aligned to proceed straight ahead, the complete wheels must not be visible above the wheel centre line.

Furthermore, the lateral parts of the front and rear bumpers must follow the volume of the wing.

Openings for cooling may be made in the fenders (mudguards).

However, should they be made behind the rear wheels, louvres must make it impossible to see the tyre from the rear along a horizontal plane.

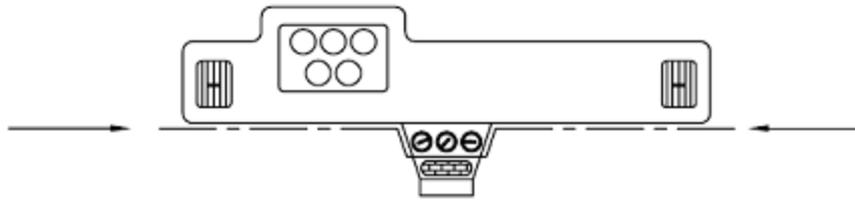
It is permitted to install mechanical components within the mudguards, but their installation may under no circumstances be used as a pretext for reinforcing the fenders (mudguards).

10.3 Interior

10.3.1 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 Drawing 255-7).



DRAWING 255-7

The dashboard must have no protruding angles.

The complete seat must be located entirely on one side or the other of the vertical plane of the longitudinal centre line of the car.

The bulkheads separating the cockpit from the engine compartment and the boot must retain their original place and shape.

Their material must be the same as or stronger than the original material.

Installing components up against or passing through one of these bulkheads is, however, permitted, provided that they do not protrude into the cockpit by more than 200 mm (as measured horizontally from the original bulkhead). This possibility does not apply to the engine block, sump, crankshaft or cylinder head.

10.3.2 Carpets

Carpets may be removed.

10.4 Seats, attachments and supports

The passenger seats and the back shelf of hatchback cars must be removed.

Seats: see Article 253-16.6.

If the original seat attachments or supports are changed, the new parts must either be approved for that application by the seat manufacturer or comply with the specifications of Articles 253-16.2 to 253-16.5.

10.5 Windscreen and windows

The windscreen must be of laminated glass or of a polycarbonate, and the windows must be of safety glass or plastic.

If of plastic, the thickness must not be less than 5 mm.

Cars with laminated windscreens which are damaged to such an extent that visibility is seriously impaired or that there is a likelihood of their breaking further during the competition will be rejected.

Films, stickers and spraying are not allowed, except those authorised by the Sporting Code Article 15.7.

Synthetic screens must not be tinted.

Tinted glass screens, e.g. heat shield screens, are only permitted if they are original for this car.

The fitting of an additional windscreen washer tank or of one with a greater capacity is authorised. This tank must be strictly reserved for the cleaning of the windscreen.

10.6 Mud flaps

Any additional mudflaps must have a minimum thickness of 0.5 mm and a maximum thickness of 2 mm. The fitting of mud flaps is allowed, provided that they respect Article 252-7.7.

10.7 External lights

May be removed, provided that any resultant openings in the bodywork are covered and that the prescriptions of Article 2.1 are respected.

Covers must conform to the original general silhouette.

In each cover, a hole with an area of 30cm² may be left for cooling purposes.

ART. 11 Safety

11.1 Safety cage

Must be fitted, as defined in Appendix J Article 253-8.

11.2 Safety harness

Compulsory, with at least six points conforming to the specifications of Article 253-6 of Appendix J.

The two shoulder straps must have separate anchorage points.

11.3 Extinguisher systems

FIA homologated installed automatic systems (see Technical List n°16) are A system in accordance with Article 253-7.2 or Article 253-7.3 of Appendix J is compulsory.

11.4 Towing device

They must be fitted at the front and at the rear.

The design is free, but must be capable of supporting a minimum traction force of 5000 N.

They must be clearly indicated, easily accessible, and coloured bright yellow, red or orange.

These eyes must not protrude beyond the perimeter of the bodywork seen from above.

11.5 Rear lights

Each car must be fitted with a minimum of two red rear lights of the fog lamp type (minimum illuminated area of each light: 60 cm²; bulbs of minimum 15 watts each) or with two rain lights approved by the FIA (Technical List n°19) working whenever the brakes are on. They must be positioned between 1000 mm and 1500 mm above ground level and must be visible from the rear.

They must be placed symmetrically in relation to the longitudinal axis of the car and in the same transverse plane.

In addition to the two rear brake lights mentioned above, there must be one rearward facing red light of at least ~~24~~ 20 watts (maximum 30 watts). It must be mounted on the rear of the vehicle:

- The lighted area of this lamp must not exceed 70 cm² but must be greater than 60 cm².
- It must be visible from the rear of the vehicle.
- It must be situated at the vehicle centre line.
- It must be kept switched on throughout all practice sessions, heats and finals.
- It must be kept switched on even with the master switch in the "off" position.
- The use of rain lights type of an approved by the FIA (Technical List n°19) is highly recommended.