



2016 – 2018 Vehicle Classification Regulations Groups & Classes

1. Group B: Pre-1986 2WD cars that do not conform to the regulations below. These cars are eligible for class awards only. Pressure charged factor of 1.5 to determine weight.

0 - 1600cc : 750 Kgs
1601 - 2000cc : 820 Kgs
2001 - 2500cc : 890 Kgs
2501 - 3000cc : 960 Kgs
Over - 3000cc : 1,100 Kgs

2. Clubman: Normally-aspirated, 2WD production cars built to Appendix II regulations.

| | | 2-valve/cyl | Multi-valve |
|------------|---------------|-------------|-------------|
| C1: | 0 – 1600cc | 820Kgs | 900Kgs |
| C2: | 1601 - 2000cc | 920Kgs | 1000Kgs |

3. Historic: Built to Appendix III regulations.

H1: 0 – 1600cc
H2: 1601cc and over

Category 1; Historic: Series Production, Improved, and Grand Touring Cars marketed before Dec 31st, 1967 and modified as per FIA App. J 1965. Minimum Weight as per the recognition form.

Category 2; Post-Historic: Series Production, Special and Grand Touring Cars Marketed between Jan 1st, 1968 and Dec 31st, 1974 and modified as per FIA App. J 1972. Minimum Weight as per the recognition form.

Class 2A: Up to 2000cc

Class 2B: Over 2000cc, over 4cyl, multi-valve and rotary engines.

Category 3; Classic: Series Production, Special and Grand Touring Cars Marketed between Jan 1st, 1975 and Dec 31st, 1981 and modified as per FIA App. J 1975. Minimum Weight as per the recognition form.

Weights for un-homologated cars:

| | | 2-Valve/cyl | Multi-valve & over 4cyl |
|------------------|---------------|-------------|--|
| Class 3A: | 0 – 1600cc | 800Kgs | 880Kgs |
| Class 3B: | 1601 - 2000cc | 880Kgs | 960Kgs |
| Class 3C: | Over 2000cc: | 960Kgs | 1,040Kgs Multi-valve engines limited to 2,500cc max. |



Mazda 12A engines eligible for Class 3B (1,146cc x 1.7).

Mazda 13B engines eligible for Class 3C (1,308cc x 1.7).

Category 4; Group A: 2WD, normally-aspirated, 4-Seater Touring Cars

Marketed between Jan 1st, 1982 and Dec 31st, 1985 and modified as per FIA App. J 1985 Group A.

2-Valve/cyl Multi-valve & over 4cyl

| | | | |
|------------------|---------------|--------|--------|
| Class 4A: | 0 – 1600cc | 840Kgs | 920Kgs |
| Class 4B: | 1601 - 2000cc | 920Kgs | N/A |

4. Modified: Normally-aspirated, 2WD production cars built to Appendix IV regulations, and homologated R1, R2 and R3 cars. R1A, R1B, R1T and R2B cars will run in M1 at homologated weight, R2C, R3C, R3T and R3D cars will run in M2 at homologated weight

2-Valve/cyl Multi-valve

| | | | |
|------------|---------------|--------|----------|
| M1: | 0 - 1600cc | 900Kgs | 980Kgs |
| M2: | 1601 - 2000cc | 980Kgs | 1,060Kgs |

5. Super Modified: Normally-aspirated, 2WD production cars built to Appendix V regulations.

2-Valve/cyl Multi-valve

| | | | |
|-------------|-----------------|--------|--------|
| SM1: | 0 - 1600cc | 710Kgs | 790Kgs |
| SM2: | 1601 - 2500cc's | | |
| SM3: | 2501 and over | | |

Add 2.8 Kgs for every 10cc or part thereof over 1600cc, max 1310Kgs.

Subtract 2.8kgs for every 10cc or part thereof under 1600cc, minimum 600kgs

Rotary engine nominal cubic capacity multiplied by a factor of two to determine weight.

6. 4WD

For the purposes of these regulations “equivalent” shall be interpreted as – Equal in value / amount / meaning / having similar or identical effect.

Group N: For FIA Group N cars as well as unhomologated cars built to equivalent specification.

Group A: For FIA Group A cars as well as unhomologated cars built to equivalent specification, FIA homologated R4, S2000, RRC and R5 cars and B13 cars.

Group WRC: For FIA Group WRC cars as well as unhomologated cars built to equivalent specification.



Appendix I: General Regulations

No regulation hereafter shall supersede these general regulations except where specifically stated.

COMPETITORS ARE ADVISED THAT THE EVENT ORGANISER RESERVES THE RIGHT TO CHECK SPECIFICATIONS OF ANY VEHICLE WITHOUT THE VEHICLE BEING OFFICIALLY PROTESTED.

- 1. PRODUCTION** – the word production will be taken to mean any car or part thereof available for sale to the general public by a vehicle manufacturer or any other source for used car sales that the organizers deem fit including internet sources.
- 2. FUEL** – Restricted to VP C9, VP 109, Sunoco 260 GT Plus, pump gasoline and pump diesel.
- 3. ELIGIBILITY** - The following information needs to be available to the organisers in such form as to convince them of its authenticity, or will be obtained from other technical sources as determined by the organisers, before any vehicle can be eligible for competition: Original Manufacturers' brochure, owners' manual and/or FIA Homologation papers, listing in Buyers' Guide. All material that is used to confirm the specification of a vehicle must be presented on demand.
- 4.** All modifications are forbidden unless expressly stated in the regulations specific to the group in which the car is entered, by the general regulations or "Safety Equipment".
- 5.** It is the duty of each competitor to satisfy the Scrutineers and the Stewards of the Meeting that his vehicle complies with these regulations in their entirety at all times during the event.
- 6.** Minimum weight - This is the real weight of the car, with neither driver nor codriver nor their equipment nor additional headlights. The equipment comprising the following:- driver's helmet + head restraining device- co-driver's helmet + head restraining device. At no time during the competition may a car weigh less than this minimum weight. In case of a dispute during weighing, the full equipment of the driver and co-driver (see above) must be removed; this includes the helmet, but the headphones external to the helmet may be left in the car. Additional headlights must be removed before weighing. It is permitted to complete the weight of the car by one or several ballasts provided that they are strong and unitary blocks, fixed by means of tools with the possibility to fix seals, placed on the floor of the cockpit or roll cage, visible and sealed by the scrutineers.
- 7.** Suspension parts or wheels made partially or entirely from composite materials are prohibited.
- 8.** Only the following accessories may be installed in the cockpit: spare wheels, tools, spare parts, safety equipment, communication equipment, ballast, windscreen washer container. Containers for helmets and tools situated in the cockpit must be made of non-flammable material.
- 9.** The original fitting of the air bags may be removed and they must be deactivated.
- 10.** Fuel tanks may be replaced by foam-filled fuel cells (manufactured by a recognized manufacturer) either in the original location of the tank or in the luggage compartment. There must be an orifice to evacuate any fuel which may have spread into the tank compartment. The position and the dimension of the filler hole as well as that of the cap may be changed as long as the new installation does not protrude beyond the bodywork and guarantees that no fuel shall leak into one of the interior compartments of the car. If the filler hole is situated inside the car, it must be separated from the cockpit by a liquid-tight protection. Tanks may be ventilated through the car roof.
- 11.** Carbon brake discs are forbidden; brake lines, pipes and fittings may be replaced.
- 12.** No electronic or hydraulic control of differentials and suspension is allowed, except in Group N, A & WRC.
- 13.** The top 1/3 of the wheel diameter must be covered by the wheel arch when viewed from above.
- 14.** Throughout the car, any nut, bolt, screw, pipe or hose may be replaced and have any kind of locking device (washer, lock nut, etc.).



- 15.** Interior insulation, lining, padding and minor interior trim may be removed. External decorative strips may be removed. Any parts following external contour of the bodywork and less than 25 mm thick will be considered as decorative strips. Hubcaps must be removed. The inner door and side panel's maybe replaced.
- 16.** Jacking points may be strengthened, moved, and increased in number.
- 17.** The fitting of under-body protection is authorised, provided that these have no other function and are removable.
- 18.** Electric window winders may be replaced with manually-operated winders and vice-versa.
- 19.** Strengthening of suspension parts is allowed.
- 20.** Inversion of the driving side is possible if the original car and the modified car are mechanically equivalent and the parts used are available from the manufacturer for the model in question.
- 21.** All wiring may be replaced; switches, fuses, relays are unrestricted. Except for Group N, battery location is unrestricted. If mounted in the cockpit the battery must be located behind the front seats. In this case, the protection box must include an air intake with its exit outside the cockpit if the battery is unsealed. If the battery situated in the cockpit is a dry battery, the terminals must be insulated
- 22.** Roof vents and any other mechanisms for increasing cockpit airflow are unrestricted
- 23.** NOISE - The check which is done for exhaust noise is as follows: 1 meter from the end of the tail pipe at an angle of 45 degrees @ 4500rpm under no load to a maximum of 108 db's on 'A' scale (slow).
- 24.** A functional starter must be fitted and be operable by the driver when seated.
- 25.** Cars must be fitted with a gearbox including a reverse gear and be able to be operated by the driver when he is normally seated.
- 26.** Cutting of holes in the front bodywork for lights and brackets is allowed and original lights may be replaced as long as they fill the original holes. Extra lights must be mounted below the highest point of the bonnet. Additional driving lights must be wired in such a way that they automatically go off when the headlight main beam is 'dipped'.
- 27.** Tyres must have 10% of their width treaded or grooved at a minimum of 2mm depth. They must be mounted safely on the class-specified wheel rim.
- 28.** Laminated front windshields are mandatory.
- 29.** All accessories which have no effect on the vehicle's performance are allowed without restrictions, such as those concerning the aesthetics or interior comfort (lighting, heating, radio, steering wheel, gauges, etc.), on the condition that they do not influence the performance of the car. Heating/A/C systems are unrestricted.
- 30.** All the controls must be those provided by the manufacturer and they must retain their original function but they can be modified to make them more accessible or more easily usable; for example, the addition of an extension to the handbrake lever, of an additional flange to the brake pedal, etc.
- 31.** Fuel lines may be changed.
- 32.** Additional safety fastenings for the windscreen and the side windows may be fitted provided they have no aerodynamic effect.
- 33.** Fluid reservoirs are unrestricted as long as they are secured and sealed.



Appendix II: Clubman Regulations

1. Definition – Modified four-seater production cars.

2. Engine

a) The engine may be replaced with any engine from the same manufacturer (maximum 2.0 litres and 6 cylinders) but must remain normally aspirated and in the same general location and orientation as the original.

b) The following restrictions apply:

- Engine must have wet sump which may be modified. An external oil pressure accumulator is allowed.
- The engine internals must remain standard including pistons, connecting rods, crankshafts, camshafts and valves.

c) It is possible to beat or shape the bulkhead situated in the engine compartment for the fitting of engine ancillaries only.

d) Cooling: Oil coolers may be fitted. The water radiator, cap and fixation are unrestricted, as are the hoses linking it to the engine. A radiator screen may be fitted. The fan, its drive system and thermostat are unrestricted. The fitting of a water catch tank is allowed.

e) 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 2 litres. The oil must only flow from the oil catch tank towards the engine by the force of gravity alone. A fan may be fitted for cooling the engine oil, but must have no aerodynamic effect.

f) Mountings - unrestricted provided that the angle and position of the engine within its compartment is similar to the original. Supports may be welded to the engine and to the bodywork and their position is unrestricted.

g) The ECU, carburettor jets and air filters are unrestricted. A cold air intake can be fitted but must remain in the engine compartment.

3. Transmission

a) Restricted to H pattern synchromesh boxes only. No sequential boxes or shift mechanisms allowed. Limited slip and welded differentials allowed. Final drive unrestricted. Clutch and pressure plate unrestricted.

4. Steering & Suspension

a) Unrestricted except for the basic layout which must be similar to the original and fit without alteration to the bodyshell other than panel-beating to provide clearance. No remote reservoir shock absorbers allowed.

b) Extra control arms can be added (compression/tension struts, radius arms etc.).

c) Shock absorber turrets may be fabricated to allow the mounting of the suspension. The new turret must be of the same height as the original turret +/- 20mm and the maximum diameter at the top is 170 mm.

d) Reinforcement bars may be fitted from the suspension mounting points to the bodyshell, rollcage or chassis.

e) Strengthening of the mounting points and of the running gear, by addition of material, is allowed.

f) Power steering may be added or removed. Electronic control of the power steering system is allowed.

g) Steering boxes may be replaced with steering racks and vice versa.



5. Wheels and Tyres

- a) Maximum Rim Width is 7", maximum diameter 15". The wheels do not necessarily have to be of the same diameter or width.
- b) Tyres restricted to a minimum wear rate of 100

6. Braking System

- a) Unrestricted except for the basic layout which must be similar to the original and fit without alteration to the bodyshell other than panel-beating to provide clearance.
- b) All 4 wheels must be braked on a dual circuit. The Handbrake must lock at least two wheels.
- c) Air cooling pipes and hoses may be added as long as holes made to accommodate them serve no other function.

7. Bodywork/Chassis

- a) No composite materials allowed except for fender flares, air scoops and polycarbonate windows.
- b) Widening of the wings/bumpers - Increase of width of maximum 140 mm in total is allowed. This increase may be obtained by means of an extension or a new part.
- c) No aerodynamic devices allowed unless factory fitted.
- d) Grille-covered opening in the engine bonnet (including the radiator grille) is allowed with a surface of 1050cm" maximum. In the opening made in the bonnet it is permitted to add a plastic part serving as trim (air scoop or similar).
- e) Upper radiator support - The upper front cross member may be cut, replaced or modified between the headlamps. This cutting or modification must not affect the rigidity of the chassis structure.
- f) Strengthening of the chassis and bodywork is allowed.
- g) Unused supports (e.g. spare wheel holder) situated on the chassis/bodywork can be removed, unless they are supports for mechanical parts which cannot be moved or removed.
- h) Windscreen washer (size, position and nozzles), wipers, motor, position, blades and mechanism are unrestricted but there must be at least one windscreen wiper provided for the windscreen.
- i) The trim situated below the dashboard and which is not a part of it may be removed. Dashboards may be modified or changed, but must function and look similar to the original.
- j) Lightening of production panels will be allowed, including bonnet, doors, tailgate/trunk only if the car is not carrying ballast to meet its minimum weight.
- k) Track width measured hub to hub must be standard +/- 1 inch

8. Electrical System

Unrestricted

9. Fuel System

- a) Installation of collector tanks with a capacity of less than 1 litre is free.
- b) It is possible to fit a radiator in the fuel circuit (maximum capacity one litre).



Appendix III: Historic Regulations

1. General Regulations

All modifications are forbidden unless expressly stated in the regulations specific to the Category in which the car is entered, by the General Regulations or "Safety Equipment". Within the allowances made by the specific Category regulations, the technology employed must always be from the period in which the car is entered unless specifically stated otherwise.

1. PRODUCTION

The word production will be taken to mean any car or part thereof available for sale to the general public in period, proof of which would be period sales advertisement or current 'used car' listings.

2. FUEL

As identified by organisers.

3. ELIGIBILITY RECOGNITION

Proof of eligibility needs to be available to the organisers in such form as to convince them of its authenticity, or will be obtained from other technical sources as determined by the organisers, before any vehicle can be eligible for competition: Original Manufacturers' brochure; owners' manual; FIA Homologation papers; Historic Technical Passport; new or used car advertisements; Historic Rally Vehicle Identification Form or similar material that is used to confirm the specification of a vehicle must be presented on demand. It is the duty of each competitor to satisfy the Scrutineers and the Stewards of the meeting that his vehicle complies with these regulations in their entirety at all times during the event.

4. MINIMUM WEIGHTS

If the car entered is presented with FIA homologation papers and is in homologated trim, the minimum weight will be as stated on the homologation form. If not, the minimum weights stated in section 1. will be applied and will be the real weight of the car as it competes, without persons or luggage aboard, with tools, jack and spares. All liquid tanks (lubrication, cooling, braking, heating where applicable) must be at the normal level, with the exception of consumable liquid tanks which must be empty. Additional headlights must be removed. It is permitted to complete the weight of the car by one or several ballasts provided that they are strong and unitary blocks, fixed by means of tools with the possibility to fix seals, placed on the floor of the cockpit or roll cage.

5. Only the following accessories may be securely installed in the cockpit: spare wheels, tools, spare parts, safety equipment, communication equipment, ballast, windscreen washer container, sealed or dry battery. Containers for helmets and tools situated in the cockpit must be made of non-flammable material.

6. The top 1/3 of the wheel diameter must be covered by the wheel arch when viewed from above.

8. Throughout the car, any nut, bolt, screw, spring, pipe, cable or hose may be replaced and have any kind of locking device (washer, lock nut, wire, etc.).

9. Rear seats, interior insulation, lining, padding and minor interior trim may be removed. External decorative strips may be removed. The inner door and side panels may be replaced.

10. Jacking points may be strengthened, moved, or increased in number.

11. The fitting of under-body protection is allowed, provided that these have no other function and are removable.



- 12.** All wiring may be replaced; switches, fuses, relays are unrestricted. The electrical system is unrestricted but must be fused and have a master 'kill' switch. Batteries may be relocated but, if situated inside the cockpit, must be sealed and electrically insulated. Starters, alternators, generators and mounting brackets are free but not their location. Electric fuel pumps are free.
- 13.** Roof vents and any other mechanisms for increasing cockpit airflow are unrestricted
- 14.** Lights may be replaced, added or removed. A maximum of 4 extra lights must be mounted below the highest point of the bonnet. Cutting of holes in the front bodywork for lights and brackets is allowed. Additional driving lights must be wired in such a way that they automatically go off when the headlight main beam is 'dipped'.
- 15.** Fluid reservoirs are unrestricted as long as they are secured and sealed.
- 16.** Fuel pumps, filters, regulators and tanks are unrestricted but hoses must be stainless-steel braided if running through the cockpit and secured by screw (not push-on) fittings. If the fuel tank is situated in the cockpit it must be a fuel cell or bag tank that is vented to the exterior of the car. If the tank is situated in the boot of the car there must be a completely sealed bulkhead between the boot and cockpit. Filling apertures in the coachwork may be added, moved or removed.
- 17.** Windshields must be laminated and may be heated. Side and rear windows may be replaced with polycarbonate.

- 18.** Metal bonnets, bootlids, bumpers and trim may be replaced with exact replicas in composite material in Categories 1, 2, 3 and 5. 19. Strengthening of suspension parts, chassis and bodywork is allowed. 20. All accessories which have no effect on the vehicle's performance are allowed without restrictions, such as those concerning the aesthetics or interior comfort (lighting, heating, cooling, radio, steering wheel, gauges, etc.), on the condition that they do not influence the performance of the car.
- 21.** 'Facelift' cars that are structurally/mechanically identical to period cars (such as Elans, Minis, MGs, Mk2 Fiestas, Mk3 Starlets and B2 Mantas) will be permitted to enter the class for which the original (older) version is eligible.
- 22.** Replicas such as Stratos', Lotus 7s etc. will be considered on an individual basis upon application.
- 23.** Other than factory equipment in Category 4, engine management or any type of engine sensors are not allowed other than sender units for gauges. Electronic and optical sensors for ignition are allowed, spark plugs, coils, distributors, rpm limiters are free.
- 24.** Exhausts manifolds and systems are free, minimum noise 108 db at 4500 rpm measured at 0.5m 45deg from outlet.
- 25.** Springs, shock absorbers, dampers, McPherson struts are free but remote reservoirs are not allowed. Lever-arm dampers may be replaced with telescoping dampers.
- 26.** Brake pads, linings, pipes, hydraulic handbrakes and pedal box modifications are unrestricted including conversion to tandem cylinder.
Brake servos may be disconnected, removed or added.
- 27.** Oil filters, filter heads and coolers (mounted within the vehicle bodywork) are unrestricted.
- 28.** Gaskets and seals are free.
- 29.** Accelerator pedal, cables and linkage are unrestricted.
- 30.** Radiator, thermostat, hoses, fans, expansion tanks are unrestricted but not the locations.
- 31.** Clutches and operating systems are unrestricted.
- 32.** Propshafts, driveshafts and halfshafts are unrestricted.
- 33.** Windscreen washer, wipers, motor (and position), blades and mechanism are free but there must be at least one windscreen wiper.
- 34.** Air filters and housings are unrestricted.



2. Category 1; Modifications Allowed:

1. General

All perfecting operations by finishing or machining the original parts is allowed but not their replacement except with regard to those specified. Provided it is always possible to ascertain unquestionably the origin of the series production part, it may be rectified, balanced, lightened, reduced or modified with regard to the shape through machining.

2. Engine Reboring

Authorized to a maximum of 1.2mm but must not exceed the capacity limit of the class.

3. Transmission

Gearbox and final drive ratios are unrestricted. Gear engagement must be as production, limited slip differentials are allowed. 4. Stabiliser: the fitting of a commercial suspension stabiliser or equivalent device is authorized.

5. Carburetor(s)

The carburetor(s) may be changed provided that they may be fitted using the original attachment bolts or studs and holes without any intermediary piece.

6. Pistons:

Unrestricted.

7. Camshafts

May be altered or replaced.

8. Additional Allowances:

- a) Mk2 Cortina Crossflow engines will be allowed in Mk1 Cortinas and Lotus Super 7s.
- b) Lotus Twincam engines may be built on crossflow blocks.
- c) Ford Type E 4-speed gearboxes may be used in any car.
- d) Any 4-speed Porsche gearbox that can be fitted without modifications may be used in a 911.
- e) Any production A-series block or head casting may be used in a Mini, Sprite or Midget.

2. Category 2; Modifications Allowed:

1. General

a) The original mechanical parts may be subject of all perfecting operations by means of finishing or machining, but not replacement unless specifically allowed, provided the origin of the series-production part may always be ascertained undoubtedly. Parts may be repaired, balanced, lightened, reduced or modified in shape through machining.

b) Art 252. – Definition: K) Coachwork: Externally; all parts of the car licked by the air-stream and situated above a plane passing through the centre of the wheel hubs. Internally: all visible parts of the passenger compartment.

2. Engine

a) Valves, springs, guides and seats are free, the number of valves per cylinder is not.

b) Induction system is free but fuel-injection may only be used if and as originally fitted by the manufacturer.

c) The reboring or replacement of sleeves of the engine is allowed up to the limit of the cylinder-capacity class in which the vehicle is entered. d) Engine plane or roller bearings may be replaced by others of the same type. Crankshaft and bearing caps are free. e) The oil sump and pump are free.



- f) Camshafts and valve gear are free but not the location, number or driving system of the camshaft.
- g) Pistons, pins and rings are free.
- h) Mountings are free.

3. Gearbox

- a) Mountings, lever, lubrication and ratios are free but not the number of speeds or method of engagement.

4. Differential

- a) Mountings are free.
- b) Final drive ratios are free.
- c) Limited-slip gears may be fitted.

5. Suspension

- a) The replacement or addition of stabilizers (panhard rod, anti-sway bar, radius arm) is free.
- b) In the case of a rigid axle rear suspension it is allowed to add locating arms and mounting brackets.
- c) The fitting of joints and attachment points of a different type and/or material is allowed.
- d) Hubs and spindles are free.
- e) According to Article 252 for chassis and coachwork, it is allowed to modify the non-visible parts of the coachwork to accommodate suspension components.

6. Steering

- a) Steering-ratio is free.

7. Wheels

- a) Maximum width 8", maximum diameter 15".

8. Braking system

- a) Brake discs (maximum diameter 320mm), calipers (maximum 4 pistons), drums, wheel cylinders and pads/linings are free.
- b) Backing plates and shields may be added, modified or removed.
- c) Cooling air-ducts may be added provided they do not entail a modification of the coachwork.

9. Coachwork

- a) It is allowed to fit spoilers on the front part of the car below the horizontal plane passing through the wheel hubs. These spoilers shall not protrude from the perimeter of the car as seen from above.
- b) The non-visible parts of the doors, of the engine bonnet and of the boot may be removed or lightened.
- c) Wing and wheel arch extensions and materials are free, provided they do not increase the width of the wings by more than 5cm (each side)

10. Optional Equipment

- a) Reinforced suspension elements provided they use original mounts and are interchangeable with the original part.
- b) Rigid rear axle (production models of similar design to the original).
- c) Reinforced auxiliary chassis members.
- d) Gearboxes with a different number of speeds (max 5 speed, H-pattern).
- e) Overdrive systems.
- f) Different steering cases.
- g) Different transmission shafts and joints.
- h) Different clutch, housing, flywheel, differential.
- i) Cylinder heads of different dimensions and materials but with the same number of valves.
- j) Dry sump lubrication equipment.
- k) Dashboard.



11. Additional Allowances

- a) Cosworth YB and Warrior cylinder heads will be recognised as Holbay equivalents on Escort RS2000s.
- b) Ford Type-E 4-speed gearboxes may be used in any car.
- c) Any 5-speed Porsche gearbox that can be fitted without modifications may be used in a 911.
- d) Period-correct rigid (live) rear axles from any manufacturer may be used in any car.

4. Category 3; Modifications Allowed:

1. General

- a) The original mechanical parts may be subject of all perfecting operations by means of finishing or machining, but not replacement unless specifically allowed, provided the origin of the series-production part may always be ascertained undoubtedly. Parts may be repaired, balanced, lightened, reduced or modified in shape through machining.
- b) Art 252. – Definition: K) Coachwork: Externally; all parts of the car licked by the air-stream and situated above a plane passing through the centre of the wheel hubs. Internally: all visible parts of the passenger compartment.

2. Engine

- a) Valves, springs, guides and seats are free, the number of valves per cylinder is not.
- b) Induction system is free but fuel-injection may only be used if and as originally fitted by the manufacturer.
- c) The reboring or replacement of sleeves of the engine is allowed up to the limit of the cylinder-capacity class in which the vehicle is entered.
- d) Engine plain or roller bearings may be replaced by others of the same type. Crankshaft and bearing caps are free.
- e) The oil sump and pump are free.
- f) Camshafts and valve gear are free but not the location, number or driving system of the camshaft.
- g) Pistons, pins and rings are free.
- h) Mountings are free. The inclination and the position of the engine inside the engine compartment are free, providing there is no major alteration to the bodyshell or chassis.

3. Gearbox

- a) Mountings, lever, lubrication and ratios are free but not the number of speeds or method of engagement.

4. Differential

- a) Mountings are free.
- b) Final drive ratios are free.
- c) Limited-slip gears may be fitted.
- d) Transmission shafts are free.
- e) Cooling pumps for differential are free.

5. Suspension

- a) The addition of stabilisers is allowed, or the original ones may be replaced. By stabilizer is meant a Panhard Rod, anti-sway bar, radius arm.
- b) In the case of a rigid axle rear suspension it is allowed to add locating arms and mounting brackets.
- c) The fitting of joints and attachment points of a different type and/or material is allowed.
- d) Hubs and spindles are free.
- e) According to 252 for chassis and coachwork, it is allowed to modify the non-visible parts of the coachwork to accommodate suspension components.



f) Mounts and brackets may be replaced or added to the chassis and suspension.

6. Steering

a) Steering-ratio is free.

7. Wheels

a) Maximum width 8", maximum diameter 15".

8. Braking system

a) Brake discs (maximum diameter 320mm), calipers (maximum 4 pistons), drums, wheel cylinders and pads/linings are free.

b) Backing plates and shields may be added, modified or removed.

c) Cooling air-ducts may be added provided they do not entail a modification of the coachwork.

9. Coachwork

a) It is allowed to fit spoilers on the front part of the car below the horizontal plane passing through the wheel hubs. These spoilers shall not protrude from the perimeter of the car as seen from above.

b) The non-visible parts of the doors, of the engine bonnet and of the boot may be removed or lightened.

10. Optional Equipment

a) Cylinder head of a different shape and/or material with additional valves (max 4 per cylinder) and number of camshafts. The new elements fitted to the engine must be 'bolt-on options' without the need to modify or machine the original parts.

b) Reinforced suspension elements including rear axles.

c) Reinforced auxiliary chassis members.

d) Gearboxes with a maximum of 5 speeds.

e) Different steering cases.

f) Different clutch, flywheel, housing, differential.

g) Crankshafts with original stroke.

h) Bearing caps.

i) Dry sump lubrication equipment.

j) Steering rods of different dimensions.

k) Different dashboard.

l) Wing (fender) extensions, provided they do not increase the width of the wings by more than 5cm (each side).

11. Additional Allowances

a) Modern cylinder heads may be fitted as per article 5.10.a) with a maximum of four valves per cylinder. In this case, fuel injection is not allowed regardless of whether it was a production option on either the period engine or the later cylinder head.

b) Gearboxes may be from modern production cars as per article 5.10.d). Shift must be H-pattern.

c) Composite front wings (fenders) allowed only if originals are bolted, not welded, to the bodyshell.

d) Rigid (live) and IRS rear axles may be replaced with production units from a later period as per 5.10.b).

e) 5K engines are allowed in Toyota Starlets.

5. Category 4; Modifications Allowed:

1. General Conditions

a) Irrespective of parts that may be replaced, the original mechanical parts may be subjected to a tuning operations through finishing, scraping, grinding, balancing, adjusting, reduction or modification through machining provided that the origin of the production part may always be established



2. Engine

- a) A rebore or resleeve is allowed to a maximum of 0.6 mm without the capacity class limit being exceeded.
- b) Planing of the cylinder block and head is allowed.
- c) Compression ratio is free.
- d) Pistons: free as well as the piston-rings, gudgeon pins and their securing mechanism.
- e) Connecting rods, crankshaft: besides the modifications allowed in the paragraph "General Conditions" above, the original crankshaft and connecting rods may receive chemical or heat treatment.
- f) Bearings make and material are free but not their type or dimensions.
- g) Flywheel may be modified provided that the original flywheel may still be identified.
- h) All the parts that regulate the quantity of fuel entering the engine may be modified or replaced but not those that control the quantity of air. Sensors for the engine management system may be modified or replaced but new sensors may not be added. Air filters are unrestricted.
- i) Camshaft(s) and timing: free but not the number
- j) Valves: the material and the shape of the valves are free, but not their dimensions including the respective angles of the valve axis. Cups, collets, shims and guides are free.
- k) Oil pumps may be modified or replaced with similar units
- l) Engine mounting is free but not the angle and position of the engine.
- m) Driving pulleys and belts for ancillaries are free.

3. Transmission

- a) Gearbox; An additional lubrication and oil cooling device is allowed (circulation pump, radiator, and air intakes) but the original lubrication principle must be retained.
- b) The gearbox linkages and internals are unrestricted but not the shift pattern.
- c) Final drive and differential are free provided that it can be fitted into the original housing.
- d) The original lubricating principle for the rear axle must be retained. However, an additional lubricating and oil cooling device is allowed (circulation pump, radiator, and air intakes).

4) Suspension

- a) The position of the mounting points of the suspension to the wheel uprights and to the shell must remain unchanged.
- b) Reinforcement bars between the suspension mounting points to the body shell may be installed.
- c) Strengthening by the addition of material, to the mounting points, suspension parts and running gear is allowed.
- d) Anti-roll bar: free but not the mounting points on the chassis
- e) Suspension joints may be of a different material from the original ones. Rubber bushes may be replaced by "Uniball" joints.
- f) Spring material and dimensions are free but not the type. Spring seats may be adjustable. A coil spring may be replaced with 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 modifications.

5. Wheels

- a) Maximum width 7", maximum diameter 15".

6. Braking System

- a) Brake discs (maximum diameter 320mm), calipers (maximum 4 pistons), drums, wheel cylinders and pads/linings are free.
- b) Backing plates and shields may be added, modified or removed.
- c) Cooling air-ducts may be added provided they do not entail a modification of the coachwork.



7. Steering

- a) Steering wheel, column, rack and joints are free.
- b) Power assistance may be added or removed.

8. Bodywork/Chassis

- a) Reinforcements allowed provided that the material used follows the original shape and is in contact with it.
- b) Insulating material may be removed
- c) External trim may be removed.
- d) Jacking points may be strengthened, moved, and increased in number.
- e) The dashboard must be retained and appear original but the trim situated below this and which are not a part of it may be removed. f) The replacement of electric winders by manual ones is allowed.

10. Additional Allowances

- a) Wheel arch extensions may be fitted, maximum 5cm (each side).
- b) Composite front wings (fenders) allowed only if originals are bolted, not welded, to the bodyshell.
- c) Inlet manifolds and fuel injection systems may be replaced with carburetors.
- d) Peugeot 205s may be fitted with later 1.6 and 1.9 ltr. 8v engines.
- e) Vauxhall Novas may be fitted with later 1.6 ltr. 8v engines and F13 gearboxes.

Appendix IV: Modified Regulations

1 Definition – Modified four-seater production cars.

2. Engine

- a) The engine may be replaced with any engine from the same manufacturer (maximum 2.0 litres and 6 cylinders) but must remain in the same general location and orientation as the original.
- b) Only the following is restricted:
 - Engine must have wet sump which may be modified. An external oil pressure accumulator is allowed.
 - The cylinder head must be the original production unit (or aftermarket equivalent) but may be modified in any way. The valve sizes must be production in multi-valve engines.
 - The block must be the production item (or aftermarket equivalent) but may be modified in any way.
 - A rebore of 0.6 mm maximum is allowed in relation to the original bore without this leading to the capacity class limit being exceeded.
- c) It is possible to beat or shape the bulkhead situated in the engine compartment for the fitting of engine ancillaries. There must be no cutting or panel fabrication.
- d) Cooling: Oil coolers may be fitted. The water radiator, cap and fixation are unrestricted, as are the hoses linking it to the engine. A radiator screen may be fitted. The fan, its drive system and thermostat are unrestricted. The fitting of a water catch tank is allowed.
- e) 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 2 litres. The oil must only flow from the oil catch tank towards the engine by the force of gravity alone. A fan may be fitted for cooling the engine oil, but must have no aerodynamic effect.
- f) Mountings - unrestricted provided that the angle and position of the engine within its compartment is similar to the original. Supports may be welded to the engine and to the bodywork and their position is unrestricted.
- g) Exhaust manifold and system: unrestricted. Thermal screens may be fitted.



3. Transmission

a) Unrestricted except for the basic layout which must be the same as the original.

4. Steering & Suspension

a) Unrestricted except for the basic layout which must be the same as the original and fit without alteration to the bodyshell other than panel-beating to provide clearance.

b) Extra control arms can be added (compression/tension struts, radius arms etc.).

c.)McPherson strut and damper/shock absorber turrets may be modified and relocated +/- 20mm with a maximum diameter at the top of 170 mm. d. Reinforcement bars may be fitted from the suspension mounting points to the bodyshell, rollcage or chassis.

e) Strengthening of the mounting points and of the running gear, by addition of material, is allowed.

f) Power steering may be added or removed. Electronic control of the power steering system is allowed.

G) Steering boxes may be replaced with steering racks and vice versa.

h.)Dampers/shock absorbers that have no function other than damping are unrestricted as are their mounting brackets/turrets.

5. Wheels

a) Maximum rim width is 8", maximum diameter 18". The wheels do not necessarily have to be of the same diameter or width.

6. Braking system

a) Unrestricted except for the basic layout which must be similar to the original and fit without alteration to the bodyshell other than panel-beating to provide clearance.

b) All 4 wheels must be braked on a dual circuit. The Handbrake must lock at least two wheels.

c.)Air cooling pipes and hoses may be added as long as holes made to accommodate them serve no other function.

7. Bodywork/Chassis

a) Front aerodynamic device / front bumper - The material and the shape are unrestricted limited by the original plan and overall length of the car. The maximum width increase allowed is 140 mm. Openings may be made in the bumper but the total area must not exceed 2500 cm².

b) Rear aerodynamic device must have the maximum dimensions defined in drawing 279-4. This device must join the bodywork and it must be entirely contained within the frontal projection of the car without its rear-view mirrors.

The base of the box including the drawing must be the one with the largest dimensions. It must be positioned horizontally. The total volume may be extended section by section, with a part of the largest base remaining in contact with the bodywork, which means that at any point of the rear aerodynamic device, each section must not exceed the section 450 x 290 x 190, supports included. This aerodynamic device must be contained within the frontal projection of the car, and within the projection of the car seen from above.

c) Grille-covered opening in the engine bonnet (including the radiator grille) is allowed with a surface of 1050cm² maximum. In the opening made in the bonnet it is permitted to add a plastic part serving as trim (air scoop or similar).

d) Widening of the wheel arches and bumpers by up to 140 mm is allowed. This increase may be obtained by means of an extension or a new part (with no air intakes or apertures). The making of new inner wing (wheel arch) is allowed in original material. Outer wings (wheel arches) may be replaced in composite material. It is permitted to partially cut the chassis side rail but this must be done in such a way as to ensure that the structural integrity is maintained. The lower siderail may be modified so as to allow driveshaft travel.

e) A new rear bumper may be fitted with a maximum increase in width of 140mm and may project no further rearward than the original.



- f) The front bulkhead may be altered in the wheel arch area in order to allow wheel clearance.
- g) For 4/5-door cars - Localised modifications of the rear doors will be allowed for clearance of the wheel. The door mouldings may be removed.
- h) Upper radiator support - The upper front cross member may be cut, replaced or modified between the headlamps. This cutting or modification must not affect the rigidity of the chassis structure.
- i) Strengthening of the chassis and bodywork is allowed. Composite materials are allowed.
- j) Unused supports (e.g. spare wheel holder) situated on the chassis/bodywork can be removed, unless they are supports for mechanical parts which cannot be moved or removed.
- k) Windscreen washer (size, position and nozzles), wipers, motor, position, blades and mechanism are unrestricted but there must be at least one windscreen wiper provided for the windscreen.
- l) "Skirts" are not allowed. All devices designed to fully or partially fill the space between the sprung part of the car and the ground is forbidden. No protection can play a role in the aerodynamics of the car.
- m) The trim situated below the dashboard and which is not a part of it may be removed. Dashboards may be modified or changed, but must function and look similar to the original.
- n) The original side and rear windows of the vehicle may be replaced with polycarbonate. Any replaced windows must be identical in shape and function to the original.
- o) Lightening of production panels will be allowed, including bonnet, doors, tailgate/trunk if the car is not carrying ballast to meet its minimum weight.

8. Electrical system

- a) Unrestricted.

9. Fuel System

- a) Installation of collector tanks with a capacity of less than 1 litre is free.
- b) It is possible to fit a radiator in the fuel circuit (maximum capacity one litre).

Appendix V: Super Modified Regulations

For the purposes of these regulations “equivalent” shall be interpreted as – Equal in value / amount / meaning / having similar or identical effect.

1. Definition

Normally-aspirated, 2WD production two and four-seater production cars.

2. Engine

- a) Modifications are unrestricted but must retain production block and cylinder head castings (or aftermarket equivalents). Specialist competition engines are allowed to a maximum 4 cylinder, 2500cc, 4 valves per cylinder.
- b) Front engine vehicles: The CL of No.1 cylinder (longitudinal) or the crankshaft CL (transverse) must be no further back in the chassis than the front axle CL.
- c) Rear Engine vehicles: The CL of No.1 cylinder (longitudinal) or the crankshaft CL (transverse) must be no further forward in the chassis than the rear axle CL.
- d) Mid-engine vehicles: The CL of No.1 cylinder (longitudinal) or the crankshaft CL (transverse) must be not be moved more than 100mm from the original location.
- e) Engines must be located in their original general location.



f) A rebores of 0.6 mm maximum is allowed in relation to the original bore without this leading to the capacity class limit being exceeded.

3. Transmission

a) Unrestricted.

4. Steering & Suspension

a) Unrestricted.

5. Wheels

a) Maximum rim width 10", maximum diameter 18".

6. Brakes

a) Unrestricted. Must have 4-wheel brakes on dual circuit, handbrake must lock at least two wheels.

7. Bodywork/Chassis

a) Transmission tunnel may be modified or replaced with one fabricated from steel of original thickness as well as a housing and brackets for a rear axle (drawing 279-2).

b) Bonnet, trunk lid, doors and wings (fenders) may be replaced with composite panels. Replaced panels must all function as original and be fabricated from multi-layered composite material.

c) Rear wings, front spoilers and wheel arch extensions may be fitted. The rear wing must not be taller than 6" above the height of the original roof-line (which may not be lowered in relation to the sills) and no wider than the panel on which it is mounted (roof or trunk lid). Wheel arches, bumpers and splitters must extend no more 6" from the original plan of the vehicle.

d) The front bulkhead may be reshaped (including cutting and welding) to allow engine fitment.

e) Suspension design and pick-up points are unrestricted as long they maintain structural integrity and are safely modified/manufactured. This includes altering the bodyshell to accommodate strut turrets and other suspension mounts.

f) Front inner wings and lower 'chassis' legs may be replaced with a tubular structure to mount the engine, ancillaries and front suspension. Structural integrity must be maintained.

g) Glass may be replaced with polycarbonate (lexan). Nets may be used in place of front door glasses - see safety.

h) Open top cars must have a roll cage fully surrounding the passenger compartment in accordance with the safety regulations. Nets must be fitted to the roll-cage structure over the side and top openings.

8. Electrical System

Unrestricted.

9. Fuel System

Unrestricted.