

Bulletin Number: **B15/031**
Implementation Date: **01/01/2016**

TECHNICAL BULLETIN

RALLY/ROAD – CLASSIC

REFERENCE:

http://docs.cams.com.au/Manual/Rally/RR16_Classic_Rally_2015-1.pdf

RATIONALE: To address some omissions from, and potentially confusing duplication in, the original regulations, and so clarify that approved substitute engines will be eligible for C1 until 31 December 2016 after which they may be eligible for C2.

ACTION: To amend the Classic Rally Car regulations as follows:

Classic Rally Cars

The Classic Rally car regulations ~~draw on the Group 3C Production Rally Car (PRC) regulations, and~~ 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.

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). 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 vehicle, the inability to source some original components and requirements for essential modern safety equipment.

~~Where an issue is not specifically addressed by these regulations, the Production Rally Car (PRC) regulations shall apply. Where no freedom is provided, or the applicable regulations are silent, then no change to the base car is permitted.~~

Four categories of Classic Rally Car reflect the spectrum of demand from competitors and range of possible modification allowed.

3. C1 – AUTHENTIC CLASSIC RALLY CAR CATEGORY

3.1 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 or be an approved Classic Rally Car substitute until 31 December 2016, after which the vehicle is no longer eligible for C1, but may be eligible for C2. An eligible cylinder block may be fitted with a substitute cylinder head where approved until 31 December 2016 after which the vehicle is no longer eligible for C1, but may be eligible for C2.

For other than substitute engines, modifications to internal components are free. Capacity is free, but any change in capacity may result in change of capacity class.

(b) 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.

(c) Substitute Engines: A substitute engine which has been approved by the Australian Rally Commission may be used. An application for a substitute engine may be based on the engine which was either FIA homologated in Groups 1-4 or the engine which is eligible for PRC for that model.

The guidelines for substitute engines are that the engine shall:

- be produced prior to 1986;
- be produced by the same manufacturer as the original;
- have the same number of camshafts in the same location;
- have the same number of cylinders and general configuration (eg, in-line, vee etc);
- be made of the same material as the original;
- be able to be fitted in the same general location as the original. No body modification is permitted to allow the fitment of the replacement engine.

Approved Classic Rally Car Substitute Engines					
Make	Model	Year	Current Engine	Substitute Engine	Date Added
Nissan/Datsun	Violet GT (PA10)	1980-1981	LZ20	FJ20E (naturally-aspirated)	01/7/2009
Nissan/Datsun	Silvia S110	1979-1984	LZ20	FJ20E (naturally-aspirated)	01/7/2009
Nissan/Datsun	Violet 710SSS	1974-1976	LZ20	FJ20E (naturally-aspirated)	01/7/2009
Toyota	Celica TA22	1972-1975	18R-G	3SGE, Series 1 (naturally-aspirated)	20/10/2009

Toyota	Celica RA20	1976-1978	18R-G	3SGE, Series 1 (naturally-aspirated)	20/10/2009
Toyota	Celica RA40	1978-1981	18R-G	3SGE, Series 1 (naturally-aspirated)	20/10/2009
Toyota	Celica RA63	1981-1982	18R-G variant	3SGE, Series 1 (naturally-aspirated)	20/10/2009
Toyota	Corolla TE-27	1971-1974	2-TG	4-AGE 1600 16-valve DOHC	2/9/2009

(d) **Substitute Cylinder Heads:** A substitute cylinder head which has been approved for a particular model of car may be used.

The guidelines for substitute cylinder heads are that the cylinder head:

- Shall have the same number of camshafts in the same location as the original/recognised engine;
- Shall have no more valves than the original cylinder head;
- Shall bolt directly to the original/recognised cylinder block without the need for modification to either the cylinder block or cylinder head;
- Shall have no more spark plugs than the original head;
- Shall not incorporate a variable cam timing system; and
- May be produced by an alternate manufacturer intended for use on the original block.

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 Source, Model and/or Designation	Valves	Configuration	Date Added
Fiat 131 ABarth	Fiat/Lancia (Series 131/132/138/828)	Fiat/Lancia	Fiat/Lancia models post - 1988	16	DOHC	22/06/2011
Ford Escort	Ford Pinto	Cosworth YB	Ford Cosworth Sierra	16	DOHC	02/09/2011

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3.5 Suspension

Springs and dampers are free, including their method of operation (e.g. a leaf spring may be replaced by a coil spring).

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. *

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:

- The original suspension components (e.g. springs, shock absorbers) may be removed.
- The differential and rear axle assembly are free.
- The rear axle assembly may be located longitudinally by up to four individual arms.
- The rear axle assembly may be located laterally by either a Panhard Rod or Watts Linkage.
- 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.
- The use of elastomeric bushings, spherical bearings and/or boot area, the purpose of which is to accommodate and mount the top of a damper or combined spring/damper unit.
- ~~Springs and dampers are free, including their method of operation (eg. A leaf spring may be replaced by a coil spring).~~
 - * **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.

END

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