



SPECIFIC TECHNICAL REGULATIONS

EXTREME CARS

LIMITED & OPEN 2022

VERSION RELEASED ON 21.01.2022

CONTENT

1. GENERAL	2
2. CLASSIFICATION	2
3. SCRUTINEERING	2
4. ALLOWED AND/OR OBLIGATORY MODIFICATIONS	2
5. MINIMUM WEIGHT	2
6. EXTREME "LIMITED" SUBCLASS MODIFICATION LIMITS	2
7. EXTREME "OPEN" SUBCLASS MODIFICATION LIMITS	4

1. GENERAL

The following specific regulations are to establish the technical guidelines and regulations for the “Limited” and “Open” subcategory at the Extreme cars class in the RBI Sport events.

2. CLASSIFICATION

The cars taking part in the Extreme cars class are divided into the following subclasses:

- “Limited” Extreme cars
- “Open” Extreme cars

The vehicles which fully comply with the Specific Technical Regulations - article 6 hereinafter can enter the “Limited” Extreme cars subclass.

The vehicles which do not fully comply with the Specific Technical Regulations hereinafter are to enter the “Open” Extreme cars subclass.

3. SCRUTINEERING

All cars must comply with the General technical regulations of the event.

All cars will pass through the scrutineering in order to confirm compliance with the General technical regulations and the Specific technical regulations of the subclass.

Cars which are found not compliant with the Specific technical regulations for “Limited” cars subclass will be transferred to “Open” cars subclass by the Rally Administration following the protocol of the Chief scrutineer.

Cars which under the run of the rally undergo modifications which are not compliant with the Specific technical regulations for “Limited” cars will be transferred to “Open” cars subcategory with their classification so far.

4. ALLOWED AND/OR OBLIGATORY MODIFICATIONS

All the modifications which are not allowed by the present regulations or rendered mandatory by the General Technical and Safety regulations are expressly forbidden.

For the “Limited” subclass, the only work which may be carried out on the car is that necessary for its normal servicing or for the replacement of parts worn through use or accident. Apart from these, any part worn through use or accident can only be replaced by an original part identical to the damaged one.

5. MINIMUM WEIGHT

There is no limit on the minimum weight of the cars in the Extreme category.

6. EXTREME “LIMITED” SUBCLASS MODIFICATION LIMITS

The limits of the modifications and fittings allowed for the “Limited” subclass are specified hereinafter:

6.1. GENERAL IDENTITY

All vehicles must be able to be identified as declared make and model in the car’s official documents. All modifications are subject to approval by the Chief scrutineer. The following sections or parts of the declared model will be considered as qualifying criteria:

- Front grill and light assembly;
- Engine compartment and bonnet;
- Front fenders
- Cockpit with A-pillar, B-pillar, front doors and windscreen.

6.2. TYRES

Tyre sizes are limited to 900mm in diameter and 343 mm in width. They must pass through a gauge with internal dimensions as specified with tyre pressure no less than 20psi or 1.4bar.

Tyres shall be enclosed within the width of mudguards and flares.

6.3. WHEELS

Wheel options are unlimited, except that tires shall be enclosed within the width of mudguards and flares.

Bead locks are allowed.

Wheel spacers are permitted.

6.4. AXLES HOUSINGS & HUBS

Axles and axle housings are free.

Hubs are free except that drop axles and reduction hubs are not permitted in the “limited” subcategory.

Portal axles are not allowed in the “limited” subcategory.

6.5. DIFFERENTIALS

Differentials are free.

Differential lock systems are permitted.

Differentials may be strengthened which includes up rated axles and CV's.

Differential ratios are free.

6.6. BRAKES

The braking system may be modified provided that the braking performance of the vehicle meets or exceeds the vehicle's original braking performance.

The composition of the brake pads/linings is free.

6.7. GEARBOX

Gearboxes are free.

Gearbox ratios are free.

6.8. TRANSFER CASE

Transfer cases are free.

Gear ratios are free.

6.9. STEERING

Steering boxes can be switched with another mass produced car types but are limited to power/hydraulic assisted mechanical system.

Steering linkages and components are free and may have protection fitted to them.

Full hydro steering is not allowed in the “limited” subcategory.

6.10. SUSPENSION

Modifications and components are free but the original suspension type must be respected. (leaf springs, Configuration of control arms and panhard rods, etc.).

Coilover or air shock conversions are not allowed.

The number of shock absorbers is free.

6.11. ENGINE

The engine must be of a serial produced type for the particular model.

Modifications on the engine are free.

Aftermarket turbo or supercharge conversions are free.

Aftermarket or custom build intercoolers are free.

Snorkels and aftermarket air filter arrangement are free.

Alternators are free.

Headlight inserts and globes are free.

Taillights, stop lights and reversing lights are free.

6.12. EXHAUST SYSTEMS

The exhaust system is free.

6.13. CHASSIS

The chassis must match the body as declared in the car's official documents.

Strengthening with additional bracing is acceptable.

Spring and shock absorber mountings may be strengthened.

Protection plates may be added for strengthening and protection purposes.

Shortening the chassis front and rear must be limited to fitting protection bumpers. Excessive modifications are subject to approval by the chief scrutineer.

6.14. BODY

The body of the make and model of the vehicle shall be retained but can be modified.

All glass must be retained in the body forward of the B pillar with door trims fitted to front doors.

Polycarbonate or Acrylic (Perspex) may be used for the side and rear windows with a minimum thickness of 3 mm.

Aftermarket composite or fiber glass panels are not permitted.

Original engine bay internal structure must be retained.

Additional mud flaps, flares and doorsills may be added for protection.

“Pick up” body conversion is allowed, but the original side panels after the “B”-pillar up to the rear of the vehicle must remain.

The minimum height of the side panels must include the shape of the rear fenders. Tubular “tray-backs” / sheet metal plates are not permitted.

Excessive modifications are subject to approval by the chief scrutineer.

6.15. LIGHTS

Vehicles may be fitted with any number driving lights in addition to the original headlights and driving lights.

6.16. FUEL CIRCUIT

It is allowed to use the original tank and its accessories (in conformity with the various articles of the regulations).

The original tank may be replaced by a custom build or aftermarket one on condition that it is located within a sealed metal container and that there is a liquid-tight bulkhead separating the cockpit from the tank.

If the tank is not a standard tank as supplied by the manufacturer then it must be accepted by the Chief scrutineer.

No fuel lines are allowed to pass through the cockpit.

Where fuel tank and/or fuel pumps are mounted within the bodywork a drain hole and hose must be present to evacuate any leaked fuel in the case of unforeseen tank failure or leakage. **Fuel pumps and drain hole must be positioned outside of the cockpit.**

The number of tanks is free.

6.17. WINCHES

Number and type of winches are free.

7. EXTREME “OPEN” SUBCLASS MODIFICATION LIMITS

There are no limits of the modifications and fittings for the “Open” subclass except for the specified hereinafter:

6.1. GENERAL

Modifications rendered mandatory by the General Technical and Safety Regulations are expressly allowed.

6.2. TIRES

Chains and studded tires are forbidden.

6.3. AXLE HOUSINGS & HUBS

Portal axles are permitted.

6.4. STEERING

Full hydro steering is allowed.

6.5. FUEL CIRCUIT

It is allowed to use the original tank and its accessories (in conformity with the various articles of the regulations).

The original tank may be replaced by a custom build or aftermarket one on condition that it is located within a sealed metal container and that there is a liquid-tight bulkhead separating the cockpit from the tank.

If the tank is not a standard tank as supplied by the manufacturer then it must be accepted by the Chief scrutineer.

No fuel lines are allowed to pass through the cockpit.

Where fuel tank and/or fuel pumps are mounted within the bodywork a drain hole and hose must be present to evacuate any leaked fuel in the case of unforeseen tank failure or leakage. **Fuel pumps and drain hole must be positioned outside of the cockpit.**

The number of tanks is free.