SSV TECHNICAL REGULATIONS

Carta Rally 2024

These regulations are written in terms of authorisations.

Consequently, any modification is prohibited if it is not authorised by these regulations.

Furthermore, any authorised modification cannot justify an unauthorised modification.

PREAMBLE

These regulations apply to all vehicles in the SSV category at the Carta Rally.

To avoid any misinterpretation, unless explicitly authorised or made compulsory by these rules, any modification is prohibited.

ARTICLE 1. VEHICLES ADMITTED

SSV, 2 or 4-wheel drive vehicles. Vehicles with naturally-aspirated or turbocharged engines with a cubic capacity of 2000 cm3 or less, a width of 205 cm or less and a length of 350 cm or less.

Whether the vehicle is from a manufacturer or a prototype.

The vehicle must nevertheless be identified and in compliance with administrative requirements.

It is the competitor's responsibility to present all the documents required to check the vehicle.)

Vehicles in the SSV, SERIE and OPEN categories must comply with the general regulations and safety equipment set out in these regulations.

ARTICLE 2 Category and class

Category SERIES

SSVs are production vehicles whose basic model has been regularly produced and marketed in at least 500 units over 12 consecutive months, and which have not undergone any modifications other than those specified in the technical regulations for this category or those required for the fitting of certain safety features.

Series category vehicles are defined as follows:

2 or 4-wheel drive SSV vehicles identical to homologation. Atmospheric or turbocharged engine. Displacement from 0 to 2000cm3.

SSV vehicle for which the preparation limit is defined in the regulations SERIES

Any option/variant/kit not available in the vehicle manufacturer's commercial catalogue and/or modifying the type of engine, intake or fuel system of the original vehicle will only be accepted in the OPEN group. The organiser reserves the right to accept or refuse any option/variant/kit in the production group.

Replacement of parts: In the event of the replacement of a part, any mechanical part of a vehicle in series category may only be replaced by a part identical to the part of the base vehicle used.

If this is not possible, the competitor will automatically be reclassified in the OPEN category.

OPEN Category

SSV vehicles in the OPEN category are individually built prototypes, which may be derived from a production model. SSVs not entered in the SERIES category or which do not have a homologation form will be entered in the OPEN category subject to eligibility.

Open vehicles are defined as follows:

2 or 4-wheel drive prototype SSV vehicles. Atmospheric or turbocharged engine. Displacement from 0 to 2000cm3.

Prototype or "T3 FIA" vehicle with 2 or 4 wheel drive. Atmospheric or turbocharged engine. Displacement from 0 to 2000cm3.

Vehicles in the SSV, SERIE and OPEN groups must comply with the general regulations and safety equipment defined in these regulations.

Series category

ARTICLE 3. AUTHORISED MODIFICATIONS

3.1. series

3.1.1 SSV VEHICLE FROM THE SERIES

3,1,1,a) Engine

The engine must be the original engine or identical to the original engine of the SSV as defined by the manufacturer's homologation form.

The engine block and cylinder head must be from the original, and their preparation is forbidden. The mechanical parts that complete the engine block and cylinder head, as well as the ancillary equipment, must be identical to the manufacturer's homologation, with the exception of the diesel casing, the pipes and hoses and the exhaust system.

The cubic capacity cannot be modified

The pulleys and belts for the servo drives are free.

The internal components of the CDI box may be modified, but not the connectors, inputs (sensors, actuators, etc.) and outputs. The system must be entirely interchangeable with the original box (i.e. the vehicle must start when the box is replaced by the standard box). Additional boxes and any modification to the wiring harness are strictly forbidden.

The fuel pressure must remain that of the original vehicle.

The injection rail is free, but the injectors must remain standard. The turbo must be identical to the manufacturer's homologation.

No modifications to the supercharging system are permitted.

The air filter and its location are free. The air intake ducts are free up to the throttle body.

The exhaust silencer can be a free-standing model.

3.1.1.b) Lubrication

Radiator, oil-water cooler, thermostat, oil sump, strainers as defined by the manufacturer's type-approval sheet.

3,1,1,c) Water radiator and/or intercooler

The water cooler and/or intercooler must be as defined in the manufacturer's homologation form. The original water cooler and its fan(s) must be retained. The water cooler and/or intercooler must be located either :

a) in its original location if applicable

b) moved throughout the vehicle as long as it is located within the overall limit of the vehicle. additional radiators and/or intercoolers may not be added.

3.1.1.d) Suspension and anti-roll bar

a) The type of springs is free, provided that the original number of springs is retained.

b) Shock absorbers may be modified provided the original travel is maintained. The number of shock absorbers and the anchoring points must remain identical to the original.

c) The use of an active suspension is authorised if approved by the manufacturer (a system that controls the flexibility, damping, height and/or attitude of the suspension when the vehicle is moving).

Any connection between shock absorbers is forbidden. The only authorised connections are the shock absorber fixing points passing through the chassis, with no other function.

Only one anti-roll bar is permitted per axle.

3.1.1.e) Transmission

At least 1 forward gear and 1 reverse gear must be mechanical. a) CVT gearbox (variator) : The variator and the entire system that makes it up (including the centrifugal weights and belt) must remain strictly standard.

The drive ducts are free, but no fans can be added inside them.

b) Mechanical gearbox: This must appear on the homologation form for the SSV in question.

c) The diameters of the drive shafts and universal joints must be those of the drive shafts fitted to the original vehicle. Drive shafts and universal joints must be made of steel.

d) An active differential mechanism will only be allowed if it is shown on the type-approval certificate for the vehicle concerned.

3.1.1.f) Chassis

SSV production vehicles may not be modified or altered in any way, with the exception of reinforcing the chassis. The wheelbase of the original vehicle must be respected (tolerance +/- 1%).

the triangles and trailing arms may be reinforced, but the general structure and shape must remain identical to the original.

The original rims may be replaced by offset rims. The maximum overall width of the vehicle is limited to 2050mm excluding mirrors.

The reinforcement of wishbones, trailing arms and chassis is permitted provided that it is made of a material that matches and is in contact with the original shape. The track(s) of the original vehicle shown on the homologation form may not be modified. The measurement will be carried out under the conditions defined on the homologation form. The maximum overall width of the vehicle is limited to 2050mm excluding rear-view mirrors.
The addition of a flat bottom or shield to protect the mechanical parts is permitted. 2 towing rings (1 at the front, the other at the rear) must be fixed to the chassis sufficiently strong to allow the vehicle to be towed at any time during the race or when recovering the vehicle.

3.1.1.g) Braking system

Brake pads, discs and callipers are free, but the braking surface must be identical to the original. The use of aviation-type hoses is authorised. An additional handbrake may be fitted, but it must be locked exclusively by means of metal parts.

3.1.1.h) Fuel tank and pipework.

For vehicles with a type-approval certificate, the original fuel tank and pipes may be retained, provided that the original position and fixings are respected.

However, an FIA-approved fuel tank may be fitted, subject to the rules set out below.

Where FT3, FT3.5 or FT5 tanks are used, only FIA-type pipes and fittings will be accepted.

In the passenger compartment area defined between the tubes of the main roll bar and ½ side roll bar/front

roll bar or side roll bar, in order to avoid any fuel splashing in the event of a component rupture, all the pipes and all the components of the fuel circuit must be covered by one or more non-flammable boxes in addition to the fuel tank casing. Inspection hatches can be fitted to allow access to these components.

If an FT3, FT3.5 or FT5 tank(s) is/are used, the original tank must be removed or rendered inoperative. For the sole purpose of fitting FIA screw connections, it is permitted to modify the original submerged fuel pump or to replace it with a submerged or non-submerged fuel pump with the same characteristics as the original (flow rate and pressure).

The number of FT3, FT3.5 or FT5 fuel tanks is limited to 2. When the original fuel tank is retained and is located under the seats, if the original lower protection of the fuel tank is made of plastic, it is recommended that it be replaced by a steel or aluminium sheet at least 3mm or 5mm thick, fixed under the chassis so as to protect it from any stones thrown up or in the event of an impact.

All oil and fuel tanks must be located within the main structure of the vehicle.

3.1.1.j) SEATS

1) Bucket seats are compulsory for all vehicles. seat with fia date expiry accepted if there is no structural damage

2) Seat supports must be rigidly fixed to the chassis by welding or bolts with a minimum diameter of 8 mm.

3.1.1.k) HARNESS

Compulsory for all groups and classes Harnesses complying with the FIA standard 4 POINTS MINIMUM 6 POINTS RECOMMENDED (expiry date tolerated if harness in good condition).

No retractable harnesses will be allowed.

Seat belts must not be attached to seats or seat mountings.

The anchor points will be installed on the hull or frame, one separate for each strap. To do this, a steel plate/square at least 3mm thick and 40mm long must be welded or screwed to the chassis using bolts at least 8mm long. Each anchor point must be able to withstand a load of 1470 daN, or 720 daN for crotch straps. If the brackets are bolted, they must be reinforced with 3mm thick counter plates. The straps must not be worn by rubbing against sharp edges. The shoulder straps can also be attached to the safety frame or to a lap bar by a buckle, or they can be supported by or attached to a transverse reinforcement welded to the safety frame. (Main bar preferred). If screw fastening is used for the shoulder straps, an insert must be welded for each anchorage point.

3,1,1,l) NETS

The nets are compulsory and must cover the entire length of the "driver and passenger window" area between the front roll bar and the main roll bar and extend from the bottom of the door or door cross to the top of the safety frame. The net must be fixed to the opening frame, with the top of the net permanently attached and the bottom easily detachable from both inside and outside.

To this end, it is forbidden to drill the safety frame tubes or weld supports to them.

3,1,1,m) OPTIONAL WINDSCREEN

A laminated glass or transparent polycarbonate windscreen, 5mm thick, can be added. In both cases,

an effective windscreen wiper and washer system must be fitted.

A wind deflector can also be added, without the need for a windscreen wiper.

3.1.1.n) CIRCUIT BREAKER

The general circuit-breaker is compulsory and must cut off all electrical circuits (battery, alternator or dynamo, lights, warning devices, ignition, electrical controls, etc.) with the exception of the fog light, and must also stop the engine. The fuse must be of an explosion-proof type and must be operable from inside and outside the vehicle.

3.1.1.o) SAFETY FRAME

A safety frame must be fitted to the vehicle, covering at least the entire living area of the vehicle, including the vehicle's passengers.

The provisions of article 283.8 of the FFSA regulations concerning safety fittings are recommended.

However, any safety frame approved by the FFSA, FIA or any ASN will be authorised provided that its structure has not been damaged in a way that could weaken its strength. This last point applies throughout the race, particularly in the event of an accident. The race director retains the right to refuse a start (at any time) if he considers that the safety of passengers may be affected.

If a safety frame is not approved by an ASN, the minimum configuration must include :

A safety frame covering at least the entire living area of the vehicle, including the vehicle's passengers

- as well as at least one "flying V" type windscreen reinforcement,solidly fixed to a minimum of 3 support points, or a strut held between the chassis and the highest point of the roll bar.

- door braces and structural reinforcements are recommended. This minimum configuration may be authorised provided that there is no structural deterioration that could weaken the car's strength. This last point applies throughout the race, particularly in the event of an accident. The race director retains the right to refuse a start (at any time) if he considers that the safety of passengers may be affected.

3.1.1.p) LIGHTING EQUIPMENT

It must comply in all respects with the International Convention on Road Traffic. Each vehicle must be equipped with at least :

1) 2 headlights (low beam/high beam)

2) 2 front position lights

3) 2 rear position lights

4) 2 brake lights,

5) 2 front and rear direction indicators,

6) Hazard lights.

▪ Two red fog lights, LED type (minimum height or diameter 50 mm/ minimum 36 diodes) twinned or juxtaposed with the two additional stop lights. These lights, connected directly to the circuit-breaker, will operate permanently as soon as the vehicle's ignition is switched on.

They must be located at least 1200 mm from the ground and/or +/- 100 mm from the highest point of the vehicle, pointing vertically towards the rear and fixed to the outside. The quality of the assembly of these lights must ensure that they are resistant enough to withstand the conditions of the race.

▪ Additional headlights, including relays, are permitted.

3.1.1.q) AUDIBLE WARNING

Each vehicle must be fitted with a powerful horn that is in working order throughout the event.

3.1.1.r) EXTINGUISHERS

Each vehicle must be equipped with at least one 2 kg manual fire extinguisher. These must be accessible to the driver and co-driver without having to get out of the vehicle.

3.1.1.s) WHEELS

The maximum diameter of the complete wheels is free.

The maximum diameter of the wheels (rims or flange + rim) is free.

The maximum width of complete wheels is free.

you are free to choose the type of tyres you want.

3.1.1.t) Steering

The steering rack and tie rods are free.

3.1.1.u) bodywork

the bodywork must be as original as possible, although cosmetic modifications are tolerated if they come from a commercial kit. However, the general shape of the car must be immediately recognisable in order to be part of the production group.

Exterior:

The vehicle must be fitted with bodywork made of a hard material. This must cover all mechanical components in vertical projection, with the exception of shock absorbers, radiators, fans and spare wheels, including anchoring and fixing points.

All bodywork components must be carefully and completely finished, with no temporary or makeshift parts and no sharp edges. All aerodynamically relevant parts and all parts of the bodywork must be rigidly attached to the fully suspended part of the vehicle (chassis/body assembly), have no degrees of freedom, be securely fixed and remain immobile in relation to this part when the vehicle is moving.

Interior:

The bodywork must be designed to provide comfort and safety for the driver and any team-mates. No part of the bodywork may have sharp or pointed edges. No mechanical parts may protrude into the passenger compartment. Any equipment that could pose a risk must be protected or isolated and must not be located in the passenger compartment. Any item weighing more than 1kg must be secured inside the passenger compartment.

The passenger compartment can be separated from the mechanical part.

Vehicles must have side openings allowing the driver and any team-mates to exit. Their dimensions must be such as to allow the crew to exit in an emergency in any position of the car (following a rollover, for example).

The passenger compartment must be designed in such a way that an occupant can leave it from his normal position in the car in 7 seconds using the door on his side and in 9 seconds using the door on the other side. The original bodywork may be modified if the approved safety frame interferes with it. These modifications must be strictly limited to the positioning of the frame.

3,1,1,v) Battery
Its location is free. If installed in the passenger compartment: ▪ The battery must be located below or behind the pilot or co-pilot seat cushion ▪ The battery must be of the "dry", "gel", or "sealed" type.

Attaching the battery
Each battery must be securely fastened and the positive terminal must be protected.

Open category

ARTICLE 4. AUTHORISED MODIFICATIONS

4.1 Open

4.1.1 UNIT-BUILT PROTOTYPE VEHICLE OR SSV FROM THE SERIES.

4.1.1.a) Engine

The engine must come from an SSV, quad, motorbike, car or snowmobile. The engine block and cylinder head must come from the original vehicle and may be prepared as required. The mechanical parts that complete the engine block and cylinder head, as well as the services, are free (cdi box, manifold and exhaust wiring harness, etc.). The engine capacity may be increased provided that it does not exceed 2000cm3.

The pulleys and belts for the servo drives are free.

The internal components of the CDI box may be modified. Additional boxes and any modification to the wiring harness are authorised.

Fuel pressure is free.

The injection rail and injectors are free.

The turbo is free and modifications to the supercharging system are permitted. The

air filter and its location are free.

The air intake ducts are free up to the throttle body. The exhaust silencer

can be of a free type.

Any option/variant/kit listed on the homologation form, which is not available in the vehicle manufacturer's commercial catalogue and/or which modifies the engine type, intake or fuel system of the original vehicle, is only permitted in the OPEN group.

4.1.1.b) Lubrication

Radiator, oil-water heat exchanger, manifolds, thermostat, oil sump, free strainers.

The use of a dry sump engine lubrication system is permitted. The oil tank and pipes must not be located in the passenger compartment.

If the lubrication system is vented to the open air, it must be fitted in such a way that oil rises up and flows into a collection container. This must be located outside the passenger compartment.

4,1,1,c) Water radiator and/or intercooler

The type of water cooler and/or intercooler and its fans is free. The water radiator and/or intercooler must be located either :

a) in its original location if applicable

b) moved throughout the vehicle, with the exception of the passenger compartment, provided that it is located within the overall limit of the vehicle. Additional radiators and/or intercoolers may be added.

Hatches and air intakes can be added to the vehicle to cool these radiators. The only condition is that the air intake is not in the passenger compartment.

4.1.1.d) Suspension and anti-roll bar

a) The type of springs is free.

b) The shock absorbers may be modified. The number of shock absorbers and the anchoring points are freely limited to 2 per wheel.

c) The use of active suspension is permitted. (A system that controls the flexibility, damping, height and/or attitude of the suspension as the vehicle moves).

Any connection between shock absorbers is forbidden. The only authorised connections are the shock absorber fixing points passing through the chassis, with no other function.

Only one anti-roll bar is permitted per axle.

4.1.1.e) Transmission

At least 1 forward gear and 1 reverse gear compulsory.

a) CVT gearbox (variator): The variator and its entire system (including the centrifugal weights and belt) are free. The variator ducts are free. Fans can be added inside.

b) Mechanical gearbox: the gearbox and its mode of operation (paddle, sequential, etc.) are freely selectable.

c) The diameters of the drive shafts and universal joints are free. Drive shafts and universal joints must be made of steel.

d) An active differential mechanism is permitted.

4.1.1.f) Chassis

The chassis can be either standard or of free multi-tubular construction. made of steel, the minimum dimension of the tube used will be Ø 38mm, thickness 2 mm.

The seat supports must be fixed either :

On the 2 passenger compartment crossmembers or on the longitudinal braces. In addition, the frame tube on which the main roll bar rests must be a square, rectangular or round tube 45mm thick, 2 mm minimum.

If the roll cage is a standard product, it must at least include a flying v-type windscreen reinforcement (see 4.1.1.o) The maximum overall dimensions of the vehicle are set at :

Width: 2050 excluding mirrors

Length: 3550 mm

The wishbones / trailing arms must be made of steel. If changed, the shape of the triangles / trailing arms is free, but they must be made of steel.

Shims may be added, and original rims may be changed for offset rims.

The maximum overall width of the vehicle is limited to 2050mm excluding rear-view mirrors. Reinforcement of the wishbones, trailing arms and chassis is permitted, provided it is made of a material that matches and is in contact with the original shape.

The maximum overall width of the vehicle is limited to 2050mm excluding rear-view mirrors. The addition of a flat bottom or shield to protect the mechanical parts is authorised. 2 towing eyes (1 at the front, the other at the rear) must be fixed to the chassis, strong enough to allow the vehicle to be towed at any time during the race or when recovering the vehicle.

4.1.1.g) Braking system

Brake pads, discs and callipers are free. The use of aviation-type hoses is permitted.

An additional handbrake may be added, but it must be locked exclusively by means of metal parts.

4.1.1.h) Fuel tank and pipework.

For vehicles with a type-approval certificate, the original fuel tank and pipes may be retained, provided that the original position and fixings are respected.

However, an FIA-approved fuel tank may be fitted, subject to the rules set out below.

Where FT3, FT3.5 or FT5 tanks are used, only FIA-type pipes and fittings will be accepted.

In the passenger compartment area defined between the tubes of the main roll bar and ½ side roll bar/front roll bar or side roll bar, in order to avoid any fuel splashing in the event of a component rupture, all the pipes and all the components of the fuel circuit must be covered by one or more non-flammable enclosures in addition to the fuel tank enclosure. Inspection hatches may be provided to allow access to these components.

If an FT3, FT3.5, FT5 tank(s) is/are used, the original tank must be removed or rendered inoperative. For the sole purpose of fitting FIA screw fittings, it is permitted to modify the original submerged fuel pump or to replace it with a submerged or non-submerged fuel pump. Flow and pressure are free.

The number of FT3, FT3.5 or FT5 fuel tanks is limited to 2. When the original fuel tank is retained and is located under the seats, if the original lower protection of the fuel tank is made of plastic, it is recommended that it be replaced by a steel or aluminium sheet at least 3mm or 5mm thick, fixed under the chassis so as to protect it from any stones thrown up or in the event of an impact.

All oil and fuel tanks must be located within the main structure of the vehicle.

4.1.1.j) SEATS

1) Bucket seats are compulsory for all vehicles. Seat with fia date expiry accepted if no structural deterioration.

2) Seat supports must be rigidly fixed to the chassis by welding or bolts with a minimum diameter of 8 mm.

4.1.1.k) HARNESS

Compulsory for all groups and classes

Harnesses complying with the FIA standard 4 POINTS MNIMUM 6 POINTS RECOMMENDED (expiry date tolerated if harness in good condition)

No retractable harnesses will be allowed.

It is forbidden to attach safety belts to the seats or their mountings. Anchor points must be fitted to the hull or chassis, with a separate point for each strap.

To achieve this, a steel plate/square at least 3mm thick and 40mm long will be welded or screwed to the chassis using bolts at least 8mm long. Each anchor point must be able to withstand a load of 1470 daN, or 720 daN for crotch straps. If the brackets are bolted, they must be reinforced with 3mm-thick counter plates.

The straps must not be worn by rubbing against sharp edges. The shoulder straps can also be attached to the safety frame or to a lap bar by a buckle, or be supported or attached to a transverse reinforcement welded to the safety frame. (Main bar preferred). If screw fastening is used for the shoulder straps, an insert must be welded for each anchorage point.

4,1,1,l) NETS

Nets are compulsory and must cover the entire length of the "driver and passenger window area".

Located between the front roll bar and the main roll bar and extending from the bottom of the door or door cross to the top of the safety frame. The net must be fixed to the opening frame, with the top of the net permanently attached and the bottom easily detachable from both inside and outside.

To this end, it is forbidden to drill the safety frame tubes or to weld brackets to them.

4,1,1,m) OPTIONAL WINDSCREEN

A laminated glass or transparent polycarbonate windscreen, 5mm thick, can be added. In both cases,

an effective windscreen wiper and washer system must be fitted.

A windbreaker can also be added. This will not require the addition of a windscreen wiper.

4.1.1.n) CIRCUIT BREAKER

The general circuit-breaker is compulsory and must cut off all electrical circuits (battery, alternator or dynamo, lights, warning devices, ignition, electrical controls, etc.) with the exception of the fog light, and must also stop the engine. The fuse must be of an explosion-proof type and must be operable from inside and outside the vehicle.

4.1.1.o) SAFETY FRAME

A safety frame must be fitted to the vehicle, covering at least the entire living area of the vehicle, including the vehicle's passengers.

The provisions of article 283.8 of the FFSA regulations concerning safety fittings are recommended.

However, any safety frame approved by the ffsa, FIA or any ASN will be authorised provided that its structure has not been damaged in a way that could weaken its strength. This last point applies throughout the race, particularly in the event of an accident. The race director retains the right to refuse a start (at any time) if he considers that the safety of passengers may be affected.

If a safety frame is not approved by an ASN, the minimum configuration must include:

A safety frame covering at least the entire living area of the vehicle, including the vehicle's passengers

- as well as at least one "flying V" type windscreen reinforcement solidly fixed to a minimum of 3 support points, or a strut held between the chassis and the highest point of the roll bar.

- door braces and structural reinforcements are recommended. This minimum configuration may be authorised provided there is no structural deterioration that could weaken its strength. This last point applies throughout the race, particularly in the event of an accident. The race director retains the right to refuse a start (at any time) if he considers that the safety of passengers may be affected.

4.1.1.p) LIGHTING EQUIPMENT

It must comply in all respects with the International Convention on Road Traffic. Each vehicle must be equipped with at least :

1) 2 headlights (low beam/high beam)

2) 2 front position lights

3) 2 rear position lights

4) 2 brake lights,

5) 2 front and rear direction indicators,

6) Hazard lights.

▪ Two red fog lights, LED type (minimum height or diameter 50 mm/ minimum 36 diodes) twinned or juxtaposed with the two additional stop lights. These lights, connected directly to the circuit-breaker, will operate permanently as soon as the vehicle's ignition is switched on.

▪ Additional headlights, including relays, are permitted.

4.1.1.q) AUDIBLE WARNING

Each vehicle must be fitted with a powerful horn that is in working order throughout the event.

4.1.1.r) EXTINGUISHERS

Each vehicle must be equipped with at least one 2 kg manual fire extinguisher. These must be accessible to the driver and co-driver without having to get out of the vehicle.

4.1.1.s) WHEELS

The maximum diameter of the complete wheels is free.

The maximum diameter of the wheels (rims or flange + rim) is free.

The maximum width of complete wheels is free.

you are free to choose the type of tyres you want.

4.1.1.t) Steering

The steering rack and tie rods are free.

4.1.1.u) bodywork

the bodywork is free, subject to the following conditions.

Exterior The vehicle must be fitted with bodywork made of a hard material. This must cover all mechanical components in vertical projection, with the exception of shock absorbers, radiators, fans and spare wheels, including anchoring and fixing points.

All bodywork components must be carefully and completely finished, with no temporary or makeshift parts and no sharp edges. All aerodynamically relevant parts and all parts of the bodywork must be rigidly attached to the fully suspended part of the vehicle (chassis/body assembly), have no degrees of freedom, be securely fixed and remain immobile in relation to this part when the vehicle is moving.

Interior

The bodywork must be designed to provide comfort and safety for the driver and any team-mates. No part of the bodywork may have sharp or pointed edges. No mechanical parts may protrude into the passenger compartment.

Any equipment that could pose a risk must be protected or isolated and not located in the passenger compartment. Any item weighing more than 1kg must be secured inside the passenger compartment.

The passenger compartment can be separated from the mechanical part.

Vehicles must have side openings to allow the driver and any team-mates to get out.

Their dimensions are such that they allow the crew to get out of the car in an emergency in any position (following a rollover, for example).

The passenger compartment must be designed in such a way that an occupant can leave it from his normal position in the car in 7 seconds using the door on his side and in 9 seconds using the door on the other side.

4,1,1,v) Battery

Its location is free. If installed in the passenger compartment: ▪ The battery must be located below or behind the pilot or co-pilot seat cushion ▪ The battery must be of the "dry", "gel", or "sealed" type. Securing the battery Each battery must be securely fixed and the positive terminal must be protected.

5 COMPULSORY FOR ALL SSV VEHICLES

5.1 door and roof

If the installation of door crossbars would result in the removal of the doors or if there are no doors, a panel of hard, opaque material fixed to the door crossbars is compulsory. A roof may be present. If it is not fitted to the original vehicle, a panel made of free hard material (fibre, aluminium or steel) must cover the upper frame formed by the safety frame. It is forbidden to drill holes in the tubes of the safety frame to fix this panel, or to weld fixing lugs to them. This panel may only be fixed using clamps.

5.2 Spare wheel

A spare wheel identical to those fitted to the vehicle is compulsory during the race. At least 1 wheel must be present on the vehicle, securely and firmly fixed to the vehicle, as well as the minimum equipment required to change the wheel.

5.3 Driver/co-driver safety equipment

It is compulsory to wear a helmet and the "Hans system" as well as an FIA fireproof suit in the timed sectors. No tolerance will be accepted. The race director reserves the right to exclude any competitor who fails to comply with this rule.

5.4 safety equipment

All compulsory safety equipment (first-aid kit, water, belts, etc .....) see "compulsory". safety equipment list" must be on board the vehicle at all times. The crew may be refused the start until it has completed its on-board kit.

It is strictly forbidden for crews to carry petrol cans.

5.5 vehicle and crew identification

SSV vehicles will be identified by affixing four numbers, one at the front of the vehicle, one at the rear and two on each side of the vehicle. The identification number will be that allocated by the organiser as the race number. It is forbidden to drill holes in the front roll bar or to weld the No. support to it, the recommended fixing being by means of clamps. The name of the crew must also appear on the bodywork. It is the competitors' responsibility to affix the names to the bodywork.