2004 HOMOLOGATION REGULATIONS FOR SUPER 2000 KIT-VARIANT (RALLIES)

ARTICLE 1: SUBMISSION OF APPLICATIONS

1.1 Homologation

This is the official certification made by the FIA that the **Super 2000 Rally Kit Variant** of a model of a specific car, previously homologated in **Group N**, has been made in sufficient series production numbers and meets the requirements of the present regulations. The homologation application must be sent in to the FIA by the ASN of the country in which there is an assembly plant of the vehicle of the make considered and it shall give rise to the drawing up of a homologation form (see hereinafter).

Homologation will only be granted to car models which are still in production on January 1st of the year preceding the one for which the present regulations are valid, or the production of which was started after that date. Homologation of a series-produced car will lapse 7 years after the date on which the series production of the said model stopped (see article 10).

A chassis number must be punched on a structural part of each car produced. Each number must refer to one car only.

1.2 Model of car

All the identical cars belonging to a family (see below) and a production series distinguishable by an identical conception and an identical external general lines of the bodywork, and by an identical mechanical conception of the engine and the transmission to the wheels. At least 2500 cars must have been produced in 12 consecutive months. For all cars of the same model, the materials of the front and rear bumpers must be identical. The same applies for the materials of the boot lid, engine bonnet and front wings, respectively.

The bumpers of cars derived from the same model may not include adjustable parts.

1.3 Family of car

Different series models belonging to one and the same production series of the same manufacturer. At least 25,000 cars with identical external general lines of the bodywork must have been produced in 12 consecutive months. The material of the bodywork / shell (including the doors) and the wheelbase must also be identical.

All models must be available through the normal commercial channels of the manufacturer.

The general external lines of the bodywork may vary in the following details:

- shape and material of front and rear bumpers,
- materials of the boot lid, the engine bonnet and the front wings,
- removable aerodynamic devices (spoilers, wings, sill mouldings),
- control and comfort equipment (sun roof, auxiliary lamps, door handles, exterior mirrors.),
- decorative strips and mouldings,
- left- and right-hand drive versions,
- 2- and 4-door versions, provided that these differ only with regard to the doors, door openings and B-pillar.

Models with a cylinder capacity greater than 2 litres may possibly be counted for establishing the family.

1.4 Conditions required from ASNs

The application for homologation may only be submitted to the FIA by an ASN on behalf of a manufacturer if that manufacturer has established a declaration by which he undertakes to abide by the specifications of the homologation regulations (see example of this declaration appended to the present regulations).

The declaration must be submitted to the Homologation Working Group, either at its first meeting of the year or when the first application for homologation for the current year is submitted.

This written declaration must be issued in the name of the manufacturer of the car for which the application for homologation is submitted, and must be signed by the person(s) legally authorised in the country concerned to sign officially on behalf of the manufacturing firm, either the Managing Director or another responsible person of the General Management.

In making this declaration, the manufacturer pledges to abide by the International Sporting Code and all other international regulations, including the present ones, and any other complementary national regulations issued by the ASN concerned, regarding the procedure of drawing up and forwarding to the FIA all applications submitted by the manufacturer.

Should any of the prescriptions not be observed, the FIA, in pursuance of Article 152, may impose any of the penalties provided for in the International Sporting Code.

1.5 Study of homologation applications

Each year, the FIA draws up the calendar of homologation procedures (see Article 11).

This calendar specifies:

- the deadlines for receipt of applications;
- the dates on which the homologations granted will come into effect (see Article 1.6).

The ASNs will ensure that copies of each homologation application are sent out, in accordance with this article, to the following addressees:

- 4 copies (with original photographs) to:

FIA Sport
Service Technique
2, chemin de Blandonnet
Case postale 296
1215 Genève 15 Aéroport
SWITZERLAND

For all other copies, either with original photographs or very good photocopies to all the persons mentioned in Appendix 4 and Appendix 5.
Each application must be received by the FIA Secretariat and the various members of the Homologation Working Group by the dates mentioned under Article 11 at the latest.
Any delay will entail the postponement of the application until the following meeting.
The ASNs must first ensure that the applications are complete and in conformity with the regulations before dispatching them to the addresses mentioned above.
To be accepted without being postponed, an application received late must be justified by the international sporting calendar of the FIA, and the homologation fees will be doubled.

1.6 Authentication of homologations
Following each meeting of the Group, a list of the homologation applications approved at the said meeting will be published in the FIA Motor Sport Bulletin, and sent to the President of the Manufacturers' Commission (Mr CADRINGHER) as soon as possible.
The minutes of the homologation meetings shall contain all the comments relating to the applications submitted and shall be communicated to the ASNs concerned.
For applications accepted with reservations, the homologation will not be pronounced until the 1st of the month following the receipt and approval by the FIA Secretariat of the supplementary information requested by the Group. Photos which are missing or which are to be changed may be sent separately (4 copies), but the other information must be sent to the Secretariat in the form of corrected pages of the homologation form (4 copies).

If this information does not reach the FIA Secretariat before the next meeting of the Homologation Working Group, a new application will have to be submitted.

ARTICLE 2: HOMOLOGATION CRITERIA

These variants are authorised only for models homologated in Group N with 2-wheel drive with a 4-cylinder engine ~~and a maximum cylinder capacity of between 1.7 and 2.3 litres (petrol driven)~~. The overall homologated length of the model must be greater than or equal to 3.9 m.
Only one extension of the Super 2000 Rally Kit Variant type (VK-S2000-Rally) per homologation form and by family is authorised.

A series turbocharged engine is accepted.
These models must be taken from a "family" of 25,000 units produced within 12 consecutive months (see Article 1.3). All the different parts of the homologated version must be mentioned in this variant.
The nominal cylinder capacity of the car equipped with the kit is limited to a maximum of 2000 cm^3. Supercharged engines are prohibited.

Furthermore, cars fitted with a kit and used on open roads must be officially registered for road use.
All the parts homologated on the Super 2000 Rally Kit Variant (VK-S2000-Rally) form must be used in their entirety.

ARTICLE 3: PRODUCTION CRITERIA

The minimum production is:
- 1 completely assembled vehicle.
- 9 sets of all the parts relating to the engine and the shell/bodywork, for changing the Group N model considered into the completely assembled vehicle mentioned above.
- 1 set of all the transmission parts for changing from two-wheel drive to four-wheel drive, to modify the Group N model considered into the completely assembled vehicle mentioned above.

- 1 set of all the rear suspension parts for changing the Group N model considered into the completely assembled car mentioned above.

The production must have been reached in 12 consecutive months and the car must be for sale at a reasonable price.

A "pre-homologation" may be carried out with:
- **1 unit of the complete car**
- **2 sets of all parts.**

One of these sets will serve as a basis for the later checking of the other sets of parts, which must be manufactured within 12 months from the date of the "pre-homologation".

If the others sets of parts are not presented, the car's homologation form will be frozen (VO and Joker) and it will be not possible to build other racing cars.

The production certificates (model, family, Super 2000 Rally Kit Variant (VK-S2000-Rally)), established by the manufacturer in compliance with the examples appended to the present regulations and signed by the person(s) mentioned under Article 1.4, must be received by the FIA, the ASN concerned and the President of the Manufacturers' Commission on the day of the Homologation Working Group meeting at the latest.
Late arrival will result in the study of the application being deferred until the following meeting.
These certificates must be drafted in French or English and must specify the model and family referred to.

ARTICLE 4: CHECKS AND ADDITIONAL INFORMATION

The Group will arrange inspections concerning the number of cars and sets of parts manufactured and their conformity with the application for homologation.
At least one inspector shall be from the Panel of Homologation Inspectors nominated by the Manufacturers' Commission and no inspector shall be from the same country as the car being inspected or in any way connected with its manufacturer.
The inspectors shall be from different countries.
The onus shall at all times be on the manufacturer to satisfy the inspectors that the application is in order.
The FIA may charge an additional fee should more than one inspection be deemed necessary in respect of a car or its extension.
The FIA reserves the right to check existing homologations, and can thus ask the manufacturers for additional information. Where it can be established that false declarations have been made, the FIA may suspend and/or cancel the homologation concerned and impose other sanctions on the manufacturer involved, such as the refusal to consider other homologation applications for a given period, the imposition of a fine, etc.

A minimum delay of one week between the inspection and the homologation must be respected.

ARTICLE 5: HOMOLOGATION FORMS

The FIA has printed the homologation form in French/English, and each ASN may order copies of this form, which will be sent in return for a small charge.
Each ASN has the right to have its own homologation form printed, worded in French or English plus the language of the country in question. These forms will only be accepted after ratification by the FIA. Any homologation form which does not comply with the International FIA model will not be recognised.
The homologation form may be filled in in the language of the country in question, but must include a French or English translation of all the data.
All dimensions must be given according to the metric system, apart from the wheel measurements.

ARTICLE 6: CORRECTION OF A HOMOLOGATION FORM BY THE GROUP

Should the Group find that a homologation form contains specifications which are inaccurate or do not comply with the prescriptions of Appendix J or the present regulations, this form will have to be corrected as instructed by the Group.

The correction will be published in the FIA Motor Sport Bulletin, and be valid as from the 1st of the following month. All obvious errors having no connection with performance may be corrected directly by the Secretariat of the FIA.

ARTICLE 7: TECHNICAL LIMITATIONS OF THE MODIFICATIONS PRESENTED

The following parts may be homologated in Super 2000 Rally Kit Variant (VK-S2000-Rally) under the following conditions:

7.1 Engine

It must come from the model homologated in Group N.

Nevertheless, particular cases may be submitted to the Homologation and Technical Working Group: subject to acceptance by the FIA, it will be possible to use an engine from another model of the make, homologated in Group N with 2500 units.

- Engine position

~~The engine may be moved inside its compartment relative to the model homologated in Group N provided that there is no modification to the bulkheads and that no point of the axis of the crankshaft between its extremities is moved by more than 10 mm.~~
~~The reference point taken for measuring the 10 mm is formed by the plane of the interface between the engine block and the gearbox.~~
~~The following is authorised:~~

- ~~either keeping the angle of the engine as it is in its original compartment~~
- ~~or tilting this engine around the axis of its crankshaft at a maximum angle of 5° to the vertical~~
- ~~or tilting this engine around the axis perpendicular to the axis of its crankshaft at a maximum angle of 5° to the vertical.~~

The engine may be moved in its compartment in relation to the model considered, as long as this does not modify the various walls and no point of the crankshaft axis between its extremities is moved by more than 25 mm.
Following the crankshaft axis, the engine may be moved freely to adjust to the transmission.
The reference point used to measure the 25mm is the plane between the interface of the engine block and the gearbox.

It is permitted:

- **either to retain the angle of inclination of the engine in its original compartment**
- **or to tilt the engine by a maximum of 25° to the vertical around its crankshaft.**

- Sleeving, resleeving, reboring

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

- Crankshaft

With no change of material (e.g. ferrous material remaining ferrous material.
The minimum weight of the crankshaft ready to install is set at 13000 g.

- Main crankshaft bearings

The diameter of the main crankshaft bearings may be increased.

The diameter of the bearings may be reduced by 25 % maximum.

- Engine flywheel

With no change of material (e.g. ferrous material remaining ferrous material).
The minimum weight of the flywheel (with fixation screws and starter crown) is ~~4000g~~ **3500g** and it must be made in one piece.

The starter crown may be welded, and its **minimum** diameter ~~must be~~ **is** 250 mm ~~(+/- 5 mm)~~.
Only steel is authorised.
The starter crown must be firmly secured to the engine flywheel.

- Connecting rods

Only steel is authorised.
Minimum weight of the connecting rod with bushes and screws: 500 g.

- Piston

The minimum weight of a piston (with pin, spring-ring and rings) is 350 g. Each piston must have at least 3 rings of 0.95 mm minimum thickness.

- Intake manifold

Intake manifolds with variable geometry are prohibited.
The intake manifold must be a single-valve manifold with a maximum diameter of 64 mm at the throttle valve opening.
The single-valve housing must come from a series car.

Only a direct mechanical linkage between the throttle pedal and the throttle valve control is permitted (hydraulic and/or electronic systems are forbidden).
The restrictor diameter may be changed at any time by the FIA.

The volume of the intake manifold must be less than 10 litres. A detailed drawing showing the intake manifold must be supplied with the homologation form.

- Exhaust manifold

Exhaust manifolds with variable geometry are prohibited.

The thickness of the pipes used for the exhaust system must be greater than or equal to 0.9 mm, measured in the uncurved parts.

A cut-out in the spare wheel housing is authorised by homologation. This modification will be restricted to the passage of the exhaust system.

- Injection / carburettors

A carburettor may be changed for another or for an injection system; a monopoint injection may be changed for multipoint injection; or vice versa. Injectors mounted on the cylinder head of the original model may be moved by homologation of the manifolds. The maximum number of injectors is 4.

- ECU

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. The system must be homologated.

Only an ECU, sensors, actuators and data logging systems authorised by the FIA can be used.
It must be fitted with an engine speed limiter, the maximum engine speed is limited to 8500 rpm.

- Sensors and actuators

A list of acceptable sensors and actuators is set out in Appendix.

- Water spraying

All water spraying systems are prohibited.

- Valve timing (valve lift rule)

Variable timing systems are prohibited. If the series car is so equipped, an explanation of its deactivation shall be given on the homologation form.

- Valves

For engines with two valves per cylinder only, the valve diameter may be homologated.
The diameters of the head and stem of the valve must be identical to those of the model homologated in Group N.
Only steel is authorised.
If the engine used includes titanium valves, they may be used but may not be modified.

- Cylinder head cover

It is possible to homologate a new cylinder head cover if and only if the original car was fitted with a cylinder head cover made from plastic or composite material.
It must be made from aluminium alloy, the weight will be at least that of the original and the shape must be identical.

- Oil sump

A sump may be homologated. It must obligatorily be made from cast aluminium or sheet steel.

7.2 Suspension

- Shock absorber turret

Within the context of freedom for the wheel arch and respecting the rule whereby a displacement of 20 mm is authorised by the regulations for the suspensions, it is possible to recreate a shock absorber turret to allow the mounting of the suspensions. The new turret must be of the same height as the original turret and the maximum diameter at the top is 170 mm, in accordance with drawing n°1. This turret must be homologated and marked as part of the Super 2000 Rally Kit Variant (VK-S2000-Rally).

- Transmission tunnel

The transmission tunnel may be homologated. The dimensions of the transmission tunnel must be sufficient only to allow the passage of the transmission and the exhaust line and must be smaller than the dimensions shown on drawing n° 2.

- Rear suspension

The type of rear suspension of the Super 2000 Rally (VK-S2000-Rally) car must be McPherson.
It is possible to modify the side members within the area authorised by drawing 2: 400 X 200 mm in relation to the centre line of the rear wheels.

It is also authorised to mount a subframe onto the shell, but there must be a maximum of ~~four~~ **six** mounting points, and these points must be situated in the area authorised by Drawing 2: 400 x 200mm in relation to the centre-line of the rear wheels.

A maximum of three lower mounting points for the suspension are authorised on each side of this subframe, but these points must be situated below the centre-line of the final drive outlet. An upper mounting point attaching the suspension to the shell is also authorised, but under all circumstances it must be situated above the top of the wheel rim. For a given wheel, these four mounting points must be situated on the same side as the wheel in relation to the longitudinal axis of the car. See drawing 2 for the possible modifications of the shell.
All the additional mounting points on the shell must be reinforced so that, under all circumstances, they can withstand the loads caused by the modifications to the suspension, independently of the safety cage.
Only one rear subframe can be homologated. The weight of this subframe must be stated on the homologation form.

- Wishbones / suspension arms

2 types of wishbone may be homologated.

- Hub-carriers

The front and rear hub-carriers must be identical if they do not come from a model of the manufacturer produced in a minimum of 1000 units.
When the hub-carriers do not come from a model of the manufacturer produced in a minimum of 1000 units:

- the diameter of the inner bearing of the wheel bearings must be 100 mm maximum
- the number of wheel bolts must be 5
- the bearings must be chosen from the list provided by the FIA or should come from a large scale model

- Mac Pherson strut assembly

The front and rear Mac Pherson strut assembly must be homologated.
Whatever the type of the shock absorbers, the use of bearings with linear guidance is prohibited.

- Shock absorbers

The shock absorbers must be homologated ~~and must be chosen from the list provided by the FIA~~. It is possible to homologate two types of front shock absorbers and two types of rear shock absorbers. Only one shock absorber per wheel is authorised.

Water cooling systems are forbidden unless they are simple and cheap systems (they must be homologated).

The use of ball bearings with linear guidance is prohibited.

- Front subframe

Only one front subframe may be homologated under the following conditions:

- it is interchangeable with the original part
- the part is detachable (not welded)
- it respects the suspension mounting points within the framework of these regulations (see point concerning suspension parts above).

The weight of this subframe must be stated on the homologation form.

- Anti-roll bars

Anti-roll bars that can be adjusted from the cockpit are prohibited.

7.3 Steering

- Steering mechanism (housing and rack)

It must be homologated and must be interchangeable with the original one.

- Steering column

A new steering column may be homologated.
A series-produced energy absorbing device must be homologated.

7.4 Material

The use of titanium and magnesium is prohibited except for parts mounted on the (series) model from which the VK-S2000-Rally extension is derived.
The use of carbon or kevlar is authorised on condition that only one layer of fabric is used and is affixed to the visible face of the part.
The side protections of the bodywork may be made of several layers of kevlar.

7.5 Bodywork

- Front aerodynamic device/front bumpers

The material and the 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 of the family (25000 units).

- Limited by the homologated overall length of the family.
- Maximum width according to art. 204a of the homologation form (family – 25000 units), increased by 140 mm.

- Limited to the front by the vertical projection of the bumper of the original model.
- On level ground, take the measure of the door sill which is extended horizontally to the bumpers mounted on the original model. Above this limit, the shape of the bumper must not be modified (except for the lateral parts that may be modified according to the definition of the wing given in Appendix 1 to these homologation regulations). Below, the shape is free, but this part of the bumper must not protrude when seen in vertical projection.
- The material of the bumper must remain unchanged (plastic remaining plastic, including composite materials – see article 7.4).
- The safety elements allowing impacts to be absorbed between the bumper and the chassis must be retained.

The lower part of the front bumper may be detachable. No element of this detachable part may protrude beyond the upper part, when seen in vertical projection.
The overall height of the bumper must not be reduced by more than 60 mm when the detachable part is removed.
The maximum height of this detachable part is 100 mm. (See drawing n° 3.)

Two different detachable parts may be homologated as integral parts of the bumper. This part must not be movable and its mounting must at least be as rigid as the bumper.

In no case may the detachable part give rise to a new opening, and the opening surface of the bumper must not be modified whatever its shape.

One or more openings may be made in the front bumper (part situated above the plane passing through the lowest point of the door openings of the family) as well as in the side elements of the front bumper, but the total surface must be deducted from the 800 cm^2 authorised in the bonnet (see below).
This or these openings must not affect the structural integrity of the bumper.
Front grille restylings are permitted, without a production minimum, provided that they remain within the increase authorised for the bumper and do not increase the aerodynamic performance of the car.

- Widening of the wings/bumpers

Increase in the width by a maximum of 140 mm in relation to the maximum width of the family of the car (25000 units – art. 204a and 204b of the homologation form). This width must in all cases be limited to 1800mm.
This increase may be obtained by means of an extension or a new part. The lateral part of the front and rear bumpers must follow the volume of the wing. The making of new inner and outer wheel arches is authorised. The housings, side members, subframes and mounting points must remain in conformity with Appendix J, Group A.
However, within the context of the freedom of the wheel arch, it is permitted to partially cut the upper side rail at the level of the wheel arch. This cut-out side rail must be reconstituted in such a way as to ensure that the resistance of the car in case of impact is at least equal to the original resistance.
If the upper side rail is not modified, the lower side rail may be modified so as to allow the half-shaft to travel. The modification must be limited to an area 25 mm high by 60 mm wide seen from the side (see drawing n° 4). In all cases, this modification must be submitted to the Homologation and Technical Working Group with proof that the impact resistance of the car has not been modified.

The wheel arches may be modified in order to house the wheels authorised.
The bulkhead separating the engine from the cockpit may be hammered in order to allow the passage of the wheel; a precise plan must be provided.
These wheel arches must be homologated, as must the cut-outs in the sheet metal, but the crossrails and side members must in no circumstances be modified or cut.
Only the lateral parts of the front bumpers, which must follow the volume of the wing, may be modified.
A new rear bumper may be homologated, if only its lateral parts are modified, the material remaining as original.
The material of the wheel arches must not be modified by the kit, but the material of the wheel arch protections and of the wings may be different from the material of the wheel arch protections and of the wings of the original model.
These wings and wheel arches must not give rise to any additional aerodynamic effect.
The wings homologated must be continuous, with no air intakes or outlets.
The systems for attaching the bumpers may be replaced.

It will be possible to enlarge the original cut-out in the rear bumper for the exhaust or to create a new cut-out.

- Rear aerodynamic device

a) For 3-volume cars, the car's original device must be removed. One single device must be present. This device must respect the dimensions defined by drawing n° 5. This device must be rigid and offer no possibility for the penetration of air (groove, hole, opening, etc.).
The wing must be made in one single piece (a single profile and no adjustment flap), and must be straight in all its dimensions.
The device must be totally contained within the frontal projection of the car without its wing mirrors.
The complete assembled device must be contained, together with its supports, within a box having a width of 150 mm and a height of 200 mm.
The maximum chord of this wing is set at 149 mm +/- 1 mm.
The distance "a" of at least 100 mm will be checked at 0° of incidence.
The maximum width of the single Be 183-176 type carrier profile must not exceed 1200 mm and this profile may be adjustable.
A manufacturing tolerance of +/- 0.5 mm will be applied for measuring the profile.
This tolerance must be random between two consecutive measurements.
The trailing edge may have a thickness of 2 mm.
Attachment onto the glass is prohibited, only support is authorised.
The side plates may extend beyond 1200 mm, when seen from the front, but must not generate any aerodynamic force and must have a minimum thickness of 10 mm and a maximum width of 20mm.
The wing should be checked with the car horizontal.
The wing supports must be defined as in appendix 3.

b) For 2-volume cars, the following version may be homologated instead of the above version:

One single device must be present, either the one from the kit, or the one from the model, or the one from the family. This device must respect the dimensions below and must be able to fit into the box in drawing n°3.
This device must be rigid and offer no possibility for the penetration of air (groove, hole, opening, etc.).
The wing must be made in one single piece (a single profile and no adjustment flap) and must be in conformity with the road homologation of the country in which the vehicle is registered.
The wing must be completely contained within the front projection of the car without its rear-view mirrors.
The maximum width of the carrier profile must not exceed 110 cm and this profile must not be adjustable.
Attachment onto the glass is prohibited, only support is authorised.
The side plates may extend beyond 110 cm, when seen from the front, but must not generate any aerodynamic force.
The wing should be checked with the car horizontal.
With the exception of the supports, it must be made from fibreglass.

- Grille-covered opening in the engine bonnet (including front grill)

Of the same shape as the original part cut out of the bodywork and with a maximum surface of 800 cm². In the opening made in the bonnet, it is permitted to add a plastic part serving as trim. The maximum height of this trim in relation to the bonnet is 15 mm. The maximum opening of 800 cm^2 will be calculated without taking this added part into account.

- For 4/5 door cars

Localised modifications of the rear doors will be authorised to allow the passage of the wheel.
These modifications must not extend by more than 700 mm in front of the axis of the rear wheels.

- **For 2- or 4-door cars**

The 2-door version or the 4-door version may be used. However, the mounting of the main bar of the safety rollcage must be different.

- Upper radiator support

The upper front cross member may be cut or modified between the headlamps of the WRC to be homologated. This cutting or modification must not affect the rigidity of the chassis structure. This cross member may be replaced with a different support.

Where the element that serves as the radiator support is made from plastic material, it is possible to homologate:
- a local cut-out to insert the radiator,
- a new support in metallic material.

- Chassis/shell

Localised modifications of the chassis are authorised for removing unused accessory supports and trim.

- Exhaust

Since a catalytic exhaust is obligatory, a hollowing out is authorised in the central tunnel by homologation (see drawing n°5).

- Floor

The rear part of the floor may be modified by removing the spare wheel housing and adding a steel sheet in its place.

- Evolution of the type for the basic model

If an evolution of the type is homologated for the basic model (in accordance with Article 7.1 of the Homologation Regulations for Group A and B cars), the manufacturer may also update the bodywork of the Super 2000 - Rallies version already homologated.
The requirements for this are as follows :
- minimum production of 20 sets of bodywork parts necessary for updating the bodywork of the Super 2000 - Rallies version.
- the production certificate of the new model homologated in Group A/N and of its new family.

7.6 Transmission

a) Homologation of the transmission on the series model:

The transmission homologated on the series model (gearbox + differentials) may be used, but the only modifications authorised are those permitted by article 254-6.2.2 (gearbox) and 254-6.2.3 (differential). All the differentials must be of the mechanical type and must have characteristics lesser than those of the differentials provided if the series transmission is not used. The gearbox ratios and final drive ratios must be identical to the ratios given below.

b) Homologation of another type of transmission:

A sole supplier of transmission parts will be designated by the FIA.
The following parts will be frozen and identical for all homologated cars:
- Complete rear differential
- Internal parts of the gearbox (sprockets, shafts, dogs etc.)

- Front differential
- Central differential
- Rear differential

The total minimum weight of the complete gearbox (without supports, oil, clutch, external control or half-shafts) and with the front and centre differentials (including housings) must be 62 kg.

The minimum weight of the complete rear differential (without oil, supports or half-shafts) must be 34 kg.

- Gearbox

It must have a maximum of 6 forward ratios and 1 reverse gear.

A single gearbox housing may be homologated.
It must imperatively be made from aluminium alloy.
Three sets of 6 forward ratios and 1 reverse gear may be homologated.
A set of ratios must always be used in its entirety.
The ratios must be chosen from the list provided by the FIA.
The clutch housing or an adapter to enable the gearbox to be mounted may be homologated.

- Front and central differentials

The housings must imperatively be made in aluminium. They will be designated by tendering procedure and cannot be modified.

A mechanical limited-slip differential with plates must be homologated and is the only differential that may be used. This means that no other differential may be added.

A mechanical limited-slip differential is any system that works exclusively mechanically, that is, without the assistance of a hydraulic or electric system. A viscous clutch is not considered as a mechanical system.
Any differential with electronic management is prohibited. The number and type of discs are free.
The mechanical parts of the front and rear differentials must be identical.
5 rails per differential may be homologated.

- Rear differential

This will be designated by tendering procedure and cannot be modified.
Any differential with electronic management is prohibited. The number and type of discs are free.
5 rails may be homologated.

- Clutch

The minimum diameter of the clutch is 184 mm.
It must contain a maximum of two friction discs. It must be of the cerametallic type.

- Axle ratios

A single set of axle ratios may be homologated.
The ratios must be chosen from the list provided by the FIA.

- Transmission

The joints on the wheel side must be interchangeable front and rear.
The joints on the differential side must be interchangeable front and rear.
Only the lengths of the longitudinal and transverse shafts are free.

- Gearbox control

Contactors or loading gauges allowing the engine to be cut at the moment of the gear change are authorised (this system must be homologated).
The control must be made of ferrous material or aluminium alloy; the joints are free.
The gearbox control must be homologated.

- Transmission supports

The transmission supports must be homologated.

- Local modification of the front side member

For the sole purpose of installing the gearbox, it will be possible to modify the front side member locally.

7.7 Brakes

- Brake discs

It will be possible to homologate two types of front disc and a single type of rear disc.
These discs may be ventilated.
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.

- Brake callipers

It will be possible to homologate only one type of front calliper (4 pistons maximum) and one type of rear calliper (**4** ~~2~~ pistons maximum). **Only 2 friction pads per calliper are authorised.**
The water cooling systems are forbidden

- Hand brake

The handbrake system must be homologated.

- Pedal boxes

The pedal box and the master cylinders must be homologated.

7.8 Wheels

- Rims

Rims must imperatively be made from cast aluminium.

- Dimensions

For gravel rallies, only 6.5'' x 15" rims are authorised.

For asphalt rallies, only 8'' x 17" rims are authorised.

7.9 Fuel tank

It must come from an FIA-approved manufacturer (FIA/FT3 and FIA/FT3 1999 minimum specifications).
One single fuel tank may be homologated an its minimum capacity is 70 litres.

The location of the fuel tank must respect the following conditions:

- it must be situated in the cockpit
- it must be parallelepipedal in shape, with a width of 1000 mm (symmetrically around the longitudinal centreline of the vehicle) and a maximum length of 500 mm (see drawing n° 6)
- it must be at least 100 mm aft of the obligatory diagonal strut of the main rollbar
- it must be forward of the rear wheel centre-line.
- **the pumps and the buffer tanks must be placed in the tank.**

The tank must be secured by means of a sheet steel framework (minimum profile: L-shaped, 50x50 mm), welded to the floor, and at least two flexible straps.

The tank must be contained in a leakproof box (minimum specification: GRP+kevlar base, with an intermediate layer of absorbent material, wall thickness 10 mm).

The fuel circuit must only comprise the following parts:

- one fuel supply outlet for the engine
- one fuel return into the tank
- two quick-action couplings for refuelling (these couplings must be situated inside the vehicle)
- one breather in conformity with article 253 of Appendix J.
- the attaching of the petrol gauge

7.10 Windscreen

A heated windscreen made from laminated glass may be homologated if and only if its weight is at least equal to that of the homologated model and it is in conformity with article 7.2.2 of the homologation regulations for Group A and B cars.

7.11 Rollcage

It must be homologated by the FIA (it must comply with article 253-8.5 from Appendix J).
Only one rollcage may be used with the Super 2000 Rally Kit Variant (VK-S2000-Rally) and it must be mentioned in the supplementary information of the VK-S2000-Rally extension.

Specifications of the tube used for main rollbar: minimum diameter 45 mm, minimum thickness 2.5 mm, (or 50 x 2 mm) minimum tensile strength 50 daN/mm^2.
All tubes or reinforcements must have a minimum diameter of 30 mm for 1.50 mm thickness.
The maximum length of all the tubes laid end to end must not be greater than 15 m for tubes with a diameter of less than 40 mm.

7.12 Jokers

A maximum of 10 "jokers" is authorised per Super 2000 Rally homologation extension, but after the 12 months following the homologation of the Super 2000 Rally extension have elapsed, only 5 "jokers" are authorised.

***

Over a period of 12 months starting from the homologation of an erratum, it is possible to use the part homologated in erratum or the part previously homologated under the following conditions:

- From the time a competitor uses a part homologated in erratum, he must no longer use the part previously homologated.
- At the end of this 12-month period, only the part mentioned in the erratum is valid.

7.13 Dossier to be supplied

Each year, the manufacturer must send the FIA a dossier which must contain:

- A list of all the parts of the kit
- The instructions for assembling the kit
- The unit price of each part featured on the list published by FIA (these unit prices when added together must not exceed 115% of the price of the complete car ready to race).

The maximum price of a car that is ready to race (i.e. as presented at the start for rallies on asphalt) must not exceed 150,000 Euros (before taxes).
The car that is ready to race as well as the spare parts must be available at any time and for any competitor.

7.14 Option Variant (VO)

Option Variants Super 2000-Rally are only valid for cars of the Super 2000 – Rally type, and may concern the following parts:

- anti-roll bars
- anti-roll bar anchorages
- engine supports
- gearbox supports
- upper suspension points
- power assisted steering pump
- master cylinder
- windscreen

7.15 Erratum (ER)

An erratum is the discovery and correction of an incorrect piece of information previously supplied on a form by the manufacturer.
An erratum thus deletes and replaces this piece of information. Errata enable the correction of errors made in compiling the form, and not the replacement of existing parts. If an erratum has already been accepted for an item, it can no longer be corrected in this fashion. No production minimum is required for an erratum.
Concerning the correction, the incorrect data and the number of the article (or photo) modified must be clearly stated.

The details of the erroneous information (basic form page, number of the extension, etc.) must also be mentioned on this erratum form.

ARTICLE 8: SUBMISSION OF APPLICATIONS FOR HOMOLOGATION

All the parts of the kit must be marked legibly and show at least the following indications:

- the name of the manufacturer,
- the year of homologation of the kit.

Furthermore, if the chassis/shell is modified by the kit, the manufacturers must indicate on the homologation form, in the section "complementary information":

- the sentences: "The manufacturer must issue an original certificate to the recipient of the mounted kit. This certificate must be presented for any use of the car equipped with this kit."
- the list of tuners recognised as being qualified to mount these chassis/shell kits.
- the location in which the identification number of the modified chassis/shells is to be found on these chassis/shells.

These tuners must provide each customer with an original certificate testifying that his car has been mounted in accordance with the manufacturer's instructions.
The manufacturers must send the FIA a full dossier for the mounting of the chassis/shell kits, containing at least:

- instructions for assembling the kit.
- the list of identification numbers of the chassis/shells modified by the kit.

ARTICLE 9: SUPPLEMENTARY INFORMATION FOR CERTAIN APPLICATIONS

Modification of the chassis/shell

Should an application for homologation present one or more modifications of the chassis/shell of the car, the form must include the following declaration signed by the manufacturer's accredited representative: "The modifications carried out on the chassis/shell do not modify the resistance of the car in case of impact."

The original material of the parts which are modified in line with these regulations must be used.

ARTICLE 10: LAPSED HOMOLOGATIONS

The production connected with the Super 2000 Rally Kit Variant (VK-S2000-Rally) (see article 10 of the "Homologation Regulations for Group A and B Cars") will not affect the minimum production figure for the extension of the car's homologation.
The Super 2000 Rally Kit Variant (VK-S2000-Rally) is valid for 7 years after the end of production of the model from which it is derived.

ARTICLE 11: SCHEDULE OF HOMOLOGATION PROCEDURES

Application deadline (see Article 1.5)	Date of commencement of validity of homologations granted

15 November	2003	1 January	2004
15 February	2004	1 March	2004
1 June 2004		1 July	2004
1 September 2004		1 October	2004

ARTICLE 12: PROVISIONAL HOMOLOGATION

Manufacturers have the possibility of obtaining provisional Group N homologation of the family and the model from which the kit is derived, before the total production necessary for definitive homologation has been reached, on condition that:

- cars of the model and family under consideration are freely on sale to customers;
- the total production of the family under consideration (25,000 units), and of the model under consideration (2500 units), is completed before the start of the last event in the Championship of the current year;
- all other homologation requirements are fulfilled.

If the full production is not completed before the deadline, the manufacturer:

- will be excluded from all the results of the current year;
- will be fined a considerable sum of money;
- will be suspended for one year.

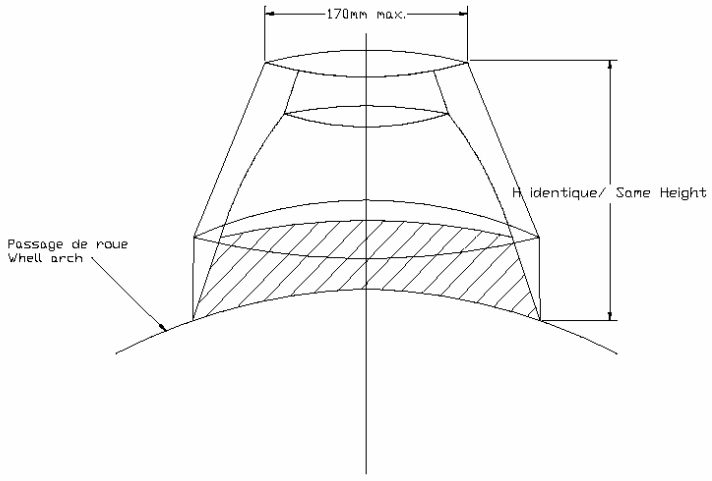
Appendix 1

Definition of a wing

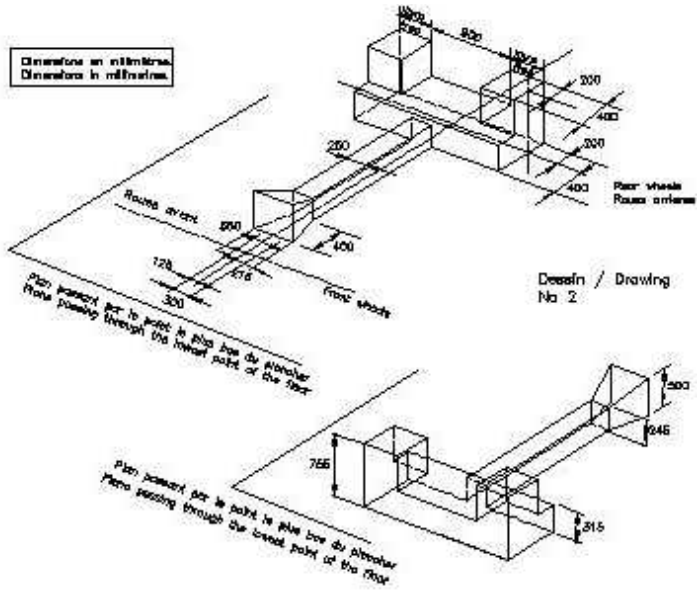
A wing is the area defined as on drawing n° 10 form homologation regulations for Group A and B cars.

Front wing:
The area defined by the inner face of the complete wheel of the standard car (C1/C1) and the lower edge of the side window(s) and the front edge of the front door (B1/B1).

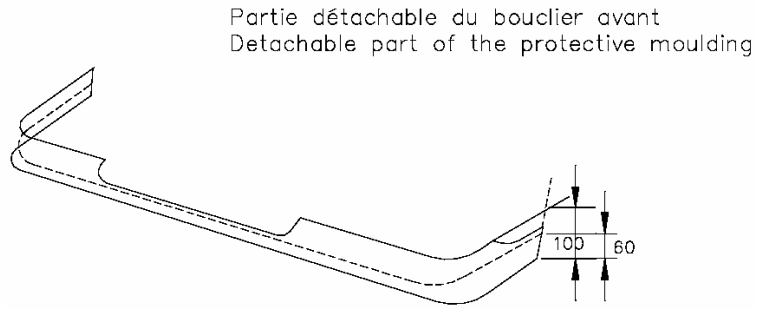
Rear wing:
The area defined by the inner face of the complete wheel of the standard car (C2/C2) and the lower edge of the side window(s) and the rear edge of the rear door (B2/B2). In the case of a two-door car, B1/B1 and B2/B2 will be defined by the front and rear of the same door.



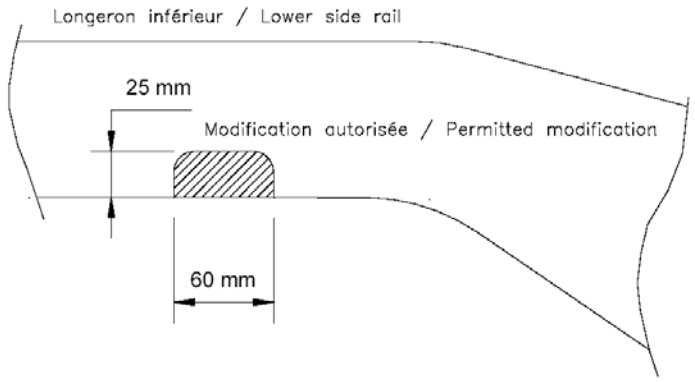
Dessin/Drawing 1



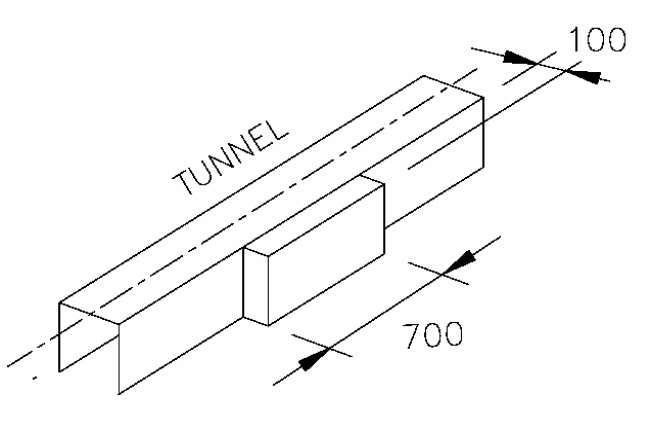
Drawing 2



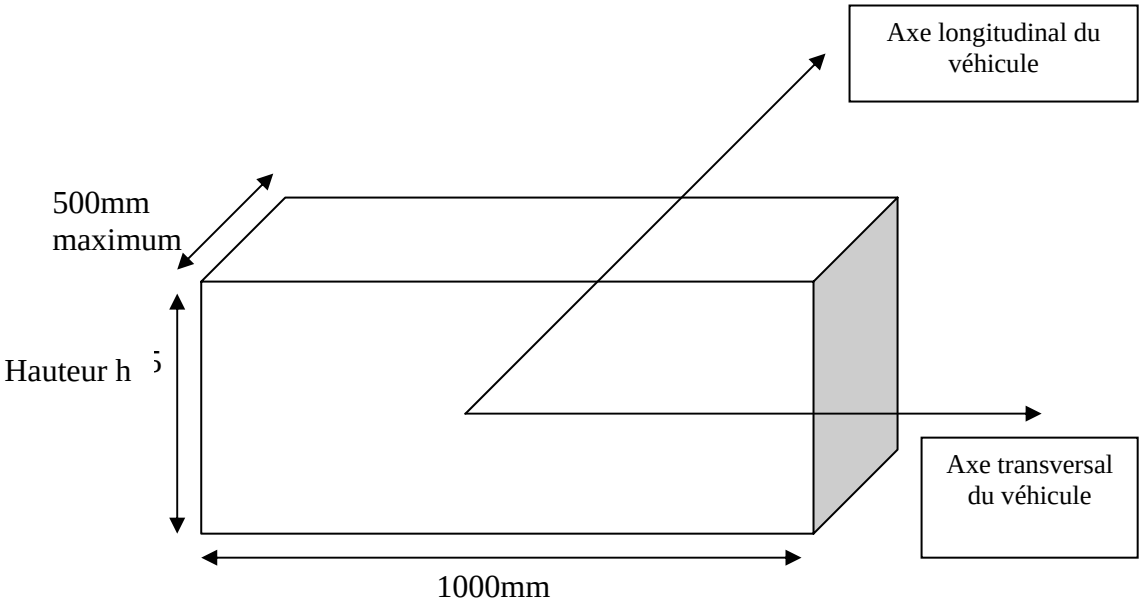
Drawing 3



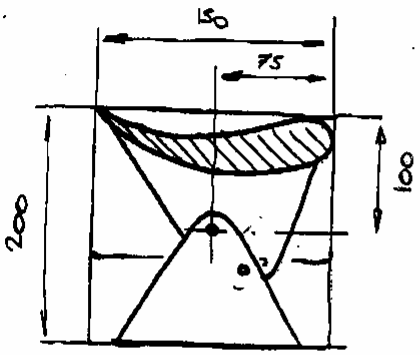
Drawing 4

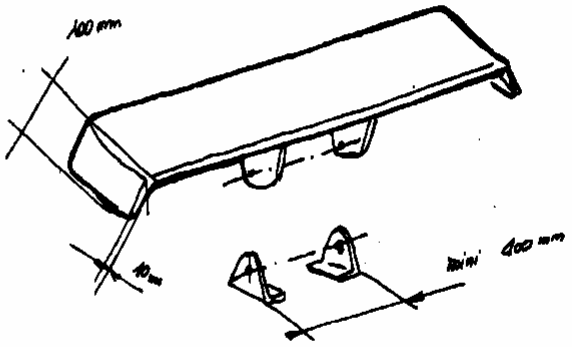


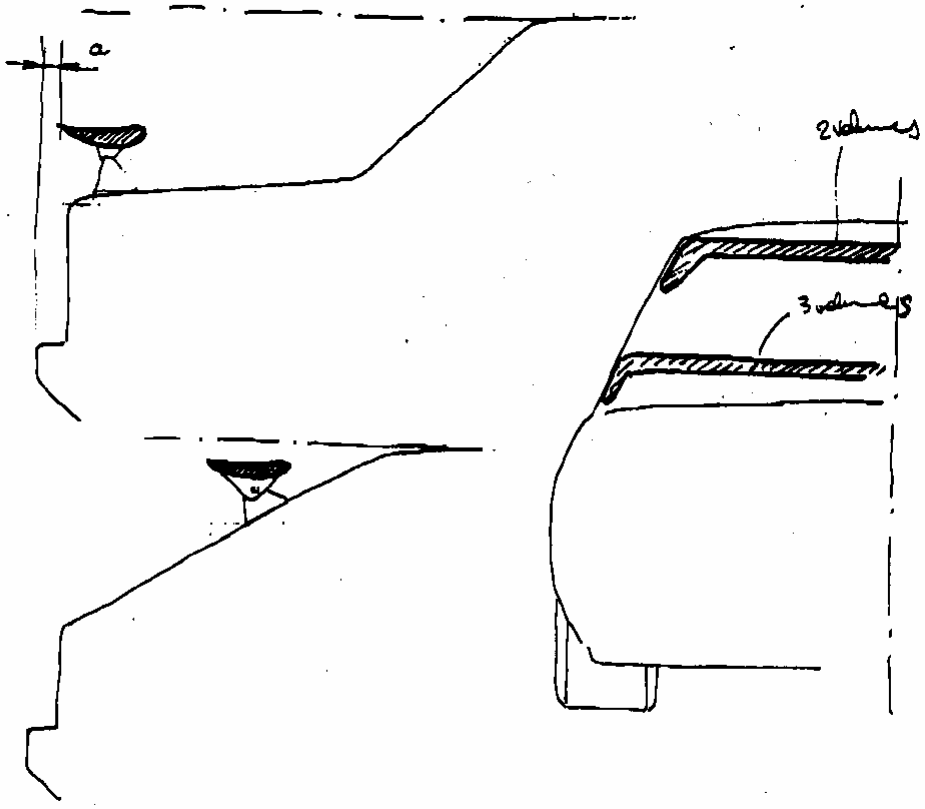
Drawing 5



Dessin / Drawing 6







X %	0	1.25	2.5	5	7.5	10	15	20	30	40	50	60	70	80	90	95	100
-Yv	2.79	0.53	0.07	0.1	0.62	1.32	2.86	4.35	6.79	8.8	10.02	11.4	11.95	11.8	9.03	5.58	0.1
-Yo	2.79	7.31	9.4	12.52	14.95	16.94	20.05	22.3	25.01	25.98	25.65	24.39	21.44	17.43	11.43	6.63	0.2