

RALLY/ROAD

GROUP 3C – PRODUCTION RALLY CARS (PRC)

Modified Article	Date of Application	Date of Publication

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 in the CAMS Manual.

NOTE: These regulations apply only to events where PRC are eligible. For events listed on the FIA international Sporting Calendar, FIA Group cars must comply with Appendix J of the FIA Yearbook.

1. GENERAL

1.1 ELIGIBLE CARS

- (a) Any car, which has a minimum seating capacity of two persons, of which more than 500 have been produced worldwide in the same specification; or
- (b) A car recognised by the FIA as being of Group A, Group N or Group R (except as shown below) from 1 January, 1982; or
- (c) A car previously recognised by the FIA as being of Group 1 or Group 3 which is included on lists published prior to 31 December, 1981; or
- (d) Any other car being of a model which CAMS in its sole discretion may recognise as a PRC irrespective of the number produced or of its origin. Cars currently recognised under this provision are:
 - (i) Excel Rally Cars – Refer Appendix B.
 - (ii) Toyota Corolla Sportivo Group N(P), 0 – these cars must be in conformity with the CAMS Recognition Form save for the application of Article 5.2 (b).
 - (iii) Fiesta R200 – these cars must be in conformity with the MSA UK Homologation #A-5729 Extension #001.

NOTE: World Rally Car variants and/or components outlined under WR, R5, Super 2000, F2 extensions of Group A, R4 components or Regional homologations, are not permitted in PRC unless a specific freedom exists in these regulations.

2. PRC CLASSES:

2.1 PRC is divided into the following classes:

Class P1	Up to 1400cc.	Class P2	Over 1400cc, up to and including 1600cc.
Class P3	Over 1600cc, up to and including 2000cc.	Class P4	2WD over 2000cc.
Class P5	Four wheel drive, over 2000cc (not meeting the requirements of Class P6). Mitsubishi models Evolution 7 onwards and Subaru GDA onwards. Any 4WD vehicle with a fully active differential* irrespective of their model or year.	Class P6	Mitsubishi models up to and including Evolution 6.5 and Subaru models up to and including GC8. For other four wheel drive vehicles, models must be first manufactured prior to 1 January, 1998. P6 precludes the use of fully active differentials*

NOTE: A fully-active differential is defined as a differential that uses an ECU that receives inputs from sensors – e.g., yaw rate, steering angle input and lateral acceleration to adjust the distribution of torque accordingly.

2.2 Capacity Equivalence Factors:

- (a) Supercharged and Rotary engine capacities are subject to an additional multiplication factor.
- (i) **Supercharged Engines:** The nominal cylinder capacity will be multiplied by 1.7 for spark ignition engines and 1.5 for diesel engines.
- (ii) **Rotary engines:** The nominal engine capacity will be multiplied by 1.8.
- (iii) The car will pass into the class corresponding to the equivalent volume obtained as a result of the application of this factor. Other than where varied for minimum weight (Article 3(b)), the car will be treated in all respects as if its resultant increased cylinder capacity were its actual cylinder capacity.

3. WEIGHT

- (a) Each car shall comply with the relevant minimum weight as determined by the capacity of the engine and the number of driven wheels in accordance with the following scale:

	Early and Late 2WD	Modern 2WD and all 4WD		Early and Late 2WD	Modern 2WD and all 4WD
up to 1000cc	700 kg	720 kg	2501cc to 3000cc	1090 kg	1140 kg
1001cc to 1150cc	760 kg	790 kg	3001cc to 3500cc	1180 kg	1230 kg
1151cc to 1400cc	790 kg	840 kg	3501cc to 4000cc	1260 kg	1310 kg
1401cc to 1800cc	880 kg	920 kg	4001cc to 4500cc	1340 kg	1400 kg
1801cc to 2000cc	960 kg	1000 kg	4501cc to 5100cc	1430 kg	1500 kg
2001cc to 2500cc	1030 kg	1080 kg	over 5100cc	1520 kg	1590 kg

- (b) The weight is the real weight of the car, without driver nor co-driver nor their equipment, including the crew's helmets. Headphones external to the crew's helmets may be left in the car during weighing.
- (c) 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 Article 4 (b), with the exception that the supercharging factor for rotary engines is 1.6.
- (d) The weight of the car may be checked with the crew on board (driver + co-driver+ their full equipment). In this case the minimum weight shall be as specified above, plus 160 kg.
- (e) The use of ballast is permitted subject to CAMS requirements (see "Definitions" or Group N(P) Regulations).
- (f) At no time during the event may a car weigh less than the minimum weight stated in this article, except where that would result in the car exceeding its Gross Vehicle Mass (GVM).
- (g) In such a case it is permitted to add sufficient ballast in order to meet the GVM when the car is fully fuelled and equipped ready for competition (+/- 10kg). 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 shall apply.

4. PERMITTED MODIFICATIONS

- (a) For the purpose of defining the permitted modifications to cars, PRC is divided into 'Early', 'Late' or 'Modern' as follows:
- (i) **Early:** a car manufactured prior to 1 January 1986. These vehicles may also be eligible as Classic Cars.

- (ii) **Late:** a car manufactured more than 10 years prior to 1 January of the year of the competition being conducted but not earlier than 1 January 1986.
 - (iii) **Modern:** a car manufactured either in the current year or in the 10 years prior to 1 January of the year of the competition being conducted.
 - (iv) Specific provisions may also be made for two wheel drive (2WD) and four wheel drive (4WD) cars.
 - (v) Where a specific freedom is provided for one of these categories, it shall take precedence over a general requirement or condition.
- (b) Except where specifically detailed in these regulations, only the following modifications are allowed in PRC:
- (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 (FIA Homologation, CAMS Homologation or Recognition Form or Manufacturer's published specifications) are respected. Only chemical and heat treatment/s are allowed, in addition to the above.

Damaged threads can be repaired provided they have the same interior diameter.
 - (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.
- (c) Please note that some of the freedoms available under these regulations may conflict with various provisions of the 'civil' registration authorities. It is a requirement of the competitor to ensure that the car complies with the conditions applicable for road usage when it is being used on public roads.

5. ENGINE

5.1 GENERAL

- (a) **Cylinder Block**
 - (i) Planing of the cylinder block is permitted.
 - (ii) The compression ratio is free.
 - (iii) The pistons, piston rings, gudgeon pins and their securing mechanisms are free.
 - (iv) The connecting rods are free, except that they shall be manufactured of ferrous material.
 - (v) The crankshaft may receive chemical or heat treatment different to that laid down for the Series Production parts.
 - (vi) The engine bearings are free, however, they must be of the original type.

- (vii) **Modern PRC:** It is permitted to increase the bore of each cylinder in 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 material of a sleeve is free.
 - (viii) **Late PRC:** It is permitted to increase the bore of each cylinder in the block by re-boring or re-sleeving by up to 1.5mm. The material of the sleeve is free. The car shall be classified by its resultant capacity.
 - (ix) **Early PRC:** For normally aspirated two-wheel drive cars the following shall apply:
 - (A) Bore, Stroke and Engine Internals: The bore and stroke and therefore the capacity is free within the limits of the homologated or recognised engine block. The crankshaft is free. The car shall be classified by its resultant capacity.
 - (B) Rotary Engine Rotor Housings: The end and centre housings of a rotary engine are free, provided that they are supplied by the manufacturer of the car. Rotor housings shall be of the original homologated or recognised width.
 - (C) These provisions do not apply to Substitute Engines.
- (b) **Cylinder Head**
- (i) The cylinder head may be planed.
 - (ii) The cylinder head gasket, including the number thereof, is free. A “decompression plate” made of metal may be fitted between the cylinder head and block for the sole purpose of reducing the compression ratio of the engine.
 - (iii) 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 and shape by the removal of metal only.
 - (iv) **Early PRC:** For normally aspirated 2WD cars the following shall apply:
 - (v) Cylinder Head/Porting:
Modification of the original cylinder head is free, save that the original number of valves and camshaft(s) shall be retained.
- (c) **Camshaft/s**
- (i) The camshaft/s is free, except for their number and the number of bearings. The valve timing and lift are free.
 - (ii) Camshaft pulleys and belts and timing chains and their sprockets are free, save that they must retain their original drive type.
 - (iii) The guides and tensioners associated with these camshaft drive chains and/or belts are free, as are the protective covers.
 - (iv) The material of the gears and sprockets associated with the camshaft is free, as is the number of belts/chains.
- (d) **Valvetrain**
- (i) 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.
 - (ii) For 2WD cars, the inlet and exhaust valve sizes and valve seats are free. The minimum modifications required to fit these items are permitted for Late and Modern PRC. For Early PRC refer to Article 5.1.1(b)(iv). In addition, valve guides may be replaced by others, the material of which is free.
 - (iii) The valve spring retainers, cotters and guides, even if not included as original equipment are free. Shims may be added under the springs.
 - (iv) The material of the valve seats is free.
 - (v) **4WD:** The rocker arms may be modified in accordance with the Article 4(b), General Conditions.

2WD: The rocker arms are free.

- (vi) Tappets/lifters are free save that the replacement units must be interchangeable with the original ones.

(e) **Ignition**

- (i) Ignition coil/s, condensers, distributor, interrupter (i.e. 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, i.e. battery/coil or magneto.
- (ii) The fitting of an electronic ignition system 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.

It is permissible to change an electronic ignition for a mechanical ignition under the same conditions.

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

- (iii) **Rotary and Two Stroke Engines**

- (A) Modern and Late PRC: 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 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.

- (B) Early PRC: The ports of a rotary engine are free, 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.

- (iv) **Engine Mounting**

Engine mountings are free, except that the orientation of the engine and the number and location of mounts shall all remain unchanged.

5.2 Induction

- (a) **4WD Naturally Aspirated and All 2WD Cars:**

- (i) The induction system including the engine management system (ECU) is free, save that supercharging may not be added.

- (b) **4WD Supercharged:**

- (i) for each car using Commercial Fuel in accordance with Schedule G - Fuel: The fitment of a restrictor with a maximum internal diameter of 34mm which conforms with 'Supercharger Sealing Requirements' is mandatory. For each car issued with a log book prior to 1 August, 1998 the requirement that the external diameter of the restrictor at its narrowest point must be less than 40mm, and must be maintained over a distance of 5mm to each side is waived.

- (ii) for each car using Pump Fuel in accordance with Schedule G - Fuel: The fitment of a restrictor with a maximum internal diameter of 36mm which conforms with 'Supercharger Sealing Requirements' is mandatory. The external diameter of the restrictor at its narrowest point must be less than 42mm, and must be maintained over a distance of 5mm to each side.

- (c) For each car equipped with fuel injection, the following modifications are permitted:

- (i) The air inlet system extending to the upstream face of the throttle butterfly, or to the turbo charger impeller should this be upstream of the throttle butterfly, is free.
 - (ii) The engine management system (ECU) is free.
 - (iii) The injectors are free, but not the number, position or assembly angle in the manifold. If the car is equipped with carburettor/s, those components are free.

- (d) The air filtering arrangement is free upstream of the throttle butterfly/ies.

- (e) The accelerator/throttle linkages are free.

- (f) For Early PRC: 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 and any opening created between the engine compartment and the cockpit shall be sealed.

5.3 Supercharging/Turbocharging

- (a) All references to supercharging shall include turbocharging or similar. Supercharging pressure is free. It is permitted to make the connection between the actuating diaphragm and the wastegate adjustable.
- (b) For Early or Late PRC cars, the following additional provisions apply:
- (i) A substitute supercharger/turbocharger unit may be approved by the Australian Rally Commission upon application. To enable fitment to the exhaust manifold, an adaptor or modification of the mounting flange may be permitted. The substitute supercharger unit shall comply with one of the following options:
- (A) **Option 1** - The air inlet orifice and the compressor and turbine wheels shall be within 10% of the dimensions of the original supercharger unit.
- (B) **Option 2** - The replacement supercharger unit shall have the same size or smaller air inlet orifice as the original, or shall be fitted with an air inlet restrictor of the same dimension as the original supercharger air inlet orifice which complies with Supercharger Sealing Requirements Article 1.
- (ii) To be eligible for use, the substitute component and where applicable its restrictor size shall be published in the PRC regulations.

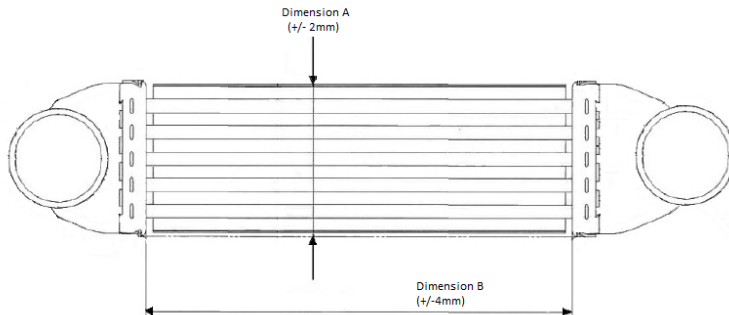
NOTE: This does not negate Article 7.2(b). Approved substitutions will ordinarily take effect from 1 January of the following year.

Approved Substitute Turbo/Superchargers				
Car Make/Model	FIA Homologation Number (where applicable)	Replacement Turbo Make/Model	Maximum Air Inlet Orifice Diameter	Effective from
Daihatsu Charade G102 GTi	A-5344	IHI RHF5, VJ35	32.6mm	1 Jan 2010
Subaru Liberty RS and Subaru Legacy RS	A-5650	IHI VF30, IHI VF34	47.1 mm	1 Jan 2011
Subaru Impreza WRX – GC8	A 5480	IHI VF30, IHI VF34	47.1 mm	1 Jan 2011
Mazda Familia 4WD BFMR (323)	A 5286	HYBRID MAZDA IHI RHB 52 turbine housing with SUBARU IHI RHB 52 core and compressor housing	41mm	1 Apr 2013
MAZDA Familia GT-R (323)	A 5473	BorgWarner EFR-6258 Part No. 179150	57mm	1 Jan 2015

- (c) **Intercoolers/Heat Exchangers:** The intercooler/s and/or heat exchanger/s, or any other device fulfilling the same function must be retained and in their original location and position.

- (i) The original intercooler may be replaced provided the replacement intercooler retains the same face dimensions (for an air to air intercooler the area faced to the airflow, Refer Drawing 1, Dimension A and B) of the cooling element as the original and is fitted in the same location.

DRAWING 1



- (d) The thickness is free.
- (e) The pipes between the supercharging device and the intercooler and the manifold are free, but their only function must be to channel air.
- (f) 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.
- (g) Any water injection fitted must be homologated and must not be modified.
- (h) The fitment of any other substance or device to reduce the temperature of the charge is forbidden.
- (i) Anti-pollution devices may be removed provided this does not lead to an increase in the quantity of air admitted.

5.4 Exhaust

- (a) The exhaust is free after the exit from the exhaust manifold, subject to the following requirements:
 - (i) It may not project in any way beyond the coachwork (in plan);
 - (ii) The exhaust system must not be provisional;
 - (iii) Exhaust gases may only exit from the end of the system which must be within 100mm of the perimeter of the car and aft of a vertical plane passing through the centre of the wheelbase;
 - (iv) Parts of the chassis must not be used to evacuate exhaust gases;
 - (v) Adequate protection shall be provided to prevent heated exhaust pipes from causing burns;
 - (vi) It must comply with any specific local requirements.
- (b) On a car fitted with a naturally-aspirated engine or a 2WD car fitted with a supercharged engine the exhaust including the manifold is free.
- (c) On a 4WD Supercharged car fitted with a restrictor according to Article 5.2 (b) (ii), the exhaust including the manifold is free.
- (d) On a 4WD Supercharged car, fitted with a restrictor according to Article 5.2 (b) (i), the exhaust system is free only after the turbo charger wastegate unit. On such cars heat shields may be fitted to the exhaust manifold and/or the turbocharger for the sole function of heat protection.
- (e) Each car must comply with CAMS' requirements as to noise level requirements.

5.5 Cooling

- (a) The radiator and its method of fixing is free provided the radiator is fitted in the original location.
- (b) Radiator hoses are free.

- (c) A radiator screen may be fitted.
- (d) The existing fan may be removed or it may be disconnected. Additional fans may be added, for which the method of drive is free.
- (e) The thermostat is free.
- (f) The dimensions and material of the fan are free as are the number of fans.
- (g) The fitting of a water catch tank is allowed.
- (h) The radiator cap may be locked.

NOTE: None of the freedoms in Article 5.5 Cooling apply to intake intercoolers (heat exchangers) which are considered to form part of the induction system of the engine.

5.6 Lubrication

- (a) The lubrication radiator, oil/water exchanger, lines, sump, and filter are free, subject to compliance with NRC Appendix F.
- (b) 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.
 - (i) Fitting an oil radiator in this manner does not permit the addition of an enveloping aerodynamic structure, or any modification to bodywork.
 - (ii) 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.
- (c) Oil pressure may be altered.
- (d) 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.
- (e) 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.
- (f) The fitment of an external oil pressure regulator is allowed.

5.7 Ancillaries/General

- (a) 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 8(a) and General Conditions are respected. The supports may be welded to the engine and the bodywork, and their position is free.
- (b) 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.
- (c) All gaskets in the engine are free.
- (d) Springs in the engine are not subject to any restrictions, but must retain their original functioning principle.
- (e) The make and type of self-starter is free.

5.8 Substitute Engines

- (a) In exceptional circumstances and at its absolute discretion ARCom may approve a substitute engine. An applicant must demonstrate that a substitute engine would provide a cheaper and more durable option, without a significant performance increase, when compared to the original engine. Additional limitations may be placed on such substitute engines.
- (b) **Early PRC Substitute Engines**

Substitute engines may be permitted subject to application to and approval by ARCom. The guidelines for replacement engines, approval of which is at the sole discretion of ARCom, are that the engine shall:

- (i) be produced prior to 1986 unless otherwise specifically approved by ARCom;
 - (ii) be produced by the same manufacturer as the original;
 - (iii) have the same number of camshafts in the same location as the original;
 - (iv) have the same number of cylinders and general configuration;
 - (v) be made of the same material as the original;
 - (vi) 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.
- (c) Each substitution shall be approved by ARCom and published in the PRC regulations (or via bulletin) prior to use in competition.
- (d) Cars with substitute engines are not permitted the full range of engine_modifications otherwise acceptable under these regulations. The following modification limitations apply:
- (i) **Capacity:**
 - (A) 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.
 - (B) A car which incurs a capacity alteration due to a substitute engine, together with permitted modifications, must compete in the capacity class pertaining to the new capacity.
 - (ii) **Cylinder Head:** Modifications may be made to the cylinder head and related components only in the following areas:
 - (A) inlet and exhaust ports may be modified by the removal of metal only;
 - (B) inlet and exhaust valve sizes and valve seats are free. The minimum modifications required to fit these items are permitted;
 - (C) valve guides may be replaced by others of alternate materials.

Approved PRC Substitute Engines					
Make	Model	Year	Current Engine	Substitute Engine	Date Added
Chrysler/ Mitsubishi	Galant/ Lancer		4G32	4G62	01/10/2007
Ford	Escort	1968-1974	1600cc X-flow / Kent	1600 OHC Pinto	27/07/2012
Holden	Commodore VB-VH	1978-1984	Holden 308 V8	350 Chevrolet V8. As fitted to Holden H series vehicles. Engine must be cast iron.	13/12/12
	HQ-HZ (all models fitted with a V8)	1971-1980	Holden 308 V8	350 Chevrolet V8. As fitted to Holden H series vehicles. Engine must be cast iron.	05/07/13
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)	1970-1976	A12	A14	01/04/2008
	B210 (120Y)	1973-1977	A12	A14	01/04/2008
	510 (1600)	1968-1973	L 18	L20B	08/03/2007
	510 (1600)	1968-1973	L 18	Z 20 Naturally-aspirated	08/03/2007
	610 (180B)	1971-1976	L 18	L20B	08/03/2007
	610 (180B)	1971-1976	L 18	Z 20 Naturally-aspirated	08/03/2007
Toyota	Corolla KE 70	1979-1987	4K-C / 4A-C	AE 86 4A-C 8-valve (pre-1986)	08/03/2007
	Corolla KE 70	1979-1987	4K-C	2TG	02/10/2012
	Corolla ZRE152	2007-2012	2ZR-FE	2ZZ-GE	05/07/13
	All Models fitted with 4AGE 16v	1983-1991	4AGE 16v	4AGE 20v	18/02/14
Opel	Kadett C GTE	1976	19E	C20XE	16/05/14

NOTE: Where a particular engine is available in an overseas 3 door variant of a vehicle, the same engine shall be allowed in the 4/5 door Australian variant.

6. TRANSMISSION

6.1 FLYWHEEL

The flywheel may be replaced or modified in accordance with the Article 4(b)(i) General Conditions. The original/homologated weight and diameter must be respected.

6.2 CLUTCH

The clutch assembly is free. The type of operation of the clutch is free (e.g. hydraulic or cable), provided that the driver actuates it in the same manner as the original (e.g. foot pedal).

6.3 GEARBOX

The gearbox, including the number of ratios is free, save for the following:

- (i) 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.
- (ii) Gearbox mounts are free, though not the number.
- (iii) In the case of an automatic gearbox, the flywheel is free.
- (iv) The number of driven road wheels may not be changed.
- (v) An additional lubrication cooling device including one fan is permitted (the circulation pump, radiator and air intake may be situated under the car).
- (vi) Fitting an oil radiator in this manner does not allow the addition of an enveloping aerodynamic structure. All air openings must have the sole effect of inducing the necessary air for the cooling of the radiator, and must not have any aerodynamic effect.

- (vii) Propeller shafts, half shafts, axles and their associated bearings, constant velocity and universal joints are free.

6.4 FINAL DRIVE AND DIFFERENTIAL

- (a) The final drive ratio is free, as is the differential action.
- (b) The casing of the differential may be changed in cars 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.
- (c) For cars with a live rear axle, the entire rear axle tube and differential housing assembly is free.
- (d) The differential supports are free where they do not form part of the chassis.
- (e) 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 situated under the car).
- (f) Fitting an oil radiator in this manner does not allow the addition of an enveloping aerodynamic structure. All air openings must have the sole effect of inducing the necessary air for the cooling of the radiator, and must not have any aerodynamic effect.
- (g) An oil radiator and/or an oil pump may be fitted in the boot (without modifying the series body) but a liquid-and flame-proof bulkhead must separate these components from the occupants of the vehicle.

6.5 TRANSMISSION CONTROL UNIT

Any electronic unit which controls the transmission and/or the differential/s is free.

7. FUEL TANK AND FUEL SUPPLY SYSTEM

7.1 FUEL PUMP/S

- (a) The fuel pump/s is 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.
- (b) A petrol filter with a maximum capacity of 0.5 litres may be added to the fuel inlet pipe.

7.2 FUEL TANK/S

- (a) The total capacity of the fuel tanks must not exceed 95 litres.
- (b) One or more additional or replacement fuel tank/s of free but safe design may be fitted.
- (c) The use of a safety fuel bladder homologated to the FIA FT3 standard is highly recommended.
- (d) If the design of the car makes the fitment of the tank outside the cockpit impractical it is permitted to fit the tank in that compartment provided:
 - (i) The filling orifice and breather are outside that compartment and the tank vents to the outside, regardless of car construction.
 - (ii) 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).
 - (iii) Glass may not be replaced by any other material to fit any part of the fuel system.
 - (iv) In all cases the tank is separated from the driver and co-driver by a flame proof and liquid proof bulkhead, which may be transparent.
- (e) On cars 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 7.2(d).
- (f) Fuel lines may be replaced. If a fuel line is replaced, it shall comply with **NRC Appendix F**.

7.3 FIREWALL

- (a) 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.

- (b) Should the fuel tank be installed in the boot/luggage area of a two volume car, a flame and liquid-proof bulkhead must separate the cockpit from the fuel tank. A non-structural partition made from transparent, non-flammable material between the fuel tank and the driver's compartment is allowed.

8. SUSPENSION

- (a) 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.
- (b) Anti-sway bars are free, as are their anchorage points. These points may be used for the mounting of reinforcement bars.
- (c) The suspension mounting points on the body/chassis must be unmodified and be retained and utilised exclusively to mount the suspension components, save that strengthening is permitted in accordance with Article 12.2(a).
- (d) The top damper mounting plates of MacPherson type struts are free save that the mounting points on the bodywork shall remain unchanged.
- (e) Each spring is free, save that it shall be of the original type (e.g. coil, leaf etc.). The spring seats may be made adjustable, and may include 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 can be fitted without any modification other than those specified in this Article.
- (f) Each damper 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 are permitted.
- (g) Reinforcement bars may be fitted between the suspension mounting points on the bodyshell subject to them being located within 100mm of the original suspension mounting point or 150mm for MacPherson strut systems. Apart from these two points, this bar must not be mounted on the bodyshell or the mechanical parts.
- (h) Other suspension components are free (e.g. control arms, uprights etc.) provided they are entirely interchangeable with the complete original units.

9. WHEELS AND TYRES

- (a) In no case may the width of the rim 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 5000cc	10.0"

- (b) The maximum diameter of the complete wheel/tyre assembly is 650mm.
- (c) Save for Article 9(a) and 9(b) and NCR Appendix F the 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, and must be covered by the bodywork when measured vertically.
- (d) 15 inch diameter wheels may be utilised on any car, or alternatively the wheel diameter may be increased or reduced by up to two inches in relation to the original dimensions, as specified in the homologation documents where applicable.
- (e) A central wheel bolting system may be employed.
- (f) Wheel embellishers must be removed. Hub caps may be removed.
- (g) The use of tyres intended for motorcycles is forbidden.

10. BRAKING SYSTEM

- (a) 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.
- (b) A circular flexible pipe to channel air to each brake assembly is permitted, but its interior diameter must not exceed 100mm. These air cooling pipes must not protrude beyond the front of the car, as seen from above.
- (c) Anti-lock Braking Systems (ABS), Electronic Brakeforce Distribution (EBD) and Electronic Stability Control (ESC) systems may be removed or disabled.

11. STEERING

- (a) The original steering type shall be retained (e.g. rack and pinion, recirculating ball etc.), however freedom is provided in relation to the following items:
 - (i) power steering system (modification, addition or deletion);
 - (ii) steering ratios, which must be commercially available;
 - (iii) steering arms, dampers, column and rack.

12. BODYWORK AND CHASSIS

12.1 GENERAL

- (a) Unused supports and brackets situated on the chassis/bodywork may be removed, unless these supports are for mechanical components which are not free.
- (b) The original holes in the bodywork may be closed by self-adhesive tape, unless otherwise permitted within these Regulations.
- (c) 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.
- (d) Bumper bar overriders may be removed.
- (e) External decorative strips which follow the external contours of the bodywork and are less than 25mm wide may be removed.
- (f) Jacking points may be strengthened, moved and increased in number.
- (g) The location of the number plate is free, but the lighting system must remain.
- (h) 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.
- (i) Cars must be so constructed that with the crew normally seated, when all tyres on the same side are deflated, no part of the car shall touch the ground.
- (j) The original boot and bonnet fasteners may be replaced. If so, this must be by at least two additional fasteners in each case.
- (k) External rear view mirrors are free whilst they perform only the function of a rear view mirror.
- (l) Where applicable, it is permitted to remove or replace the supports/bushings between the bodywork and the chassis save that the original location must be respected.
- (m) It is permitted to remove a wheel well that is located in the horizontal floor area of a rear boot compartment. The removed material shall be replaced with a plate of steel material with a minimum thickness of 1.2mm and affixed completely by welding.

12.2 STRENGTHENING AND UNDERBODY PROTECTION

- (a) 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 regulation.

- (b) The fitment of additional underbody protection is permitted. The addition of this protection shall not influence the aero-dynamics of the car.

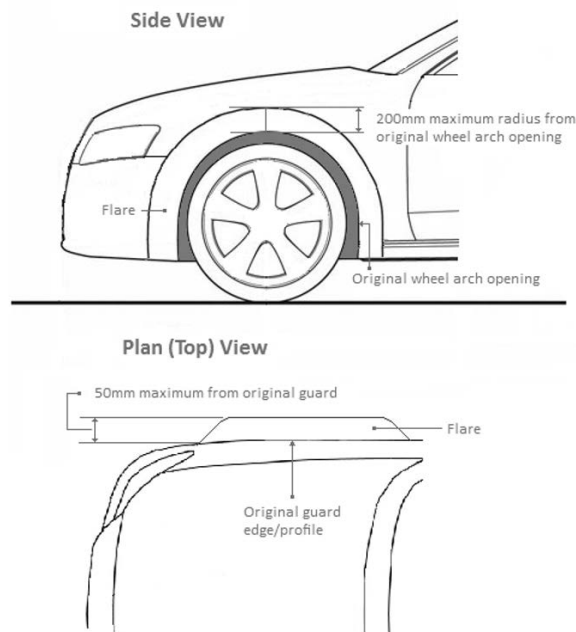
12.3 WINDSCREEN WIPERS

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.

12.4 COACHWORK - EXTERNAL

- (a) The edges of the wing panel/s (mud guards) may be folded back if they protrude inside the wheel housing provided that the panel/s must not be reformed, nor may any changes of shape result. If wing panels are made of plastic, protrusions must be removed.
- (b) The plastic sound-proofing components from the underside of the wheel arches may be removed.
- (c) **Early and Late PRC – Wheel Arch Flares:** Early and Late PRC cars may have wheel arch flares added by integrating the flare with the guard or bodywork or by bolt-on means, provided that the increase in the total width of the bodywork is less than 100mm and that the flare does not exceed the radius of the original wheel arch opening by more than 200mm (refer to Drawing 2). For the purpose of wheel and tyre clearance, it is permitted to remove up to 75mm of original bodywork measured radially from the edge of the original wheel arch outwards. Any cavity exposed in a door or wheel arch through the removal of metal must be covered by the addition of a metal closing panel. Any body joint protrusions must be rendered safe. The operation of any door must not be affected.

DRAWING 2

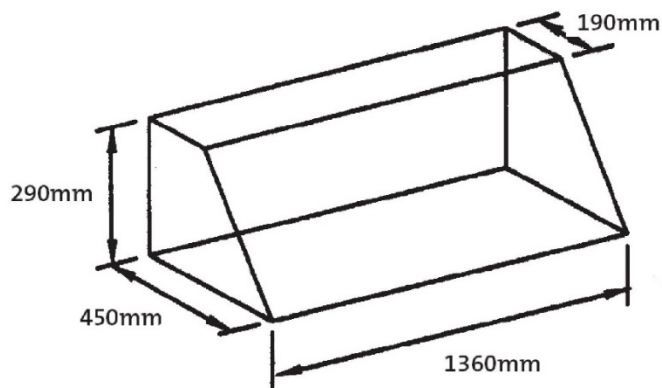


- (d) For each Early and Late PRC car, it is permitted to replace each guard/wing/bonnet/bumper bar and boot lid (all of which are held in place by bolts or screws only) with components manufactured from either fibre-reinforced polymer (FRP) or aluminium provided that they that are identical, except for the panel thickness, in dimensions to the original. For FRP, the minimum material thickness is 3mm and glass, carbon or aramid fibres may be used. For aluminium the minimum material thickness is 1.25mm. The original method of attachment shall be retained, including hinges and catches where applicable. All original fittings shall be retained (e.g. guard indicator lights) as required by Group 3-PRC regulations.
- (e) Body Kit Components
 - (i) It is permitted to replace the following original/homologated body kit components with a replica of the original/homologated item:
 - (A) front 'lip' spoiler;

- (B) bumper bar/air dam assembly (front and rear);
 - (C) side skirt; and
 - (D) rear wing/spoiler.
- (ii) The material from which the replacement body kit component is made is free.
- (f) Rear aerodynamic device
- (i) For a vehicle of a type that is not currently or previously subject to FIA homologation it is permitted to fit a rear aerodynamic device (e.g. wing, spoiler) which complies with the following:
 - (A) The rear aerodynamic device shall be of single plane/single element design and shall not be adjustable from within the cockpit. Adjustments may be effected only with tools.
 - (B) At its lateral extremities, the rear aerodynamic device must join the bodywork, and it must be entirely contained within the frontal projection of the car without its rear-view mirrors.
 - (C) The material of construction for the rear aerodynamic device is free save that no carbon fibre, Kevlar or titanium may be used.
 - (D) The rear aerodynamic device of cars which are of sedan type (i.e. three volume) configuration shall comply with the dimensions outlined below. The rear aerodynamic device of cars which are of hatchback type (i.e. two volume) configuration shall respect the same dimensions below, but at its top most point shall be not more than 25mm above the roof.
 - (E) The rear aerodynamic device shall fit within an imaginary box of the following dimensions (refer also to Drawing 3):

Width	1360mm maximum, except where the boot lid or rear hatch is wider than 1360mm, in which case that shall be the maximum width
Height	290mm maximum
Horizontal length of side plate at top	190mm maximum
Horizontal length of side plate at base	450mm maximum

DRAWING 3



- (g) Side Skirts - All non-homologated/original 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.

12.5 SUB FRAME

- (a) It is permitted to replace a sub-frame that is fixed by fasteners to the body shell, monocoque or chassis with a sub-frame of free design and material save for the following conditions:
 - (i) The position of the rotational axis of the mountings points for each component fitted to the original sub-frame and the mounting point of the sub frame itself must remain in the original location.
 - (ii) The sub-frame must be fixed to the body shell, monocoque or chassis in the same location and by the same means as the original sub frame.
 - (iii) An original sub frame bushing may be replaced with a bushing of an alternate material.
 - (iv) Each original component mounted to the original sub-frame must be mounted to a replacement sub-frame.
 - (v) The replacement sub-frame must be completely interchangeable with the original sub-frame.

13. COCKPIT

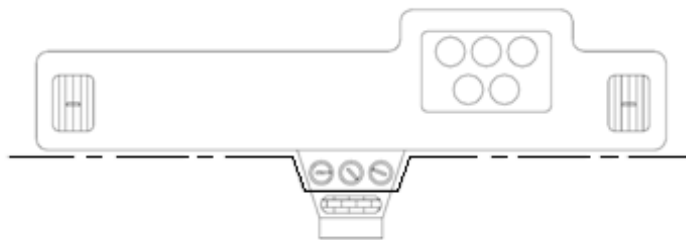
13.1 SEATS

- (a) Seats are free, save that each seat shall incorporate a head restraint.
- (b) For rallies of State Championship status or above, the seats provided for the occupants shall:
 - (i) be homologated by the FIA to the 8855/1999 or 8862/2009 standard; or
 - (ii) comply with Schedule C.
- (c) Unless original, the seat mountings shall comply with Schedule C or FIA Appendix J, Article 253-16.
- (d) The front seats may be moved backwards, but not beyond the vertical plane defined by the front edge of the original rear seat.
- (e) The rear seats including their backrests may be removed.

13.2 DASHBOARD AND CONSOLE

- (a) The trimmings below the dashboard, and which are not part of it, may be removed.
- (b) It is permitted to remove the centre console so long as it does not hold any heating controls or instruments (as shown in Drawing 4).

DRAWING 4

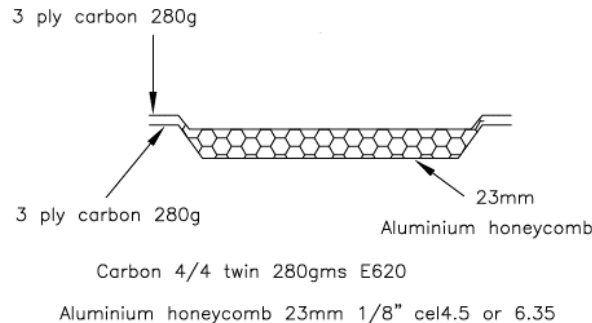


13.3 DOORS AND DOOR TRIM

- (a) 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 uses in which case such trim is not required to be replaced.

- (b) 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 5.

DRAWING 5



- (c) 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.

13.4 INSULATION AND HEADLINING

- (a) All padding and insulation material except for those detailed in Article 13.2 and 13.3 may be removed, including headlining.
- (b) Insulating materials may be added to the existing bulkheads and/or floor to protect the occupants from fire and/or heat.

13.5 HEATING AND WINDOW DEMISTING

The original heating system may be removed though a windscreen demisting system must be fitted. Heated front windscreens are permitted provided that any heating elements do not impede vision in any manner.

13.6 AIR CONDITIONING

An air conditioning system may be added, removed or modified, subject to a windscreen demisting system being fitted.

13.7 STEERING WHEEL

- (a) The steering wheel is free, subject to any replacement steering wheel not being made of wood.
- (b) The steering wheel may be on either the right or the left provided that the controls as specified by the manufacturer are inverted. The only mechanical modifications permitted are those made necessary by the inversion.

13.8 REAR WINDOW SHELF

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

13.9 PIPES AND TUBING

Air pipes may pass through the cockpit only if utilised for the ventilation of the cockpit. Liquid pipes may pass through the cockpit subject to compliance with NRC Appendix F.

13.10 SAFETY CAGE TRIM MODIFICATION

It is permitted to locally modify interior trim for the fitment of a safety cage. Refer Schedule J.

13.11 ACCESSORIES

- (a) All those which have no influence on the car's behaviour are allowed, e.g. equipment which improves the ergonomics, aesthetics or comfort of the car interior, spare wheel/s, spare parts, safety equipment, communication equipment, ballast and windscreen washer water container, lighting, heating, radio etc.

- (b) The horn may be changed or an additional one added, within reach of the passenger.
- (c) Instruments such as speedometers, tachometers, trip meters etc. may be added or replaced, provided fitment is safe. Removal is permitted where these instruments are not required for use on public roads.
- (d) 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.
- (e) In no case can these accessories increase the engine power or influence the steering, transmission, brakes, or roadholding even in an indirect fashion. Controls of these items shall retain the role laid down for them by the manufacturer. They may be adapted to facilitate their use and accessibility, e.g. a longer handbrake lever, an additional flange on the brake pedal etc.
- (f) No equipment or accessories may be fitted in front of an operational air bag.

13.12 WINDSCREEN AND WINDOWS

- (a) The following is allowed:
 - (i) the windscreen shall be made of a laminated glass material and may incorporate defrosting/demisting equipment;
 - (ii) expressly to enable the safe installation of the requisite safety cage structure, the rear window glass may be replaced with a rigid transparent material of adequate strength (e.g. polycarbonate) which must be of not less than 3mm thickness. This window may be modified from the original shape only in so far as needed for the fitment of the safety cage. This is permitted exclusively for utility cars and Toyota MR2 AW II;
 - (iii) the windscreen must be valid for use in each state in which the vehicle is to be used.

13.13 HANDBRAKE:

A “fly-off” and/or hydraulic handbrake may be installed.

13.14 SPARE WHEEL AND TYRE

- (a) One or more spare wheel and tyre may be carried, though it is not mandatory.
- (b) Any spare wheel/tyre must be securely fixed and shall not be installed in the space reserved for the driver and co-driver. No exterior modification of the bodywork must result from its installation.

13.15 ROOF VENTS AND SUNROOFS

- (a) One or more roof vent is permitted provided the open side faces forward;
- (b) and the vertical opening is not greater than 100mm. It is recommended roof vents are fitted in the forward third of the roof.
- (c) Manufacturer fitted sunroofs are permitted. Aftermarket sunroofs fitted in the forward on-third of the roof are permitted. It is permitted to replace the glass component of the sunroof with metal or another rigid material.

13.16 SUPERCHARGER WATER SPRAY TANK

For supercharged cars 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 car. 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 original equipment or recognised intercooler water spray system providing the total combined capacity does not exceed 20 litres.

13.17 AIRBAGS

Supplemental Restraint System (SRS) airbags may be disabled or removed.

14. ELECTRICAL SYSTEM

The nominal voltage of the electrical system including that of the supply circuit of the ignition must be retained.

14.1 WIRING LOOM

The wiring loom is free, including wires/cables, relays, circuit breakers and fuses. A 'multiplex' wiring system may be replaced. Add wiring inside cage.

14.2 BATTERY

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 leak proof plastic box. The number of batteries specified by the manufacturer must be retained.

14.3 GENERATOR/ALTERNATOR

The generator/alternator and voltage regulator are free. The generator and the voltage regulator may be moved but must remain in their original compartment. They may be combined if the homologated vehicle had them originally and provided they come from another series model. The position of the voltage regulator may be changed but it may not be placed in the cockpit unless it was placed there originally.

14.4 LIGHTING

All lighting and signalling devices must comply with legal requirements and Schedule R. The make of the lighting devices is free.

- (a) 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.
- (b) Freedom is granted with regard to the frontal glass and the reflector and bulbs. The mounting of additional headlamps is authorised. 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.
- (c) 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.
- (d) 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.
- (e) Headlamp covers may be fitted so as to protect the headlamp glass. If such covers are fitted, they shall have no effect on the car's aerodynamics.