RALLY / ROAD

Classic Rally Cars

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 covered by the categories of Classic Rally Cars.

It is intended to cater for competitors who have expressed a desire to compete in cars of the era, with some of their more significant features which are not permitted under the contemporary Group 3C – Production Rally Cars (PRC) regulations or the Historic Rally Car Regulations.

Classic Rally Cars shall be split into Categories 4A, 4B and 5, following on from Category 1 to 3 Historic Rally Cars.

1.1 **Minimum requirements:** 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).

1.2 **Period presentation:** Owners are encouraged to present cars in period appearance, including items such as trim, tripmeters, gauges etc.

Electronic dashboards and/or instruments (other than the distance measuring device – eg, Terratrip) are not permitted, unless supplied by the manufacturer of the car when first made available to the public, in which case that dashboard and/or instrument is permitted.

1.3 **Minimum weights:** Minimum weights for Classic Rally Cars shall be in accordance with the equivalent PRC weight less 5%, but only in events where Classic Rally Cars are not competing directly against cars required to comply with the PRC or Historic Rally Car regulations.

Refer also to Rally Car Eligibility (refer "Rally/Road" in the CAMS Manual of Motor Sport).

1.4 **Log books:** All cars must be subject of a CAMS Log Book.

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.

Refer also to Schedule L of the CAMS Manual of Motor Sport, in particular the "Explanatory Note".

1.5 **Original cars:** 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.

2. IMPORTANT NOTES

2.1 **Eligibility in other rallies:** Builders of such cars must be aware that they may not be eligible for the PRC category and that opportunity to utilise such cars may be limited. As such, Classic Rally Car competitors are encouraged to consider ensuring their cars are able to be used in other competitions which limit eligibility to PRC or HRC.

2.2 **Model run on principle:** Cars which are the same in all respects, but are manufactured after the various 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.

2.3 **Vehicles to be legally able to drive on public roads:** It is entirely the responsibility of the owner to comply with the relevant provisions of the civil authorities in relation to registration and Article 1 of Schedule R (refer "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport).

Prior to carrying out any modifications to a car, the acceptability of the planned modifications should first be checked with the relevant registration authority.

2.4 **Signage:** Notwithstanding Article 1.2, Competitors should be aware that they will be required to comply with the relevant signage requirements for cars competing in the event in which the competition is provided (eg, ARC event signage shall be carried when being run as a piggyback to an ARC event).

"CLASSIC" shall appear immediately below the door number for all Classic Rally Cars. All letters shall be capitals in a font outlined in Article 3 of Schedule R and shall be 40mm high.

Classic Rally Cars are not eligible to compete for a State Championship, though they may compete as a piggyback competition at State Championship events if the promoter provides for the category.

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3. ELIGIBILITY & TECHNICAL REQUIREMENTS

~~**Category 4A** - Cars manufactured up to 31 December 1977, being PRC eligible and/or homologated by the FIA in Groups 1 to 4.~~

~~**Category 4B** - Cars manufactured between 1 January 1978 and 31 December 1982 and homologated by the FIA in Groups 1 to 4.~~

Category 4 cars shall comply with the Group 3C – Production Rally Cars regulations save for the provisions of Article 1 of these regulations, the prohibition of FIA Group 2 and 4 cars (refer Group 3C, Article 1 – "Rally/Road" section of the CAMS Manual of Motor Sport) and the following:

3.1 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.

3.2 Wheel arch flares of a type utilised on that model in rally competition of national status in Australia or FIA International championship status in the period are permitted. Evidence of such fitment may be required at scrutiny.

3.3 **Non-integral panels:** Guards/wings/bonnet/bumper bars and boot lids (all of which are held in place by bolts or screws only), and/or wheel arch flares, may be made of fibreglass or aluminium in place of the original material. In the case of fibreglass, the minimum material thickness is 3mm and with aluminium the minimum material thickness is 1.25mm.

Integral panels (ie, panels which are welded or permanently fixed – eg, are not bolted): Panel materials must remain as original for that model. For the purpose of this regulation, doors are to be considered 'integral' and therefore cannot be replaced or original materials substituted.

3.4 **Exhaust manifolds** are free for naturally-aspirated cars.

3.5 **Inlet manifolds,** not being integral with the cylinder head casting, are free for non-fuel injected naturally-aspirated cars.

3.6 **Carburetion** is 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.

3.7 **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. Carburettors may replace fuel injection systems.

3.8 **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.

3.9 **Engines** shall be of a type and configuration as listed in a vehicle's relevant homologation papers, or be as permitted under the PRC rules for the relevant make and model of vehicle.

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 replacement engines, approval of which is at the sole discretion of ARCom, 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 method of camshaft actuation as the original engine (eg, chain drive remains chain drive)
- 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.

All substitutions are to be published in the Classic Rally Car regulations or via bulletin prior to use in competition.

Cars with substitute engines are not permitted the full range of modifications otherwise acceptable under Article 3.3(xxix) of the PRC regulations. The following modification limitations apply:

- **Capacity:** A maximum 17% increase in capacity over the original/recognised engine may be permitted, or alternatively, a substitute engine which keeps the car in the same PRC capacity class as it would be with the standard specification original/recognised engine may be permitted. The standard stroke must be retained.
- **Cylinder Head:** Modifications may be made to the cylinder head and related components only in the following areas:
  - inlet and exhaust ports may be modified by the removal of metal only
  - inlet and exhaust valve sizes and valve seats are free. The minimum modifications required to fit these items are permitted
  - valve guides may be replaced by others of alternate materials.

Cars which suffer a capacity alteration with a substitute engine and permitted modifications must compete in the capacity class pertaining to their new capacity.

3.10 **Gearboxes** shall have a maximum of five forward gears. Sequential and/or electronically-activated

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gearboxes are prohibited.

3.11 **Maximum wheel size** shall be in accordance with Article 3.6 of the PRC Regulations.

3.12 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.*

Save where an alternate location was homologated by the FIA, which shall be respected, no pivot point of any link so added may be located further forward than the forward most pivot point of the original suspension.

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

- The original suspension components (eg, 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 rose joints is permitted in locating the rear suspension.
- 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.
- 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.

~~**Category 5 – Pre-1986 Classic Rally Cars**~~

~~Must be manufactured prior to 31 December, 1985 and comply with PRC regulations in their entirety, save for weight which shall be as outlined in Article 1.4 of these regulations.~~

4. SPORTING REGULATIONS

4.1 Classic Rally Car competitions at the ARC:

- At ARC events, a maximum of 15 vehicles complying with these regulations are permitted, unless by agreement of the organisers, whereupon a maximum of 20 vehicles are permitted.
- Entries to the ARC are by invitation.
- Technical issues will be the responsibility of the ARC Technical Commissioner and Chief Scrutineer of each event.
- Classic cars shall not run directly in front of the ARC field.

Please note: ARCom has determined that Classic Rally Cars will not be considered for Australian Championship status.

4.2 Classic Rally Car competitions at other events:

- Classic Rally Cars are eligible to compete at events other than the ARC.
- At National stand alone events exclusively for CAMS Classic and/or Historic Rally Cars, there is no limit on entry numbers, other than that defined in the supplementary regulations.

Classic Rally Cars may be eligible for State Rally Championships subject to:

- Any conditions set by the relevant State Council; and
- Classic Rally Cars being seeded within the state championship field in accordance with normal seeding requirements.

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