

Proto Cars derived from N4/R4 cars must comply with the following requirements.

1. General

1.1. All changes to the vehicles need to be upgraded with only one car, Subaru, Mitsubishi, or any other type approved at any time in the N4 FIA group. It is forbidden to assemble components in one car from different approvals, e.g. with Mitsubishi, Subaru, Ford, etc.

Homologation papers for the base vehicle must be carried as all suspension, transmission and engine components must comply with the papers unless stated otherwise below.

If it is not stated that you can change it assume you can't.

1.2. FIA non-homologated donor cars must comply with Category I (see Articles 251-1.1) and must comply with the requirements of the FIA (N or R4) type approval regulations.

1.3. The body must come from a vehicle model with at least four seats.

1.4. Before completing the vehicle must be examined by a person appointed by the Motorsport Ireland Technical Commission for compliance with MI regulations and must have a Category 2 Vehicle ID form.

It is advisable to talk to an MI Technical Commission member before and during the build to avoid any misunderstandings. There are ONLY two companies in Poland that have been approved by Motorsport Ireland to carry out these types of conversions. They are **Evolve Motorsport** and **Dytko Motorsport**, all cars must have the appropriate paperwork and shell ID as agreed with the companies by Motorsport Ireland.

2. Security requirements.

-Vehicles must comply fully with Appendix 2 and 29.1 of the current MI yearbook.

3. Technical requirements

3.1. Weight

Minimum car weight at all times during event must be in accordance with the guidelines in Appendix 29.1 – 16.2. This is without crew and their equipment all fluids at normal levels and one spare wheel.

3.2. Engine

The engine must be installed in its original orientation, the attachment and the layout is free.

The maximum engine capacity is 2,000 CC's. The engine block and head must comply with the FIA approval and must come from the same Mitsubishi Lancer, Subaru Impreza, etc.

It is permitted to close unused holes in the block and the head, provided that this is the only purpose of this intervention. Other equipment - accessories (exhaust gas recirculation, additional air pump and filters) can be removed.

The turbocharger cannot be changed. All the air required for the engine must be driven through the limiter with a maximum internal diameter of 34 mm. The restrictor must be installed in accordance with the J-254 for the N group.

The heat exchanger (intercooler) is free in shape only if it is not possible to install the serial or approved for groups N4 or R4, the maximum volume is limited by the approval of the group N4 or R4, the location of the installation is free, but it must be in the engine compartment. Camshafts, sleeves and rods in accordance with regulations for group N. The dimensions of the inlet and exhaust valves must comply with the same type of approval as engine block and engine head.

The original location of the radiator should be maintained. It is permitted to use additional fans with tubes (tunnel) to bring air into the radiator. The engine water pump, the lubrication system of the engine is free. Installation of the engine oil cooler is permitted provided the cooler is firmly attached and does not extend beyond car bodywork.

3.3. Transmission

-The gearbox housing is free and the gearbox interior is free. Gear ratio according to type approval for group N or R4.

-The gear shift lever must be firmly fixed in the original position; no use of hydraulic / pneumatic / electrical devices is permitted. Gearbox: H pattern or sequential is permitted. - An oil cooler and gearbox cooler pump can be added

3.4 Suspension

-The various parts of the body of Mitsubishi, Subaru etc. are used in vehicle construction, but the wheelbase can be changed to a maximum of $\pm 3\%$ of the deviation from the base car model (Polo, Fiesta, etc.).

-the location of the suspension mounting points must be the same as in the base model - The reinforcement of the chassis attachment points is allowed by adding the material and must match the original shape.

-The frame / brackets and the front and rear part of the chassis (sleeves, arms, etc.) must originate from the approved parts N including R4. The material is free.

-springs, shock absorbers and stabilizers conforming to type approval for group N, they must not be adjusted from the cabin.

-The upper suspension parts of the suspension are free.

-The hubs must be in accordance with type approval for Group N.

3.5. Rims and tires

. As per the Group N rules for the donor car.

3.6. Steering wheel

-It must conform to the basic serial model. I.e. not moves back

-The steering wheel may be fitted with a quick release per Appendix J 255-5.7.3.9

3.7. Braking system

- The braking system must have two independent branches from the brake cylinder to the brake callipers. The braking power control for the rear wheels can be added.
- Brake discs free. The dimensions of the brake discs must conform to the Homologation papers. These dimensions will be considered as the maximum permissible dimensions; braking discs of smaller dimensions than those specified in the approval may be used
- The brake callipers are free, the maximum number of pistons in the jaw can be up to 6. The dimensions of the brake pistons are free.
- Brake pumps, brake regulator and hydraulic hand brake are optional.

3.8. Body

- Any changes in the bodywork must not reduce the structural strength of the bodywork in relation to the basic design of the car. - The serial shape of the bodywork must be retained, with the exception of all outer mudguards, with a maximally enlarged width based on the series vehicle, measured at the axis of the front and rear axles, totalling 150 mm.
- Where complete wings are changed a Type Approved design must be used.
- The front and rear bumpers can be modified to fit the bodywork mudguards.
- The front door and rear (where applicable) must remain original (steel) basic model.
- Side windows and the rear window may be original or homologated. If glass is replaced clear polycarbonate with a minimum thickness of 4 mm must be used.
- Dashboard: The shape must originate from the original model. The format for fitting instruments may be adapted. The material is free.
- Mudguards, bumpers, decorative accessories and coating materials may be made of strong opaque material, but the original design of the vehicle is maintained.
- Two (2) round holes with a maximum diameter of 10 cm can be installed in the front bumper, which must be used exclusively for the installation of the hose for cooling the brake discs at the front.
- Standard roof skin must be retained. A roof vent may be fitted.
- The bottom covers of the car must comply with Art. 255-5.7.2.10.
- Aerodynamic devices are optional but must not extend beyond the body frame and be securely attached.
- You can replace the original spare wheel compartment ("spare wheel pan") with a flat metal plate with the same thickness as the original lower part of the body.
- If the base car has only one axle drive, you can change the bodywork to fit the 4WD components, but the changes must be in accordance with specifications with the constructor. The added materials must be iron and welded to the bodywork.

-Ventilation holes on the engine cover are permitted, but the mesh opening must be max. 10 mm.

3.9 Electrical installation is free, but the original voltage of the electrical installation, including the ignition system, must be maintained.

If the battery is installed in the cabin it must be behind the front seats, and it must be "dry". The battery installed in the cabin must be securely secured and protected by a lid (see Appendix 2-10).