RALLY / ROAD

Group 3C – Production Rally Cars (PRC)

Production Rally Cars are eligible subject to the vehicle meeting the description below and the General Requirements for Rally Cars in Schedules A and R (see "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport).

1. ELIGIBILITY

For a vehicle to be eligible as a PRC, it must be derived from any of the following:

1.1 Cars recognised by the FIA as being of Group A from 1 January, 1982. Notwithstanding, World Rally Car Variants and/or components outlined under "WR" Extensions of Group A homologations are not permitted in PRC.

1.2 Cars formerly recognised by FIA as being of Group 1 or Group 3 which are included on lists published prior to 31 December, 1981.

1.3 Cars of a model which is deemed to be a Touring Car in accordance with the measurements laid down by the FIA, or a car of a model which has a minimum seating capacity of four persons, of which more than 500 have been produced in the same specification, and which are, or were, available to the general public in Australia from the manufacturer's franchised dealer network.

1.4 Cars either manufactured or assembled in Australia or fully imported, and being of a model which CAMS in its sole discretion may recognise as a PRC irrespective of the number produced or of its origin, and subject to the model being deemed by CAMS to be within the spirit of the definition of a mass-produced vehicle.

Cars currently recognised are:

Toyota Corolla Levin (AE111)
Mitsubishi Mirage Cyborg RS
Mazda RX-7 SA22C (13B engine, US spec); FC "Series" (not including convertible version); FD1033
Mazda MX-5 (fitted with hardtop)
Toyota MR2 (pre-2000 naturally-aspirated models)
Toyota Corolla Seca RV, Corolla GT and FXGT; AE101; AE102 (all fitted with 4AGE 20 valve engine)
Utes derived from a model eligible under article 1.3. of which more than 500 have been produced (eg, Falcon Ute, Commodore Ute)
Ford Laser Sport (KC & KE)
Nissan Silvia S 13

2. WEIGHT

Cars must meet the following scale of minimum weights as determined by the capacity of the engine:

	2WD	4WD
up to 1000cc	700 kg	720 kg
1000cc, and up to 1150cc	760 kg	790 kg
1150cc, and up to 1400cc	790 kg	840 kg
1400cc, and up to 1800cc	880 kg	920 kg
1800cc, and up to 2000cc	960 kg	1000 kg
2000cc, and up to 2500cc	1030 kg	1080 kg
2500cc, and up to 3000cc	1090 kg	1140 kg
3000cc, and up to 3500cc	1180 kg	1230 kg
3500cc, and up to 4000cc	1260 kg	1310 kg
4000cc, and up to 4500cc	1340 kg	1400 kg
4500cc, and up to 5100cc	1430 kg	1500 kg
over 5100cc	1520 kg	1590 kg

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These capacity ranges are set for the purpose of determining minimum weight only and are inclusive of the relevant rotary and supercharging corrective factors outlined in "Classification of Cars", with the exception that the supercharging factor for rotary engines shall be 1.6. This is in addition to the 1.8 factor applied to rotary engines. The weight is the real weight of the car, without driver nor co-driver nor their equipment; this includes the helmet, but the headphones external to the helmet may be left in the car.

At no time during the event may a car weigh less than the minimum weight stated in this article.

The use of ballast is permitted subject to CAMS requirements (see "Definitions" or Group N(P) Regulations).

Notwithstanding the minimum weight requirements, at no time shall a vehicle with the crew and their equipment weigh more than the manufacturer's specified Gross Vehicle Mass (GVM). It is the responsibility of the Competitor to provide proof of the correct GVM via the official workshop manual or other definitive manufacturer's documentation, otherwise the PRC minimum weight applies. In the event that the combined vehicle and crew weight exceeds the GVM, authorisation is granted to ballast the vehicle only up to the GVM.

Note: This regulation applies only to events where PRC are eligible. For events listed on the FIA International Sporting Calendar, FIA Group A cars must comply with the weight scale set out in Article 255 of Appendix J of the FIA Yearbook.

3. MODIFICATIONS ALLOWED

3.1 Only the following modifications are allowed in PRC:

3.2 (i) **General conditions:** The original mechanical parts necessary for the propulsion and suspension, as well as all accessories necessary for their normal functioning (except any steering or braking parts), having undergone all normal machining operations laid down by the manufacturer for Series Production, they may be subject to all tuning operations through finishing and scraping but not replacement. Provided that the origin of the Series Production part may always be established its shape may be ground balanced, adjusted, reduced or modified through machining.

The modifications defined by the fore-going are permitted only on condition that the weights and dimensions specified in the Recognition Form are respected. Only chemical and heat treatment/s are allowed, in addition to the above.

(ii) **Addition of material:** Any addition or attaching of material or parts is forbidden unless it is specifically allowed by an Article in these Regulations. Any material removed is not to be reused. Restoration of body shape and chassis geometry following accidental damage is permissible by the addition of the materials necessary to effect the repairs (body filler, weld metal etc); other parts which are worn or damaged are not to be repaired by the addition or attaching of material unless an Article in these Regulations allows appropriate freedom.

(iii) **Fasteners:** Throughout the car, any nut, bolt, or screw may be replaced by another nut or bolt or screw and may have any kind of locking device.

3.3 Engine:

(i) **Cylinder block:** It is permitted to increase the bore of the block by re-boring or re-sleeving by up to 0.6mm provided that the original engine capacity of the class limit is not exceeded.

The re-sleeving of the engine is allowed in the same conditions as for re-boring and the material of the sleeves may be changed.

(ii) **Classes** are:

Class P1	PRC	up to 1400cc
Class P2	PRC	over 1400cc, up to and including 1600cc
Class P3	PRC	over 1600cc, up to and including 2000cc
Class P4	PRC	2WD over 2000cc
Class P5	PRC	four wheel drive, over 2000cc (not meeting the requirements of Class P6)

Class P6	PRC	four wheel drive, models first manufactured prior to 1 January, 1991, and the following list of 4WD cars, regardless of the date of manufacture:

Audi 80 quattro;
Ford Laser TX3;
Ford Sierra (including Cosworth RS);
Holden Jackeroo – late model;
Holden Rodeo;
Jeep (all models and derivatives);
Lada Niva;
Lancia HF Delta Integrale 8 valve; Land Rover;
Land Rover Discovery;
Mazda 323 (all models);
Mitsubishi 3000 GT;
Mitsubishi Galant VR4;
Mitsubishi Pajero;
Nissan Patrol (all models);
Nissan Pulsar GTi-R;
Nissan Skyline (all models);
Opel/Holden Calibra;
Porsche (all models);
Range Rover;
Subaru Leone RX Turbo;
Subaru Liberty/Legacy;
Toyota 4 Runner;
Toyota Celica ST165, ST185;
Toyota Land Cruiser (all models and derivatives)

CAMS in its sole discretion reserves the right to add to this list during the year. Any changes will be advised via Bulletin.

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In case of supercharging, the nominal cylinder capacity will be multiplied by 1.7 and the car will pass into the class corresponding to the equivalent volume thus obtained. In case of rotary engines, the nominal engine capacity will be multiplied by 1.8 and the car will pass into the class corresponding to the equivalent volume thus obtained. The car will be treated in all respects as if its cylinder capacity thus increased were its real capacity class.

(iii) Planing of the cylinder block is allowed.

(iv) Planing of the cylinder head is allowed.

(v) The compression ratio is free.

(vi) The **cylinder head gasket,** including the number thereof, is free. A "decompression plate" made of metal may be fitted for the sole purpose of reducing the compression ratio of the engine.

(vii) **Pistons** piston rings, gudgeon pins and their securing mechanism are free. Connecting rods are free, except that original connecting rods may only be replaced by connecting rods manufactured of ferrous material.

(viii) The original **crankshaft** may receive chemical or heat treatment different to that laid down for the Series Production parts.

(ix) The make and material of **engine bearings** are free, however, they must be of the original type and dimensions.

(x) The **flywheel** may be modified in accordance with the general conditions specified above, provided that the original flywheel may still be identified. The homologated weight must be respected.

(xi) The **air filtering** arrangement is free upstream of the butterfly/s; the accelerator linkages are free.

(xii) **Fuel pump/s** are free, but may not be fitted in the cockpit. Should this be an original fitting, the pump/s may remain in place but must be well protected.

A petrol filter with a maximum capacity of 0.5 litres may be added to the fuel inlet pipe.

(xiii) The original **heat exchanger**s and/or inter-coolers, or any other device fulfilling the same function must be retained and in their original location and position. The provisions of Article 3.2(i) do not apply to intercoolers. The pipes between the supercharging device and the intercooler and the manifold are free, but their only function must be to channel air.

In the case of air-water intercoolers, the pipes connecting the intercooler and its radiator are free, but their only function must be to channel the coolant.

Any water injection fitted must be homologated and must not be modified.

The fitment of any other substance or device to reduce the temperature of the charge is forbidden.

Anti-pollution devices may be removed provided this does not lead to an increase in the quantity of air admitted.

The cylinder head port sizes and tolerances, as noted on the homologation form must be respected except for 2WD cars, where freedom is provided to modify the cylinder head port sizes by the removal of metal only.

The inner port dimensions of rotary or two stroke engines are free.

(xiv)

1. If the recognised vehicle is equipped with **fuel injection,** whether mechanical or electronic or a combination of both, the following modifications are allowed:

(a) **4WD**

- freedom of air inlet system extending to the upstream face of the butterfly, or to the turbo charger impeller should this be upstream of the butterfly.
- freedom of the engine management system, subject to the following:
  - injection systems may be modified freely or replaced, on the condition that the principle of the system remains. For instance, K Jetronic type systems may not be replaced by L Jetronic type systems.
  - freedom of injectors, but not the number, position or assembly angle in the manifold.

(b) **2WD**

- The fuel injection system, including the inlet manifold, is free.

(Note: the foregoing modifications may render the car unregisterable in some States.)

2. Should the recognised car be equipped with carburettor/s, those components are free, subject to the following:

(a) **4WD**

The original number of carburettors and their working principle must be retained and they must remain in the original location.

The diameter and number of the butterflies as stated on the homologation form, or if there is no homologation form for that car, in the relevant workshop manual, must be respected.

The diameter of the venturi (choke) may not be modified, nor may the diameter of the opening of the carburettor at the face it connects to the inlet manifold.

(b) **2WD**

The carburettor system, including the inlet manifold, is free.

(Note: the foregoing modifications may render the car unregisterable in some States.)

3. The fitment of a restrictor for turbocharged cars, in accordance with FIA Group A Regulation 5.1.8.3 is compulsory for all four-wheel drive cars and is optional for two-wheel drive cars. It is in all cases permitted only on cars on which the standard turbocharger inlet dimension exceeds the dimension of the restrictor.

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For cars issued with **log books** prior to 1 August, 1998, and being used in other than International events the requirement for the restrictor plate, at its narrowest point, to be less than 40mm in external diameter, as specified by FIA Group A Regulation 5.1.8.3, is waived. For international events, all cars, regardless of date of log book issue, will be required to comply in full with Regulation 5.1.8.3.

(xv) Except for the number of camshafts and the number of bearings, the **camshaft** is free. The valve timing and lift are free. Camshaft pulleys and belts and timing chains and their sprockets are free, save that they must retain their original drive system.

The guides and tensioners associated with these chains and/or belts are free, as are the protective covers.

The material of the gears and sprockets associated with the camshaft is free, as is the number of belts/chains.

In the case of rotary engines, on condition that the original dimensions of the intake of the inlet ports and the exit of the exhaust ports are respected, the dimensions of the inlet and exhaust ducts into the rotor housing are free.

(xvii) The material and the shape of the **engine valves** are free, but the characteristic dimensions specified on the recognition document must be retained, including the respective angles of the valves' axes.

The valve spring retainers, cotters and guides, even if not included as original equipment are not subject to any restriction. Shims may be added under the springs.

The material of the valve seats is free.

***Note: For 2WD cars, inlet and exhaust valve sizes and valve seats are free. The minimum modifications required to fit these items are permitted. In addition, valve guides may be replaced by others of alternate materials.**

(xvii) **Rocker arms and tappets** may be modified accordance with the General Conditions (3.2(i)).

Hydraulic tappets are free, save that the replacement units must be interchangeable with the original ones.

(xviii) **Ignition coil/s,** condensers, distributor, interrupter (ie, points), and spark plugs are free subject to the concept of the system remaining the same as provided by the manufacturer of the model concerned, ie, battery/coil or magneto.

The fitting of an electronic ignition system, even without a mechanical interrupter, is permitted provided no mechanical part other than those mentioned in these Regulations is modified or replaced, save that the crankshaft, and/or flywheel and/or crankshaft pulley may be locally modified to facilitate a change of ignition.

Under the same conditions, it shall be permissible to change an electronic ignition for a mechanical ignition.

The number of spark plugs may not be modified. The number of coils is free.

(xix) The **radiator** and its method of fixing is free provided the original fittings on the car are utilised. Radiator hoses are free. A radiator screen may be fitted.

The existing fan may be removed or it may be disconnected. Additional fans may be added, for which the method of drive is free.

The thermostat is free.

The dimensions and material of the fan are free as are the number of fans.

The fitting of a water catch tank is allowed.

The radiator cap may be locked.

None of these freedoms (in 3.3(xix)) applies to intercoolers (heat exchangers) which are considered to form part of the induction system of the engine.

(xx) **Lubrication radiator, oil/water exchanger, lines, sump, and filter** are free.

The fitting of an oil radiator outside the coachwork is allowed only below the horizontal plane passing through the wheel hubs, in such a way that it does not protrude beyond the general perimeter of the car when seen from above as it stands on the starting line. Fitting an oil radiator in this manner does not permit the addition of an enveloping aero-dynamic structure, or any modification to bodywork.

All air vents must have the sole effect of inducing the necessary air for the cooling of the radiator, and must not have any aerodynamic effect.

Oil pressure may be increased by changing the discharge (relief) valve spring.

If the lubrication system includes an open type sump breather it must be equipped in such a way that the oil flows into a catch tank. This must have a capacity of two litres for cars with a cubic capacity equal to or below 2000cc and three litres for cars with a cubic capacity of over 2000cc.

An air/oil separator (maximum capacity of one litre) may be added, external to the engine and within the engine compartment and any oil return to the engine must be effected by gravity alone. It is permitted to fit an oil thermostat. One fan per oil radiator is permitted, but it must have no aerodynamic effect.

(xxi) **Engine supports** are free but not their number, provided that the angle and position of the engine within its compartment is not changed, and that Article 3.5(i) and General Conditions are respected. The supports may be welded to the engine and the bodywork, and their position is free.

(xxii) The **exhaust** is free after the exit from the exhaust manifold, subject to specific local requirements. It may not project in any way beyond the coachwork (in plan). The exhaust system must not be provisional. Exhaust gases may only exit from the end of the system which must be within 10cm of the perimeter of the car and aft of a vertical plane passing through the centre of the wheelbase. Parts of the chassis must not be used

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to evacuate exhaust gases. Adequate protection shall be provided to prevent heated exhaust pipes from causing burns.

On cars fitted with turbo charged engines, the exhaust system is free only after the turbo charger wastegate unit. Heat shields may be fitted to the exhaust manifold and/or the turbo-charger for the sole function of heat protection.

On 2WD cars, the exhaust manifold is free.

The car must at all times comply with CAMS' requirements as to noise level.

(xxiii) **Driving pulleys**, belts and chains for ancillaries situated outside the engine are free, including number, type and dimensions. The route and number of belts etc. are free. The drive pulley of a "G" compressor is free.

(xxiv) All **gaskets** in the engine are free.

(xxv) **Springs** in the engine are not subject to any restrictions, but must retain their original functioning principle.

(xxvi) The make and type of **self starter** is free.

(xxvii) **Supercharging/turbocharger** pressure may be modified in accordance with Article 3.3(xxv) and Article 3.2(i) (General Conditions). It is also permitted to make the connection between the actuating diaphragm and the wastegate adjustable, even if it is not originally so.

The intercooler pipes are free, whilst they are not part of the actual intercooler.

(It is not permitted to fit any pressure adjusting device outside the engine compartment, unless it is homologated.)

(xxviii) The fitment of an external **oil pressure regulator** is allowed.

(xxix) For normally aspirated two-wheel drive vehicles, the model of which was manufactured prior to 1 January, 1986, freedom will be granted in relation to:

(a) Carburettors and injection systems (however the addition of forced induction is not permitted).

(b) Inlet manifold/s.

(c) Exhaust manifold/s.

(d) Engine capacity, within the limits of the homologated or recognised engine block.

(e) Modification of the original cylinder head save that the original number of valves and camshaft(s) be preserved.

(f) The ports of rotary engines, provided that this does not result in: (a) peripheral ports, and/or (b) the port does not extend past the original water jacket and seals.

(g) The end and centre housings of rotary engines, provided that they are supplied by the manufacturer of the vehicle.

Notes:

1. **Re. Item (d) Engine Capacity: vehicles which suffer a capacity alteration with these modifications must compete in the capacity class pertaining to their new capacity.**
2. **Re Item (d), for all engines, the crankshaft, fly wheel and connecting rods are free (including weight thereof).**
3. **Items (d) and (e) will not apply to rotary-engined cars; these vehicles must use rotor housings of the original homologated or recognised width.**

(h) Substitute engines may be permitted subject to application to ARCom.

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 as the original
- have the same number of cylinders and general configuration
- 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 cylinder block.

All substitutions are to be approved by ARCom and published in the PRC 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 these regulations. The following modification limitations apply:

- **Capacity:** A maximum of a 17% increase in capacity over the original/recognised engine is 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.

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Approved PRC Substitute Engines					
Make	**Model**	**Year**	**Current Engine**	**Substitute Engine**	**Date Added**
Chrysler/ Mitsubishi	Galant / Lancer		4G32	4G62	01/10/2007
Mazda	RX2	1970-1978	12A	13B Naturally-aspirated (of a type available pre-1986)	01/10/2008
	RX3	1971-1978	12A	13B Naturally-aspirated (of a type available pre-1986)	01/10/2008
	R100	1968-1973	10A	12A Naturally-aspirated (of a type available pre-1986)	01/10/2008
Nissan/ Datsun	B110 (1200)		A12	A14	01/04/2008
	B210 (120Y)		A12	A14	01/04/2008
	510 (1600)		L 18	L 20	08/03/2007
	510 (1600)		L 18	Z 20 Naturally-aspirated	08/03/2007
	610 (180B)		L 18	L 20	08/03/2007
	610 (180B)		L 18	Z 20 Naturally-aspirated	08/03/2007
Toyota	Corolla KE 70		4K-C / 4A-C	AE 86 4A-C 8-valve (pre-1986)	08/03/2007

Rejected PRC Substitute Engines				
Make	**Model**	**Year**	**Substitute engine requested**	**Reason for rejection**
BMW	325 e / 323 i		325 i engine	Engine manufactured after 1986
Ford	Escort Mk II		F2 2.2l	Engine manufactured after 1986
Honda	Civic (Series 1)	1976	EW 2	Engine size exceeds allowed capacity increase of 17%
Toyota	Corolla KE 70		4AGE 16-valve	Engine does not have same number of valves

(xxx) For normally aspirated two-wheel drive vehicles, of less than 1600cc, the model of which was manufactured after 1 January 1986, freedoms will be granted in relation to:

(a) Carburettors and injection systems. A maximum of four throttle apertures are permitted, each of up to 45mm internal diameter as measured at the throttle plate. If less than four throttle apertures are utilised, up to an equivalent throttle area is permitted.

(b) Inlet manifold

(c) Exhaust manifold

3.4 Transmission:

(i) Clutch: The clutch assembly is free provided that the original type of operation is retained.

(ii) Gearbox: The gearbox (and the number of ratios) is free, save for the following:

- no modifications may be made to any bodywork to accommodate a gearbox, save for the drilling of holes to support components, or to facilitate the fitting of the gear change mechanism;
- in the case of an automatic gearbox, the flywheel is free;
- the number of driven road wheels may not be changed;
- an additional lubrication cooling device including one fan is permitted (the circulation pump, radiator and air intake may be situated under the car) in the same conditions as Article 3.3(xx).

Propeller shafts, half shafts and universal joints are free.

(iii) Final drive and differential: Final drive ratio is free, as is the differential action. The casing of the differential may be changed in vehicles where the differential is fixed to the body/ chassis unit, but only if such a replacement unit can be fitted without any alterations to the body/chassis unit. For vehicles with a live rear axle, see also Article 3.5(iii).

The differential supports are free where they do not form part of the chassis.

An additional lubrication cooling device is permitted under the same conditions as for 3.4(ii).

3.5 Suspension:

(i) The position of the rotational axis of the mounting points of the suspension to the wheel uprights, and to the shell or chassis, must remain unchanged.

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(ii) Reinforcement bars may be fitted between the suspension mounting points on the bodyshell and must be located within 100mm of the original suspension mounting point (150mm for MacPherson strut systems). Apart from these two points, this bar must not be mounted on the bodyshell or the mechanical parts.

(iii) Suspension components and axles are free provided they are entirely interchangeable with the original units. For vehicles with a live rear axle, the entire rear axle tube and differential housing assembly is considered to be suspension and is therefore free. The suspension mounting points on the body/chassis must be retained and used exclusively and unmodified and to the exclusion of all others, save that strengthening is permitted in accordance with Article 3.9(i).

(iv) Anti sway bars are free, as are their anchorage points. These points may be used for the mounting of reinforcement bars.

(v) The top shock absorber mounting plates of MacPherson struts are free save that the mounting points on the actual bodywork must remain unchanged.

(vi) The material and dimensions of the springs are free, but not the type. The spring seats may be made adjustable, even if this includes the addition of material. A coil spring may be replaced by two or more springs of the same type, concentric or in series provided that they are fully interchangeable with the original and can be fitted without any modification other than those specified in this Article.

(vii) The make of shock absorbers is free, but not the number, the type (telescopic, lever etc), the system of operation (hydraulic, friction, mixed) nor the supports. Gas-filled shock absorbers are considered as hydraulic. MacPherson struts attached by eccentric bolts will be accepted, but the original trim must be preserved.

(viii) A central wheel bolting system may be employed.

3.6 Wheels and tyres:

(i) Complete wheels (flange + rim + tyre) are free provided they can be housed within the original bodywork. This means the upper part of the wheel (rim flange and tyre flank), viewed vertically over the wheel hub centre, must be covered by the bodywork when measured vertically. The use of tyres intended for motorcycles is forbidden.

(ii) In no case may the width of the rim/tyre assembly, in relation to the swept volume of the engine, exceed the following:

Up to 1000cc	6.5”	**2000cc**	8.5”
1400cc	7.0”	**5000cc**	9.0”
1600cc	7.5”	**over 5000 cc**	10.0”

(iii) The rim diameter may be increased or reduced by up to two inches in relation to the original dimensions, as specified in the homologation documents. The wheels do not necessarily have to be of the same diameter. The maximum diameter of the complete wheel is 650mm.

3.7 Braking system: The complete braking system is free, subject to any replacement components complying with the relevant registration requirements and any modifications to bodywork being restricted to the drilling of holes for the fitting and/or operation of components.

A circular flexible pipe to channel air to each brake assembly is permitted, but its interior diameter must not exceed 10cm. These air cooling pipes must not protrude beyond the front of the car, as seen from above.

3.8 Steering: Freedom exists for the following items:

- power steering (addition or deletion)
- steering ratios, which must be commercially available
- steering arms, dampers, columns and racks.

3.9 Bodywork and chassis:

(i) Strengthening of suspended parts is permitted provided that the material used follows the original shape and is in contact with it. Reinforcements from composite materials are allowed, irrespective of their thickness, provided they are in accordance with this paragraph.

Unused supports situated on the chassis/ bodywork may be removed, unless these supports are for mechanical components which are not free.

The original holes in the bodywork may be closed by self adhesive tape, unless otherwise permitted within these Regulations.

It is permitted to cut out part of the bulkhead situated in the engine compartment for the fitting of one or more air filters or for the intake of air, but such modifications must be strictly limited to those parts necessary for this installation.

(ii) Insulating material may be removed from under the floor, from the engine compartment, the luggage boot and the wheel arches. Carpet and insulating material may be removed from the passenger compartment; additional insulating material may be fitted.

(iii) Bumper bar overriders and wheel embellishers must be removed; hub caps may be removed.

(iv) The motor position, the blades and the operating mechanism of windscreen wipers are free. There must be at least one windscreen wiper provided for the windscreen, in the driver’s direct line of vision. The windscreen washer device may be disconnected but not removed. The capacity of the washer tank may be increased and its location may be moved to inside the cockpit.

(v) External decorative strips which follow the external contours of the bodywork and are less than 25mm wide

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may be removed.

Jacking points may be strengthened, moved and increased in number.

Headlamp covers, if fitted so as to protect the headlamp glass, must have no effect on the car's aerodynamics.

The location of the number plate is free, but the lighting system must remain.

Additional fittings of underbody protection is allowed.

Additional safety fastenings for the windscreen and the side windows may be fitted provided that they do not improve the aerodynamic qualities of the car.

Skirts are forbidden. All non-homologated devices or constructions designed to fully or partially fill the space between the sprung part of the car and the ground is forbidden in all circumstances. No protection authorised in Regulation 3.9(v) may influence the aero-dynamics of the car.

Cars must be so constructed that with the driver normally seated, when all tyres on the same side are deflated, no part of the car shall touch the ground.

The edges of the wing panels may be folded back if they protrude inside the wheel housing. (Panels must not be reformed, nor may any changes of shape result). If wing panels are made of plastic, protrusions must be removed.

The plastic sound-proofing components from the underside of the wheel arches may be removed.

It is permitted to remove or replace the supports between the bodywork and the chassis save that the original location must be respected.

The original boot and bonnet fasteners may be replaced. If so, this must be by at least two additional fasteners in each case.

External rear view mirrors are free whilst they perform only the function of a rear view mirror.

3.10 Cockpit:

(i) Seats and their mountings are free, but seats must incorporate a head restraint.

The passenger's seat may be replaced as well as the rear seats (including their backrests).

(In Australia – replacement front seats must comply with the provisions of Article 8 of Schedule C - refer to "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport).

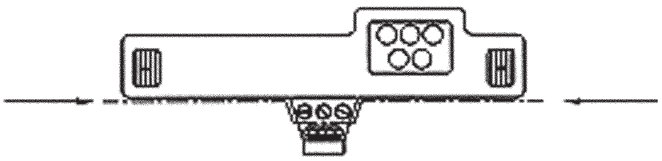
The front seats may be moved backwards, but not beyond the vertical plane defined by the front edge of the original rear seat. Should the fuel tank be installed in the boot and the rear seats be removed, a flame and liquid-proof bulk-head must separate the cockpit from the fuel tank.

In the case of two volume cars, a non-structural partition made from transparent, non-flammable material between the fuel tank and the driver's compartment is allowed.

(ii) The trimmings below the dashboard, and which are not part of it, may be removed.

It is permitted to remove the centre console so long as it does not hold any heating controls or instruments (as shown in drawing 1).

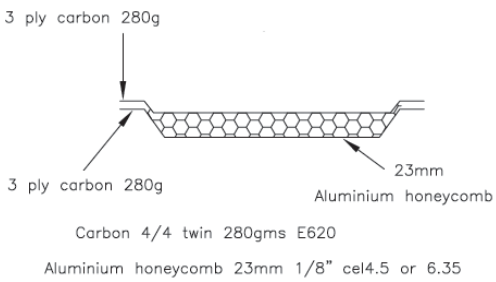
Drawing 1



(iii) It is permitted to remove the soundproofing material from the doors, provided that this does not modify the shape of the doors. In the case of a two-door car, the trim situated beneath the rear side windows may also be removed but must be replaced with panels made from composite material, save for utes in which case such trim is not required to be replaced.

(a) It is permitted to remove the trim from the door together with the side protection bar in order to install a side protection panel which is made from composite materials. The minimum configuration of this panel must comply with that shown on drawing 2.

Drawing 2



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(b) If the side protection bars in the doors are not removed, the door panels may be made from metal sheeting at least 0.5mm thick, from carbon fibre at least 1mm thick or from another solid and non-combustible material at least 2mm thick. The minimum height of this panel must extend from the base of the door to the maximum height of the door strut. It is permitted to replace electric winders with manual ones.

(iv) All padding and insulation material except for those mentioned in 3.10(ii) and 3.10(iii) may be removed, including headlining.

(v) *Deleted 1993*

(vi) The original heating system may be removed but an electric demist system or similar must be retained. Heated front windscreens are permitted provided that any heating elements do not impede vision in any manner.

(vii) An air conditioning system may be added or removed but at all times demisting must be assured.

(viii) The steering wheel is free. The steering wheel may be on either the right or the left provided that it is a question of simple inversion of the controls, as specified by the manufacturer, without any mechanical modification except those made necessary by the inversion.

(ix) The rear removable window shelf in two volume cars may be removed, or held down by additional fasteners.

(x) Air pipes may pass through the cockpit only if intended for the ventilation of the cockpit.

Liquid pipes may pass through the cockpit, but they may not have any connection in the cockpit, save for brake pipes. They must be properly protected.

It is permitted to locally modify interior trim for the fitment of a roll over bar.

(xi) Only the following accessories are allowed to be installed in the cockpit: spare wheel/s, spare parts, safety equipment, communication equipment, ballast and windscreen washer water container.

3.11 Additional accessories:

(i) All those which have no influence on the car's behaviour are allowed, eg, equipment which improves the aesthetics or comfort of the car interior (lighting, heating, radio etc). In no case can these accessories increase the engine power or influence the steering, transmission, brakes, or roadholding even in an indirect fashion. All controls must retain the role laid down for them by the manufacturer. They may be adapted to facilitate their use and accessibility, eg, a longer handbrake lever, an additional flange on the brake pedal etc.

(ii) The following is allowed:

- the original windscreen may be replaced by a laminated windscreen with defrosting equipment incorporated;
- the rear window glass may be replaced with a rigid transparent material of adequate strength (eg, perspex) which must be of not less than 3mm thickness and which may be modified from the original shape only in so far as to enable the safe installation of the requisite roll over protection structure. This is permitted exclusively for utility vehicles and Toyota MR2 AW II;
- instruments such as speedometers etc, may be added, or replaced, so long as fitment is safe. This also permits removal;
- a speedometer must remain if the Supplementary Regulations for the event require this;
- the horn may be changed or an additional one added, within reach of the passenger;
- circuit breakers may be freely changed vis-a-vis their use, position, or number in the case of additional accessories;
- a "fly-off" handbrake may be installed;
- spare wheel/s is/are not compulsory. However, if there is/are any, it/they must be securely fixed, and not installed in the space reserved for the driver and front passenger. No exterior modification of the bodywork must result from its installation;
- additional compartments may be added to the glove compartment and additional pockets in the doors provided they use the original panels. It is permitted to remove the glove box lid so as to fit navigation equipment;
- insulating materials may be added to the existing bulkheads to protect the passengers from fire;
- sunroofs, at the discretion of CAMS. Roof vents are permitted but they must be in the forward one-third of the roof, so that their open side faces forward, and their vertical opening is not greater than 10cm.
- For supercharged vehicles equipped with an intercooler, a water tank may be fitted for the sole purpose of providing a system to spray water onto the outside of the intercooler. The maximum capacity of the tank is 20 litres, the design is otherwise free. The water tank must be securely mounted and must not impede the occupants' access, egress or operations within the vehicle. The pump, spray nozzles, fittings and actuation system required to enable the intercooler water spray system to operate, are free. The water tank may be used in conjunction with an original equipment or recognised intercooler water spray system providing the total combined capacity does not exceed 20 litres.

3.12 Electrical system:

(i) The nominal tension of the electrical system including that of the supply circuit of the ignition must be retained.

(ii) The addition of relays and fuses to the electrical circuit is allowed as is the lengthening or addition of electric cables.

(iii) Electric cables and their sleeves are free.

(iv) The make and capacity of the battery is free. Each battery must be securely fixed and covered to avoid any short circuiting or leaks. The location is free, but if mounted in the cockpit, it must be behind the front seats in a leakproof plastic box. The number of batteries specified by the manufacturer must be retained.

(v) Generator and voltage regulator are free but neither the position nor the driving system of the generator may

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be modified. The position of the voltage regulator may be changed but it may not be placed in the cockpit unless it was placed there originally.

(vi) All lighting and signalling devices must comply with the legal requirements of the country of the event or with the Convention on International Road Traffic. Taking this comment into account the location of the indicators and parking lamps may be modified but the original orifices must be sealed. The make of the lighting devices is free.

Lighting devices which are part of the standard equipment must be those foreseen by the manufacturer and must function as laid down by the manufacturer. The operating system of retractable headlights, as well as its energy source, may be modified.

Freedom is granted with regard to the frontal glass and the reflector and bulbs. The mounting of additional headlamps is authorised provided that a total of eight is not exceeded (parking and side lamps not included) and provided that the total is an even one. They may, if necessary, be fitted into the front part of the grille or bodywork, but such openings as needed in this case must be completely filled by the additional headlamps.

The replacement of a rectangular headlamp by a) 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 in shape of coachwork may result.

The fitting of a reverse lamp is authorised, if necessary by embedding it into the coachwork, but provided it will only switch on when the reverse gear is engaged and provided the relevant civil regulations are respected.

The Supplementary Regulations of an event may give waivers to the abovementioned prescriptions.

3.13 Fuel tanks:

(i) The total capacity of the fuel tanks must not exceed the following limits:

Car's engine cylinder capacity:	Maximum fuel tank capacity
up to 700cc	60L
700cc to 1000cc	70L
1000cc to 1400cc	80L
1300cc to 1600cc	90L
1600cc to 2000cc	100L
2000cc to 2500cc	110L
cars over 2500cc	120L

(ii) Additional or replacement fuel tanks of free but safe design may be fitted and must be vented to the outside of the vehicle.

If the design of the vehicle makes the fitment of the tank outside the cockpit impractical (eg, Mazda 323, Daihatsu Charade etc) it is permitted to fit the tank in that compartment provided:

(a) the filling orifice and breather are outside that compartment, regardless of vehicle construction;

(b) no part of the bodywork may be removed and/or altered to accommodate any petrol tank (save for the filling orifice which may be located in the window glass);

(c) glass may not be replaced by any other material to fit any part of the fuel system;

(d) in all cases the tank ~~and lines are~~ **is** separated from the driver and co-driver by a flame-proof and liquid-proof bulkhead, which may be transparent.

~~(e) no part of the fuel system protrudes into any space normally occupied by any passengers in a standard vehicle.~~

(iii) On vehicles on which the fuel tank is in the passenger compartment or the luggage compartment, the fuel filler must be fitted so that spilled fuel will drain away safely to the outside of the car. If fitted with a filler catch tray, its design must be to the satisfaction of the scrutineers for each event. See also 3.13(ii)(d).

(iv) Fuel lines may be replaced. If a fuel line is replaced, it shall comply with Article 13(ii) of Schedule R – "General Requirements for all Rally Cars".

3.14 General:

(i) All modifications are forbidden unless expressly authorised by these Regulations. In addition to the requirements herein, all cars are required to comply with the "General Requirements of Automobiles" as specified in Schedules A and R (refer "General Requirements for Cars and Drivers").

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