

RALLY / ROAD

Classic Rally Cars

1. PREAMBLE

- (a) The Classic Rally Car regulations are designed to allow cars to be presented in competition in a similar form to that in which they appeared in the era of rally competition more than 30 years ago.
- (b) Cars in these Classic Rally Car categories (C1, C2, C3 and C4) must have been first manufactured 30 years prior to 31 December of the current year (i.e. eligibility will be on a rolling basis and new age classes will be considered for introduction each 5 years).
- (c) It is intended that cars should look and perform much as they did in the period when they first started in competition, whilst allowing reasonable freedoms that recognise the age of such vehicles, the inability to source some original components and requirements for essential modern safety equipment.
- (d) Four categories of Classic Rally Car reflect the spectrum of demand from competitors and range of possible modification allowed.

2. MINIMUM REQUIREMENTS

- (a) All cars will be required to comply with the current requirements for rally cars, including but not limited to those outlined in Schedules A, I, J and R (refer “General Requirements for Cars and Drivers” in the CAMS Manual of Motor Sport).

2.1 MINIMUM WEIGHTS

- (a) Minimum weights for Classic Rally Cars shall be in accordance with the equivalent PRC weight less 5%. Where Classic Rally Cars compete directly against PRC or Historic Rally Cars, Organisers may specify that PRC weights apply to Classic Rally Cars.
- (b) Refer also to Rally Car Eligibility (refer “Rally/Road” in the CAMS Manual of Motor Sport).

2.2 LOG BOOKS

- (a) All cars must be subject of a CAMS Log Book.
- (b) Upon application, cars will be subject of a log book in the Historic Rally Car category, other than those Category 4 and 5 cars eligible for PRC classification (weight aside), in which case a PRC Log Book classification shall be issued.
- (c) Refer also to Schedule L of the CAMS Manual of Motor Sport, in particular the “Explanatory Note”.

2.3 ORIGINAL CARS

- (a) A rally car which competed in the period and complies with FIA Appendix K and which is subject of an FIA Historic Vehicle Identity Form (until end 2006) or alternatively an FIA Historic Technical Passport and Heritage Certificate may compete in that configuration, notwithstanding that the car may not comply with these regulations.

3. IMPORTANT NOTES

3.1 ELIGIBILITY IN OTHER RALLIES

- (a) Builders of such cars must be aware that some modifications permitted in some categories of Classic Rally Cars means they may not be eligible for the PRC category and that the opportunity to use such cars may be limited to only competitions offering a Classic Rally Car category. Classic Rally Car competitors are advised to consider ensuring their cars are able to be used in other competitions which constrain eligibility to PRC or strict HRC regulations.

3.2 MODEL RUN ON PRINCIPLE

- (a) Cars which are the same in all respects, but are manufactured after the cut off dates, may be presented as a model which was available in the earlier period. All items that are required to be retained by the regulations (eg, dash, tail and head light assemblies, body shell) shall be identical to those available on the car that was manufactured in the period.

4. C1 – AUTHENTIC CLASSIC RALLY CAR CATEGORY

- (a) Each car shall comply with Group 3C – Production Rally Cars regulations or the Historic Rally Car Regulations save for the following:
- (i) Cars shall be 2WD only.
 - (ii) Modifications and components listed on the Group 2 and 4 FIA homologations for a particular car are permitted, save where specific restrictions exist in these regulations in which case these regulations shall take precedence.
 - (iii) Wheel arch flares and inner wheel arch modifications of a type used on that model in rally competition of national status in Australia or FIA International championship status in the period are permitted. Evidence of compliance with such historic fitment may be required at scrutiny

4.1 ENGINES

- (a) General: The engine used shall be as listed in a vehicle's relevant homologation papers, or be the original make of cylinder block and crankcase or option of the period from the manufacturer of the vehicle as otherwise permitted under the PRC rules. An eligible cylinder block may be fitted with an approved substitute cylinder head.
- (b) Modifications to internal components are free. Capacity is free, but any change in capacity may result in change of capacity class.
- (c) Cylinder Head: The original make of cylinder head from the manufacturer of the vehicle or the homologated / period option must be employed. Modifications are free, save that the original number of valves and camshafts shall be retained.
- (d) Substitute Cylinder Heads
- (e) A substitute cylinder head which has been approved for a particular model of car may be used.
- (f) The guidelines for substitute cylinder heads are that the cylinder head:
- (i) shall have the same number of camshafts in the same location as the original/recognised engine;
 - (ii) shall have no more valves than the original cylinder head;
 - (iii) shall bolt directly to the original/recognised cylinder block without the need for modification to either the cylinder block or cylinder head;
 - (iv) shall have no more spark plugs than the original head;
 - (v) shall not incorporate a variable cam timing system; and
 - (vi) may be produced by an alternate manufacturer intended for use on the original block.
 - (vii) Where a substitute cylinder head is approved, it is permitted to fit a suitable replacement chain or belt drive timing system

Approved Classic Rally Car Substitute Cylinder Heads							
Car Make & Model	Cylinder Block	Head Make	Head Model Designation	Source, and/or	Valves	Configuration	Date Added
Fiat 131 Abarth	Fiat/Lancia (Series-131/132/138/ 828)	Fiat/Lancia	Fiat/Lancia models post-1988		16	DOHC	22/6/2011

Ford Escort	Ford Pinto	Cosworth YB	Ford Cosworth Sierra	16	DOHC	2/9/11
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(g) The following modification limitations apply:

- (i) Cylinder Head: Modifications may be made to the cylinder head and related components only in the following areas:
 - (A) inlet and exhaust ports may be modified by the removal of metal only
 - (B) inlet and exhaust valve sizes and valve seats are free. The minimum modifications required to fit these items are permitted
 - (C) valve guides may be replaced by others of alternate materials.
- (ii) Induction: A carburettor induction system shall be utilised, regardless of whether or not the replacement engine or cylinder head may have been fitted with fuel injection Cars which suffer a capacity alteration with a substitute engine and permitted modifications must compete in the capacity class pertaining to their new capacity.
- (iii) Inlet manifolds: Inlet manifolds, not being integral with the cylinder head casting, are free for non-fuel injected naturally- aspirated cars

4.2 INDUCTION

- (a) Carburettor/s is/are free for naturally-aspirated cars, subject to being of a make, type and appearance available in the period. Multiple carburettors are permitted in the ratio of not more than one throttle per cylinder. Rotary powered cars may not have more than one throttle per inlet port.
- (b) Fuel injection is not permitted unless fitted as original equipment to the make, model and year of car concerned, and where fitted, only the original fuel injection system and intake manifold shall be used, save for the ECU and wiring harness, which shall comply with the PRC regulations. Carburettor/s may replace fuel injection systems.
- (c) Turbo/supercharged cars must retain the original induction and turbocharger systems in their entirety save for inlet hoses and pipes, and air filter, which shall comply with the PRC regulations.

4.3 GEARBOXES

- (a) Shall have a maximum of five forward gears. The gear selection mechanism must be as per of the period. Sequential gearboxes or systems employing electronically-activated or electro-hydraulic gear selection are prohibited. Internal components are otherwise free.
- (b) From 1 January 2017 the gearbox housing shall conform to one of the following options:
 - (i) original; or
 - (ii) a recognised replica of the original; or
 - (iii) homologated from an alternative vehicle of the period; or
 - (iv) an alternative from the same manufacturer of the period which has been specifically approved by ARCom. Flywheel, clutch and final drive are free.

4.4 SUSPENSION

Suspension shall be as originally fitted to the vehicle (refer FIA, PRC and/or HRC regulations)

4.5 WHEELS

Maximum wheel size shall be in accordance with the PRC Regulations.

5. C2 MODIFIED CLASSIC RALLY CAR CATEGORY

Each car shall comply with the Group 3 – Club Rally Cars regulations save for the following:

5.1 ENGINE

The engine shall be produced prior to 20 years prior to 31 December of the current year, i.e. ten years later than the current Classic Rally Car age limit.

5.2 SUSPENSION

- (a) Springs and dampers are free, including their method of operation (e.g. a leaf spring may be replaced by a coil spring).
- (b) Multiple link live rear axle suspensions with up to six locating suspension links to the body shell are permitted for cars which were supplied by the manufacturer with live rear axles.*
- (c) Pivot points may be moved to allow lengthened links, save that these links shall be no further forward than the standard lateral box selection, located under the leading edge of the rear seat base.

The following modifications are authorised in order to fit such a suspension system:

- (i) The original suspension components (eg, springs, shock absorbers) may be removed.
- (ii) The differential and rear axle assembly are free.
- (iii) The rear axle assembly may be located longitudinally by up to four individual arms.
- (iv) The rear axle assembly may be located laterally by either a Panhard Rod or Watts Linkage.
- (v) The body shell may be modified to allow the fitment of brackets to mount such arms. To that end, the minimum required amount of metal may be removed from the standard body shell to allow the construction of a forward mount for the suspension arms inside the cabin space. The cabin space must be effectively sealed from the outside of the vehicle in the area where such modifications are made.
- (vi) The use of elastomeric bushings, spherical bearings and/or rose joints is permitted in locating the rear suspension.
- (vii) It is permitted make the appropriate modifications (such as removal of metal and welding in replacement panels of the necessary shape) in order to construct a “turret” in the rear wheel arch, inner guard and/or boot area, the purpose of which is to accommodate and mount the top of a damper or combined spring/damper unit.

*WARNING: Taking advantage of this modification will result in the car no longer complying with PRC and may result in limited opportunity to use the car.

5.3 DRIVETRAIN

Sequential gearboxes or systems employing electronically-activated or electro-hydraulic gear selection are prohibited.

6. C3 SPECIAL CLASSIC RALLY CAR CATEGORY

- (a) Each car may be 2WD or 4WD
- (b) Each car may not comply with C1 or C2, but due to their provenance or special rally historic value are recommended to ARCom for approval to be admitted to this category.
- (c) Cars that would be considered include:
 - (i) Group G, including close replicas, with CAMS log books
 - (ii) Group B, including close replicas with FIA log book
 - (iii) Rally cars with MSNZ log book and NZ civil registration
- (d) Each supercharged/turbocharged 4WD car shall require a turbo restrictor of which the size and fitment shall be approved by ARCom.

7. C4 4WD CLASSIC RALLY CAR CATEGORY

Each car shall comply with the Group 3C – Production Rally Cars regulations for 4WD vehicles and meet the Classic Rally Car manufacture cut off date

Appendix A – RALLY / ROAD

Historic Rally Cars

ELIGIBILITY REGULATIONS FOR GROUPS “H68” (PRE-1968) AND “H81” (1968-1980)

8. THE SPIRIT OF THE REGULATIONS

- (a) The purpose of this category of rallying is to emulate, as far as possible, the rallying of cars which were in series production before 1 January 1968 (Category 1), 1 January 1976 (Category 2), 1 January 1968 (Group H68) and 1 January 1981 (Group H81) respectively. Any eligibility matter shall be interpreted and applied in accordance with the spirit of these regulations.
- (b) The car must be a series production vehicle, manufactured before 1 January 1968, or 1 January 1981 as appropriate. Vehicles will be recognised on the date that the first vehicle of the series was produced.
- (c) In cases where the production of a model commenced before the cut-off date and continues after that date, vehicles actually manufactured after this date are considered to be eligible provided they were produced to exactly the same specification as vehicles built prior to the date. This provision, known as “model run-on”, terminates upon a change in vehicle specification having been implemented having been implemented by the vehicle manufacturer.
- (d) The mechanical preparation of vehicles should conform to the techniques and components in general use in the relevant period. The use of technology, parts or equipment not available within the relevant period is not within the Spirit of these Regulations. Optional components must be clearly identified in the manufacturer’s original workshop manual. Homologation papers may also be used in establishing eligibility but may not always be accepted as absolute proof of eligibility. In cases where the production of a vehicle or component prior to the relevant cut-off date is questionable, clear proof of volume production prior to the date must be provided by the competitor.

9. GENERAL

- (a) At all times the onus of proof of eligibility of the car and its components shall rest with the competitor.
- (b) Vehicles shall be required to comply with “Schedule R – Requirements for All Rally Cars” of the CAMS Manual of Motor Sport unless specified otherwise in these regulations, in which case these regulations shall take precedence.
- (c) Except as provided for by these Regulations, vehicles shall be presented in Series Production specification. Any optional components shall be clearly identified in the manufacturer’s workshop manual or accessory catalogue, and have been generally available for sale to the public.

NOTE: FIA Homologation Papers may assist in the establishing eligibility, but may not necessarily be regarded as absolute proof of eligibility. In cases where the production of a vehicle or component prior to the relevant cut-off date is questionable, clear evidence of volume production prior to that date must be provided by the competitor.

10. BODYWORK/EXTERIOR

- (a) The bodywork and fittings must be supplied by the manufacturer; however minor variations in vehicle trim (for example between international markets) which have no performance advantage shall not

render a vehicle ineligible. Strengthening of the bodyshell is permitted provided that the material used follows the original shape and is in contact with it.

- (b) The use of body fairings designed to improve the aerodynamic form of the vehicle are not permitted unless available as a Series Production item from the vehicle manufacturer for the make and model concerned
- (c) The use of under trays for the sole purpose of protecting mechanical components is permitted.
- (d) Mudguard edges may be rolled over but the original mudguard profile must be maintained. Mudguard flares or extensions are not permitted unless available as a Series Production item from the vehicle manufacturer for the make and model concerned.
- (e) All categories of Historic Rally Cars are encouraged to adopt period livery.
- (f) The Series Production bumper bars must be fitted. Ends of bumper bars must turn towards the body sufficiently to avoid any risk of hooking or grazing.
- (g) Lighting must comply with Article 4 of Schedule R, save that no more than six forward facing headlamps may be fitted. The use of period style lighting is encouraged. The replacement of a rectangular headlamp by circular one/s or vice-versa fitted on a support corresponding to the dimensions of the aperture and sealing it completely is allowed. No change to shape of the coachwork may result.
- (h) Roof vents are permitted, but they must be on the forward one-third of the roof, so that their open side faces forward, and their vertical opening is not greater than 10cm.
- (i) The use of window material (front, side or rear) other than the material supplied by the manufacturer is forbidden.

11. COCKPIT/INTERIOR

- (a) All trim panels and dash padding must be retained, but they may be locally modified to facilitate the fitting of a safety cage structure, navigation equipment and/or additional instruments. Floor coverings, headlining and insulating material may be modified removed.
- (b) The steering wheel may be replaced provided the replacement wheel is not less than 300mm in diameter, unless the original wheel was of lesser diameter, in which case a replacement of at least equal diameter is acceptable.
- (c) Front seats may be replaced. Seats complying with Schedule C of the "General Requirements for Cars and Drivers" of the CAMS Manual of Motor Sport or which are homologated by the FIA are recommended. Rear seats may be removed.
- (d) Additional instruments may be fitted. Period style navigation equipment is encouraged but is not mandatory. Satellite navigation equipment (GPS or similar) is not permitted.

12. ENGINE

- (a) The Series Production cylinder block and head casting must be employed. These items may be modified, provided that such modification is effected only by the removal of metal and that their origin is always able to be established. Mechanical modifications may be made provided the following restrictions are observed.
- (b) Except for the number of camshafts and the number of bearings, the camshaft is free, as are the valve timing and lift. Camshaft pulleys, belts and timing chains and their sprockets are free, save that they retain the original drive system.
- (c) Subject to 5(a) and 5(b) above, the internal components of the engine are free.
- (d) Engine ancillaries such as alternators, starter motors, fuel pumps, ignition systems and cooling fans are free.
- (e) For carburetted cars, the inlet manifold is free. The make, type and number of carburettor/s are free, subject to the carburettor/s fitted being of a type commercially available in the relevant period. Inlet and exhaust manifolds:
- (f) Forced induction or fuel injection is not permitted unless such induction method was available in series production for the vehicle in the relevant period, in which case the series production components in their entirety (including control components) must be utilised.

NOTE: Inclusion of these vehicles is also subject to the Supplementary Regulations for individual events.

- (g) The exhaust system in its entirety is free, subject to compliance with relevant noise limits.

13. TRANSMISSIONS

- (a) The gearbox may be replaced, provided any replacement is from the same manufacturer as the Series
- (b) Production item, and is able to be fitted without modification to the bodysell other than the cutting of a hole to facilitate the fitting of the gearstick and the drilling of holes to attach mounting brackets.
- (c) The maximum permitted number of forward gear ratios is five (5). The internal components of the gearbox are otherwise free.
- (d) The final drive and housing must be of the same type as the original. The method of attachment to the bodysell must be the same as the original.

14. SUSPENSION

- (a) Suspension and steering must be of the original design, using Series Production major components, which may be strengthened or modified. Springs and are free.
- (b) The original form of steering and suspension joints will be employed. In particular, spherical rose joints are not permitted as replacements. Non metallic bushing materials may be replaced by other non-metallic materials.

15. BRAKES

- (a) The original form of braking shall be employed. The major brake dimensions (ie, disc diameter and thickness, calipers, drum diameter and shoe width) shall be identical with the dimensions of those components supplied as original equipment by the vehicle manufacturer of the make and model concerned, provided that the overall variation in diameter of such discs or drums of not more than 3mm shall be permissible.
- (b) Notwithstanding regulation 7(a) and 8(a), for cars fitted with front drum brakes as original equipment, disc
- (c) brakes may be fitted to the front wheels provided they are from the same vehicle manufacturer, and were made available in the relevant period and the suspension is not otherwise modified.
- (d) Dual braking circuits (including pedal boxes) are permitted, as is the installation or removal of power brake assistance. The brake friction material is free as is the method of attachment.

16. WHEELS & TYRES

- (a) Where the Series Production wheels are not utilised, the use of replacement wheels similar in style and appearance to those available in the relevant periods is encouraged
- (b) Rim width may not exceed 153mm (six inches) unless wider were fitted in Series Production by the vehicle manufacturer on the make and model concerned, in which case the original width may be used .Alloy wheels may be fitted provided they are of a style and design available prior to the relevant cut-off date.
- (c) Wheel diameter may be varied by 26mm (one inch) up or down from the manufacturer's specifications.

17. SAFETY EQUIPMENT

- (a) Safety equipment must comply with the requirements of the event. All vehicles must carry in the passenger compartment a minimum of:
 - (i) two reflective warning triangles
 - (ii) a first aid kit (St John Ambulance or equivalent)
 - (iii) fire extinguisher/s of at least 2.0kg total capacity (dry chemical type); and
 - (iv) An OK/SOS Board;

- (b) As specified in Schedule R of the “General Requirements for Cars and Drivers” of the CAMS Manual of Motor Sport
- (c) Safety cage structure which meets the requirements of Schedule J of the “General Requirements for Cars and Drivers” of the CAMS Manual of Motor Sport is required in all timed rallies, other than Introductory Rallies.
- (d) Safety harnesses which meet the relevant requirements of Schedule I “General Requirements for Cars and Drivers” of the CAMS Manual of Motor Sport must be fitted to all vehicles in events where a safety cage is required.