RALLY / ROAD

Historic Rally Cars

Eligibility Regulations for Category 1 (pre-1968), Category 2 (pre-1976) and Category 3 (pre-1981)

1. THE SPIRIT OF THE REGULATIONS

1.1 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 1981 (Category 3) or in the case of Appendix K - FIA International Class – vehicles, 31 December 1971. Over-restoration of vehicles and the use of technology, parts or equipment not available within the period in question, is not within the spirit of these regulations. Any eligibility matter relating thereto shall be interpreted and determined in accordance with the spirit of these regulations.

1.2 A high standard of period presentation will be insisted upon at all times. Any vehicle considered to be of inappropriate standard of preparation may not be permitted to start, at the discretion of the Clerk of Course.

The mechanical preparation of vehicles should conform to the techniques and components in general use before 1 January 1968, 1976 or 1981 as appropriate.

1.3 At all times the onus of proof of eligibility of the car (or its components) shall rest with the competitor. 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.

The car must be a series production vehicle, manufactured before 1 January 1968, 1976 or 1981 as appropriate. For the purpose of Historic Rally Cars, a Series Production Vehicle is defined as: *"Cars of which the production of a prescribed number of identical examples within a prescribed period of time was achieved and which were destined to normal sale to the public"*. Vehicles will be recognised on the date that the first vehicle of the series was produced.

In cases where production of a model commenced before the cut-off date and continued after that date, vehicles actually manufactured after this date are considered to be eligible provided they were produced to exactly the same specification as the vehicles built prior to the date. This provision known as "model run-on", terminates upon a change in vehicle specification having being implemented by the vehicle manufacturer.

Vehicles shall be required to comply with Schedule R – Requirements for All Rally Cars (refer "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport), unless specifically approved otherwise in these regulations.

Vehicles shall compete in the following engine capacity classes:

Up to 1000 cc
1001 - 1300 cc
1301 - 1600 cc
1601 - 2000 cc
Over 2000 cc

Historic Rally Cars

Technical Regulations

2. BODYWORK

2.1 The bodywork and body fittings in their entirety must be as supplied by the manufacturer, except as provided in these regulations.

2.2 The use of **fairings** etc designed to improve the aerodynamic form of the vehicle shall not be permissible unless supplied by the vehicle manufacturer as standard equipment. The use of undertrays for the sole purpose of protecting mechanical components is permitted.

2.3 The **fuel tank** must be separated from the passenger compartment by a fire-proof panel.

2.4 **Mudguard edges** may be rolled over but the original mudguard profile must be maintained. Mudguard flares or extensions are not permitted unless they were fitted as original equipment by the vehicle manufacturer for the make and model concerned.

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2.5 **Mudflaps** of stout material must be fitted behind all driven wheels. In case of front wheel drive vehicles, they must be fitted behind all four wheels. They must be no closer than 50mm to and no further than 100mm from the ground with the vehicle in ready to rally condition. They must mask the full width of the tyre when viewed from behind and be within 300mm of the tyre.

2.6 All categories of Historic Rally Cars are encouraged to adopt **period livery**.

2.7 The **original bumper bars** must be fitted. Ends of bumper bars must turn towards the body sufficiently to avoid any risk of hooking or grazing.

2.8 **Mounting bars** for auxiliary lights must not obscure any original lamps and must not exceed the width of the vehicle body. Any auxiliary forward-facing lights must be linked to the high beam circuit so that they are only operable when the vehicle's normal headlights are operating on high beam.

2.9 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.

2.10 Roof vents are permitted, but they must be on the forward one-third of the roof, with the open side facing forward. The maximum vertical opening is 10cm.

3. COCKPIT/INTERIOR

3.1 All **trim panels and dash padding** must be retained. Floor coverings may be removed. Headlining, sound deadening or insulating material may be added, modified or removed.

3.2 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.

3.3 **Front seats** may be replaced. Seats complying with Schedule C (refer "General Requirements for Cars and Drivers") or which are homologated by the FIA are recommended. Rear seats may be removed.

3.4 **Additional instruments** may be fitted. Period style navigation equipment is encouraged, but the use of electronic navigation equipment is permitted. Satellite navigation equipment (GPS or similar) is not permitted.

4. ENGINE

4.1 **Mechanical modifications** may be made provided the following restrictions are observed.

4.2 The original type of **cylinder block and crankcase** must be employed. The bore may be varied, provided that the swept volume of the engine remains within the same cubic capacity class as the original engine supplied by the vehicle manufacturer. Stroke may not be changed. Where an engine is close to the capacity limit of the class, and reboring (which is permitted only to a maximum of 1.5mm in this case) causes the engine to pass into the next capacity class, the engine will be deemed to conform to the original class.

4.3 The original type of **cylinder head casting** must be employed. The cylinder head may be modified provided that such modification is effected only by removal of metal.

4.4 **Forced induction or fuel injection** is not permitted unless such induction method was available for the particular vehicle in the specified period.

4.5 **Inlet and exhaust manifolds:**

4.5.1 **Pre-1968 (Category 1).** The inlet and exhaust manifolds are free. The make, type and number or carburettors are free subject to the carburettor/s fitted being commercially available prior to the relevant cut off date.

4.5.2 **Pre-1976 (Category 2) and pre-1981 (Category 3).** The exhaust manifold and system is free providing it meets roadworthy and noise requirements. The original inlet manifold must be retained and may only be modified by the removal of metal. Alternative carburettors to the original may be fitted provided this is achieved without alteration of the original inlet manifold except by the removal of metal as above.

4.6 **Dry sumping** is not permitted unless it was available for the particular vehicle in the specified period.

5. TRANSMISSIONS

5.1 The original type of **gearbox and final drive** assemblies, including housings, as supplied by the vehicle manufacturer for the make and model concerned, shall be employed. Gearbox casings, gear selection mechanism and number of forward ratios must be original. Internal components are otherwise free.

6. STEERING AND SUSPENSION

6.1 **Suspension** must be of the original design, using standard major components which may be strengthened or modified. Springs and shock absorbers are free.

6.2 At all times 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.

7. BRAKES

7.1 The original form of braking shall be employed. The major brake dimensions (ie, disc diameter and thickness, 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.

Dual braking circuits are permitted, as is the installation of power brake assistance. Brake hoses are free, as are the brake friction materials including the methods of attachment.

7.2 Notwithstanding regulation 6.1 and 7.1, for pre-1 January, 1968 Category 1 cars fitted with front drum brakes,

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disc brakes may be fitted to the front provided they are from the same vehicle manufacturer, and made prior to 1 January, 1968, and the suspension is not otherwise modified.

7.3 Hydraulic handbrakes are permitted, provided a mechanical handbrake remains operative.

8. WHEELS

8.1 Wheels should be either as supplied by the vehicle manufacturer, or of a type similar in style and appearance to wheels used prior to the relevant cut-off date.

8.2 **Alloy wheels** may be fitted provided they are of a style and design available prior to the relevant cut-off date.

8.3 **Rim width** may not exceed 153mm (six inches) unless wider were fitted as original equipment by the vehicle manufacturer on the make and model concerned, in which case the original width may be used .

8.4 **Wheel diameter** may be varied by one inch up or down from the manufacturer's specifications.

9. TYRES

9.1 The **minimum tyre aspect ratio** is 60%. Tyres must not protrude beyond the widest part of the bodywork. Otherwise, tyre choice is free.

10. SAFETY EQUIPMENT

10.1 Safety equipment must comply with the requirements of the event. All vehicles must carry a minimum of two reflective triangles, a first aid kit (St John Ambulance or equivalent) and fire extinguisher/s of at least 2.0kg total capacity (dry chemical type) which comply with CAMS requirements as advised in Schedule R (refer "General Requirements for Cars and Drivers"). These must be fitted into the passenger compartment of the vehicle.

10.2 **Roll over protection** which meets at least CAMS minimum specifications outlined in Schedule J (refer "General Requirements for Cars and Drivers") is required in all timed rallies, other than Introductory events. Safety harnesses complying with a standard outlined in Schedule I (refer "General Requirements for Cars and Drivers") must be fitted to all vehicles in events where roll over protection is required.

11. OTHER MODIFICATIONS

11.1 **Lights:** No more than six forward facing lights may be fitted, and use of period style lighting is encouraged.

11.2 The **fuel tank** may be replaced or relocated within the same general area of the vehicle. If the fuel tank is replaced by a non original item or relocated, a fire proof panel must separate the fuel tank from the passenger compartment. The fuel tank must be vented to the exterior of the vehicle. Foam filling of fuel tanks is permitted.

11.3 **Fuel, brake and electrical lines** may be relocated inside the passenger compartment. Lines or hoses carrying liquid (with the exception of brake lines) may not have any connections in the passenger compartment, and must be protected from accidental damage.

11.4 **Two-way radios and telephones** are not permitted. Mobile telephones may be carried in the luggage compartment of the vehicle, stored correctly and not accessible from within the passenger compartment, and may be used in emergency while the vehicle is stationary. Any competitor using such communication device at any other time may be excluded from the event at the discretion of the Stewards.

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