

RALLY/ROAD

HISTORIC RALLY CARS

Modified Article	Date of Application	Date of Publication

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

1. 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.

2. 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.

3. 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.

4. 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.

5. 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.

6. 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.

7. 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.

8. 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.

9. 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.

10. 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.