



## AUTOCROSS SINGLE-SEATER / SPECIALS AND BUGGIES

### 1. GENERAL.

No car may be driven in the event until it has been approved by an Motorsport Ireland (MI) Scrutineer of the meeting.

1.1. If after approval any car is dismantled or modified in a manner which may affect its safety or eligibility, it is involved in any incident which is likely to have a similar effect, or any aerodynamic devices is added or removed, it shall be represented for approval. The entrant shall be responsible for seeking such approval. Vehicle logbooks are compulsory.

### 2. NOISE.

A limit of 105 dB is imposed for all cars. The noise will be measured with a sonometer regulated at "A" and "SLOW", placed at an angle of 45° to and a distance of 50 cm from the exhaust outlet, with the car's engine running at 4500 rpm. A carpet of minimum 1.50 x 1.50 m must be placed over the relevant area of ground.

### 3. TOWING EYE.

Must be fitted at the front and at the rear. These eyes must not protrude beyond the perimeter of the bodywork seen from above. They should be painted a bright yellow, red or orange, and must be fitted so as to be easy to find for the rescue in case of emergency.

### 4. DRIVER'S SEAT.

A complete, FIA-Homologated seat is recommended. This seat may not be modified in any way. A seat which has not been Homologated by the FIA may be pierced to allow straps to be passed through it. These straps must comply with the traction angles shown in drawing 253-42. The shell of the seat must then be reinforced locally so that it at least retains its original resistance, and the trim must protect the straps from any risk of deterioration. The seat must be securely fixed; if it is mounted on rails, or if it has an adjustable back rest, it must be additionally secured so as to be absolutely immovable and rigid. The seat shall include a headrest. The dimensions of the headrest shall be such that the driver's head cannot be trapped between the rollbar and the headrest.

### 5. SPARE WHEEL.

Prohibited.

#### 5.1. Wheel & 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. Twin wheels and wheels fitted with chains are forbidden. Studded tyre's are forbidden. Tyres fitted with "knobbly" treads or rubber studs are not permitted. No gap between two blocks measured perpendicularly or parallel to the tread may exceed 15 mm. In the case of wear or tear of the corners, the measurement will be taken at the base of the block. In the case of circular or oval blocks, the measurement is taken at the tangent of the blocks; - the depth of the tread may not exceed 15 mm. These measurements do not apply over a width of 30 mm at the edge on each side of the tread, but the blocks may not extend beyond the vertical plane of the tyre walls. If wheels made from a material other than steel are used, the competitor must provide documentary evidence that these wheels have been supplied for a series production car either as original equipment or as alternative equipment. Home-made constructions are prohibited.

5.2. Use of Quad or Agricultural and Unimog tyres are not permitted.

### 6. THROTTLE.

There shall be a positive means of closing the throttle in the event of failure of the throttle linkage, by means of an external spring operating on each throttle spindle or slide.'

#### 6.1. Fuel tank.

If a non-original tank is filled, it shall be located at least 30 cm from the bodyshell in both lateral and longitudinal directions, outside the driver's compartment, and must be separated from this compartment by a firewall or by a container, both of which shall be flame- proof and fire-resistant.

#### 6.2. Fuel, oil and cooling water tanks.

They shall be isolated from the driving compartment by means of bulkheads so that in the case of spillage, leakage or failure of a tank, no liquid will pass into the driving compartment. The same applies to the fuel tanks vis-à-vis the engine compartment and exhaust system. The fuel tank be situated behind the seat. It must be mounted in a sufficiently protected location and be firmly attached to the car. It must not be in the driver's compartment, and must be separated from it by a fire-wall. Unless the fuel tank is isolated from the engine and the exhaust by a leak-proof, non-inflammable bulkhead, this tank must be situated at least 40 cm away from the cylinder head and the exhaust system. The filler caps of this fuel tank must be leak proof and must not protrude beyond the bodywork. The capacity of the fuel tank must not exceed 20 litres.



### 6.3. Fuel lines and pumps.

Fuel lines, oil lines and brake lines must be protected externally against any risk of deterioration (stones, corrosion, mechanical breakage's, etc.), and inside the cockpit, as far as the fuel circuit is concerned, against all risks of fire. There must be no connections on the lines situated in the cockpit. Automatic fuel-flow cut-off: It is recommended that all fuel feed pipes going to the engine and return pipes from the engine be provided with automatic cut-off valves located directly on the fuel tank which automatically close all the fuel lines under pressure if one of these lines in the fuel system is fractured or leaks. The vent lines should also be fitted with a gravity activated roll-over valve. All the fuel pumps should only operate when the engine is running, or during the starting process.

## 7. STEERING COLUMN.

Anti-theft devices must be removed.

### 7.1. Steering.

Appendix 2 3.1

## 8. SAFETY HARNESS.

Compulsory, with at least six points conforming to the specification- of Article 253.6 of Appendix J. The two shoulder straps shall have separate anchorage points.'

## 9. SAFETY ROLLAGE.

Must be fitted, as defined in Appendix 2 16. with backstays and diagonal member. Recommendation that a three corner piece of steel is used to reinforce forward section of roll cage at each joint, from main hoop.

9.1. Autocross buggies must use an FIA Certified cell /cage.

## 10. CYLINDER CAPACITY.

The maximum corrected cylinder capacity is 4000 cm3 normally aspirated.

## 11. ENGINE PROTECTION.

A protective hoop is recommended for rear-engine. The rear part of this hoop must entirely envelope the engine including the exhaust and its outlet. This hoop must be braced in its centre. This may be connected to the underneath of the vehicle or to the main rollbar. The tubes used will have a minimum wall thickness of 1.5 mm. The protective hoop for the engine may be in several detachable parts, but in this case the joined tubes must be sleeved and the assembly effected by a bolt of 6 mm minimum diameter on each end of the sleeve, positioned at 90° the one to the other, separated by at least 30 mm. The diameter of the bolts to be used is at least 6 mm.

### 11.1. Lateral Protection.

This will consist of composite honeycomb structures solidly attached to steel tube structures

on each side of the car. These tube structures must conform to the material specifications given in article 253.8.3. of Appendix J, with the exception of the dimensions of the tubes, which must measure at least 30 x 2 mm. These structures must be fixed to the main structure of the car. The minimum thickness of the composite panels is 15 mm and they may be mounted on either side of the tubes. The outermost part of the protection shall be situated at the level of the centre of the wheel hubs, over a minimum length of 60 % of the wheel base. This protection shall extend outwards on both sides at least as far as the vertical planes passing through the middle of the foremost part of the rear tyre's and through the middle of the rear- most part of the front tyre's, but not further than the vertical planes passing through the outside of the foremost part of the rear tyre's and through the outside of the rearmost part of the front tyre's. The space between this protection and the bodywork must be covered, to prevent wheels penetrating it.

### 11.2. Bodywork.

This must be impeccably finished, in no way of a makeshift nature. It must not have any sharp angles or sharp-edged or pointed parts and angles or corners must be rounded with a radius of not less than 15 mm. At the front and at the sides there must be hard, opaque bodywork providing protection against stones. This body work must rise at least to the level of the centre of the steering wheel, and its height must not be less than 42 cm measured from the driver's seat mounting. All mechanical elements necessary for propulsion (engine, transmission) must be covered by the bodywork or mudguards. Seen from above, all parts of the engine must be covered by sturdy, hard and opaque bodywork; the sides of the engine may be left uncovered. The panels used must not be more than 10 mm thick.

### 11.3. Cockpit.

The width of the cockpit, maintained over 50 cm from the most rearward point of the seat in a horizontal plane towards the front, shall not be less then 60 cm. No part of the cockpit, or situated in the cockpit, may have sharp or pointed parts. Particular care must be taken to avoid any protrusion which could injure the driver. The two safety rollbars must be high enough for a line extended from the top of the main rollbar to the top of the front rollbar to pass at least 5 cm over the top of the drivers helmet when he is seated normally in the car with his Helmet on and his safety harness fastened. A rigid roof panel above the driver is permitted. Any transmission shaft joint situated beneath the floor of the cockpit must be enveloped by a band of mild steel at least 3 mm thick over a length of at least 25 cm, securely fixed to the chassis, in order to prevent the shaft from penetrating the cockpit or hitting the ground in case of failure of the joint. No mechanical part other than the Controls necessary for driving the vehicle





**16. WINDSCREEN RECOMMENDED.**

Where fitted this must be made of laminated glass, or of a polycarbonate at least 5 mm thick. Scrutineers will not accept cars whose windscreen shows traces of collision or cracks to such an extent that visibility is seriously impaired or that there is a likelihood of their breaking further during the event. The windscreen may be replaced, or protected, by a metal grille covering the entire surface of the windscreen opening. The mesh size shall be between 10 mm x 10 mm and 25 mm x 25 mm, and the minimum diameter of the wire of which the mesh is formed shall be 1 mm. In cars which have a laminated glass windscreen or which have the metal grille defined above and no polycarbonate windscreen, motorcycle type goggles or a visor fitted on the helmet must be worn by the driver. Apertures of a total area not exceeding 64 cm<sup>2</sup> may be made in the windscreen.

**17. FUEL .**

Appendix 2 28.2.

**18. BATTERY.**

Appendix 2 10.

**19. FIRE EXTINGUISHER.**

Appendix 2 6.3

**20. BATTERY CUT OUT SWITCH.**

Appendix 2 22. It must be operable from both inside and outside of the vehicle.

**21.**

Deleted

**22 .SIDE NETTING.**

Side netting is compulsory on both sides and must be securely fitted while competing. Such side netting must be FIA approved.