

2024 NZ SILVER FERN & NZ SILVER FROND RALLIES

SCHEDULE TR

Technical Regulations

PREAMBLE & INITIAL POINTS OF CONTACT

To encourage a diverse range of cars and drivers to compete against each other in a friendly yet competitive environment in the spirit of long distance rallying.

To provide a unique gravel road rally that gives competitors the chance to tour the country and give back to the community.

The initial points of contact for clarification on any aspects of these regulations should be directed to either: Peter Martin, Event Director. NZ Mobile 0064 274 525 643, email: peter@urg.co.nz or Wayne Barnard, Clerk of the Course, NZ Mobile 0064 274 341 156, email: wayne@dms.net.nz

1.0 GENERAL INFORMATION RELATIVE TO THESE REGULATIONS

- 1.1 These Technical Regulations shall be read in conjunction with the AASA National Competition Rules.
- 1.2 The AASA Standing Regulations for Gravel Rallies, and the 2024 Silver Fern Regulations /Supplementary Regulations issued by the Organiser. Additionally, any subsequent amendments / bulletins as issued by AASA from time to time shall be respected.
- 1.3 All vehicles shall comply with the AASA safety schedules as outlined in regulation 7 of the AASA Standing Regulations for Gravel Rallies and G5 of the AASA NCR.
- 1.4 Technical Eligibility and Safety Equipment Enquiry: Where any doubt may exist in understanding these regulations it will be understood that it is the Competitors obligation to enquire as to the correct interpretation. All technical eligibility and/or safety equipment enquiry shall be submitted in writing to:
 - (1) The Event scrutineer as detailed in the 2024 Silver Fern Rally Supplementary Regulations – Part 2, in the first instance, and then to
 - (2) The AASA Technical Department.
 - All enquiries should detail the article in question and the specific subject matter.
 - A written reply will always be given to a written enquiry.
 - On matters of technical eligibility and/or safety compliance, a verbal statement will have no validity.

2.0 DEFINITIONS

- 2.1 Definition of terms used within this Schedule shall be referenced from the AASA National Competition Rules, and as detailed below:

Schedule TR

Technical Regulations

2024

'Aftermarket' means component/s sourced from another manufacturer to that of the original car, which can be fitted without making any additional modification to the original car; and

'Crew' means the Driver and Co-driver of a competing vehicle; and

Event means the 2024 Silver Fern Rally; and

'Direct Replacement' means a component sourced from another manufacturer to that of the original car, that is a direct replacement part in level of duty, function and design to the component it replaces, and can be fitted without making any additional modifications; and

'Free' (part) means that the original part as well as its function may be removed or replaced with a new part on condition that the new part adds no additional function relative to the original part; and

'Modification' is defined as any change authorised within these Technical Regulations; and

'National Competition Rules' or **"NCR"** means the National Competition Rules issued by AASA from time to time; and

'NZTA' means the New Zealand Transport Agency; and

'Organising and Eligibility Committee' or **'The Committee'** shall mean the representatives appointed by the Ultimate Rally Group (URG) to organise the event, and

'Original' means as fitted by the car manufacturer and includes all devices, equipment, accessories and/or components as fitted to the model represented; and

'Production Car' means a car that has been manufactured in a certain number of identical units within a specified time frame by the same manufacturer, and intended for general sale to the public through a dealer network; and

'Standard' means the component/s as originally fitted to the car by the original manufacturer at the time of the initial sale.

3.0 ELIGIBLE VEHICLE

3.1 Philosophy:

The eligibility and classes have been created to allow for competition between similar vehicles in an atmosphere that is relaxed and informal.

The historic classes recognise those cars that have previously been eligible for Rally Championships and support competition for these cars.

3.2 All vehicles nominated shall be approved by the Committee.

3.2.1 Classes:

3.2.1.1 NZ Silver Fern 2WD Historic Trophy

For two wheel drive vehicles compliant with:

The Technical eligibility regulation for The Historic Technical eligibility FIA European Historic Sporting Championship for which a Historical Technical Passport (or equivalent) issued by the ASN is required

Or

The Historic Technical eligibility regulation for Sporting Rallies of the ASN of the competitor for which a Historical Technical Passport (or equivalent) issued by the ASN is required

Or

For NZ Vehicles compliant to Motorsport New Zealand Schedule RH (Rally Historic) for which a Motorsport NZ Certificate of description (COD) has been issued.

Class A 0-1300cc

Class B 1301-1600cc

Class C 1601-2000cc

Class D over 2001cc.

3.2.1.2 NZ Silver Fern 2WD Challenge Rally

For two wheel drive vehicles compliant with AASA safety regulations that don't meet the historic competition classes.

| | |
|---------|-------------|
| Class E | 0-1300cc |
| Class F | 1301-1600cc |
| Class G | 1601-2000cc |
| Class H | Over-2001cc |

3.2.1.3 NZ Silver Fern 4WD Classic Rally

For four wheel drive vehicles compliant with the 2024 NZ Silver Fern Technical Regulations.

| | |
|---------|----------------------|
| Class I | H6 Specification |
| Class J | Pre 96 Specification |

Note: A Competitor can only contest one class.

CC capacity is to be true capacity with allowance for 1.5mm overbore.

Vehicles driven by overseas competitors must comply with either the relevant FIA safety standards, SFI Safety Standards or AASA Standard Regulations.

3.2.1.4 NZ Silver Frond 2WD Rally (the first three days of the NZ Silver Fern Event)

For all two wheel drive vehicles with AASA safety regulations.

Class K

3.3 Specification:

3.3.1 H6

3.3.1.1 **Chassis:** All models GC8 to 1999 body shape. Must retain original parts, all steel (alloy bonnet ok). All original glass, no fibreglass or lightweight materials.

3.3.1.2 **Suspension:** No cannister shock absorbers unless manufactured prior to 1999. Rear suspension arms can be adjustable.

3.3.1.3 **Brakes:** Genuine GC8 calipers, discs free, no pedal box, no brembos.

3.3.1.4 **Engine:** To be standard H6 3000cc motor. Exhaust free. Air Intake free. Cooling system is free.

3.3.1.5 **Fuel:** Competitors must only use commercially available petrol purchased from a New Zealand petroleum retailer.

3.3.1.6 **Computer:** To be a link, with a program that has been made available to all competitors at no charge. **Your tune maybe checked at anytime, this must be made available.**

3.3.1.7 **Transmission:** No sequentials, no dog boxes. Five speed or six speed, standard Subaru gear box.

3.3.1.8 **Differential:** Standard centre diff, controller free.

3.3.1.9 **Interior:** Free but must retain original dash pad.

3.3.1.10 **Safety Gear:** Free

If any modifications are not listed here, they must remain standard equipment. If your vehicle does not comply with this document you will be penalized.

3.3.2 Classic 4WD pre 1996

3.3.2.1 All vehicles competing in Pre 1996 4WD class must conform to the following:

3.3.2.2 Comply with Appendix 2, Schedule A and Appendix 3, Schedule R of the current Motorsport NZ manual and amendments there to with specific adherence to compliance to the additional requirements of rally vehicles contained in that schedule. All vehicles must be **4-wheel drive**.

3.3.2.3 Pre 96 Vehicles

- a: Lancer Evo 3 or earlier (no Evo 4 onwards)
- b: Impreza registered prior to 01/01/96.
- c: Or any other 4wd car registered prior to 01/01/96.

We will consider all 4WD vehicles that were in series production prior to 01/01/1996 even if their registration date is after that, provided they are run and are in line with the other competing vehicles.

If your Pre 96 Group A Type Car is still being run close to its Homologation, and Papers are available, your car may also be able to be used in the Pre 96 Class. Mazda BMFR, Audi Quattro, Toyota GT4 Celica, Lancia Delta etc.

3.3.2.4 Engine and Transmission: Engine and Transmission must be in its original mounting position – No more than 2000 cc capacity with Turbo and no Variable Valve Heads / or up to 3000cc without turbo but can have Variable Valve Heads. We will consider period vehicle that are factory built with a larger cc rating.

3.3.2.5 Induction: No more than one turbocharger.

3.3.2.6 Gearbox: Dog Gear Kits are permitted. All gearboxes must have an H pattern with no more than 6 forward gears. No Sequential Gearboxes

3.3.2.7 Brakes: 4 pot callipers are permitted as long as the disc has an integral bell – no removable hat style discs. Pedal boxes are permitted.

3.3.2.8 Suspension: Must be located in the factory mounting position, however upgraded suspension components are allowed

3.3.2.9 Body Modification and Panels: Fibreglass panels must be approved by the NZ Silver Fern Technical Team. Vehicles must retain original wheel arches, spoilers, and bumper shape. No Carbon or Kevlar panels and no plastic windows (exemptions for Plastic may be able to be applied for). Later model facelift panels can be permitted if they are from the same body shape and are bolt on, these must be approved by the NZ Silver Fern Technical Team.

3.3.2.10 Wheels: Maximum of 15 inch wheels.

4.0 PROOF OF ELIGIBILITY

4.1 In all instances it is up to the competitor/entrant of the vehicle to provide proof of compliance, the class is designed for pre-1996 cars to be built and run without a massive budget

4.2 In all instances the final categorization of any entered vehicle shall be determined by The Committee. The categorization of a competing vehicle, shall be determined by (but not limited to) the following:

- (a) Whether the vehicle has been substantially modified from the standard series production vehicle, or
- (b) The vehicle employs modern mechanical components and / or materials outside of the period that the vehicle represents. Such vehicles shall be placed in the Competition and/or category that represents the most modern component of the vehicle, or
- (c) If in the opinion of The Committee, the vehicle would have a detrimental effect on the competition within the Competition and/or category.

4.2.1 In determining whether any car is eligible to compete, the Organising Committee shall take into account its appearance and the standard of its presentation and may declare any car ineligible on the basis of its appearance or presentation if it is considered the same contravenes the spirit of the Event or may prejudice the reputation of the Event.

5.0 GENERAL CONDITIONS

- 5.1 Passport: All cars competing in Events to which these regulations apply shall have a valid AASA passport.
- 5.2.1 All Vehicles shall comply as outlined in regulation 7 of the AASA Standing Regulations for Gravel Rallies and G5 of the NCRs.
- 5.3.1 Entrants Declaration: All Entrants must submit a "Vehicle Specifications" form when submitting the Entry. Vehicles may be checked at any time during the Event for compliance and any variation from the submitted form may be penalised.
- 5.3.2 It shall be the Entrant's responsibility to provide proof for all specifications detailed on the Vehicle Specifications form
- 5.3.3 Any competing vehicle suffering accident damage and/or leaking oil or fluids must be repaired to the satisfaction of the Event Scrutineer prior to re-joining the competition.
- 5.3.4 All bodywork including any subsequent repair of accident damage shall be to a tradesman-like standard. Repairs to competition damage shall permit the vehicle to be presented in as near to original condition as possible.

6.0 DATA LOGGING / GPS TRACKING DEVICES

- 6.1.1 RallySafe GPS: 'RallySafe' tracking and timing technology will be used during this event. An overview of the system which provides significant safety benefits can be found on www.rallysafe.com.au A 'one off' cost of approximately \$AUD175 (plus shipping) to purchase a Permanent Installation Kit (wiring, brackets and aerials). These must be ordered from RallySafe using the online purchase form found at www.rallysafe.com.au NOTE: Please make sure that you have ordered and received a wiring kit at least two weeks prior to the event. Your vehicle must be fitted with an operational RallySafe device. This device must be switched on from scrutineering through until the end of the event. RallySafe units are to be collected, fitted and tested at the scrutineering venue. The units are to be returned to RallySafe immediately after the finish line of the Event or at any lunch stop or end of day during the Event. All units must be returned before leaving the Event.
- 6.1.2 It is the competitor's responsibility to purchase or hire and install the required wiring, brackets and aerials for the data logging equipment. Failure to install the equipment, or tampering with the unit (or data) once installed shall be penalised.

7.0 SAFETY EQUIPMENT REQUIREMENTS

- 7.1. **All safety equipment shall comply with regulation 7 of the AASA Standing Regulations for Gravel Rallies and G5 of the NCR, except where specifically detailed within this Schedule otherwise.**
- 7.1.1 **Safety Cage:** A safety cage is mandatory and shall be fitted as per regulation 7(g) of the AASA Standing Regulations for Gravel Rallies and Appendix 1 Safety Cage regulations (Class 3) of the AASA NCR. These safety cages must be certified, excepting overseas vehicles which must have certification from their country of origin. Alloy or aluminium safety cages are specifically prohibited.
- 7.1.2 **Safety harness:** shall be installed in full compliance with regulation 7(f) of the AASA Standing Regulations for Gravel Rallies and G5 and Appendix 5 of the NCR.
- 7.1.3 **Seats:** shall be Competition type seats as detailed in and in full compliance with regulation 7(h) of the AASA Standing Regulations for Gravel Rallies
- 7.1.4 **Fire extinguishers:** shall comply with regulation 7(k) of the AASA Standing Regulations for Gravel Rallies.
- 7.1.5 **Ignition / Circuit Breaker:** shall be fitted.
- 7.1.6 **Protective padding** shall be fitted where the occupant's bodies could come into contact with the safety cage. It shall be non-flammable, high density, energy absorbing, closed cell foam with a minimum wall thickness facing the occupant of 15mm. Where the occupants crash helmet could come into contact with the safety cage.

- 7.1.7 **First aid kit:** shall be carried in each competing vehicle to comply with regulation 7(l) of the AASA Standing Regulations for Gravel Rallies.
- 7.1.8 **Safety Triangle:** A minimum of one safety triangle shall be carried in the competing car.
- 7.1.9 **Tow rope:** All competing vehicles shall carry a tow rope.
- 7.2 The following optional safety equipment **may** be fitted to the competing car:
 - 7.2.1 A **window net** may be installed on the drivers' side in compliance with NCR G5.
 - 7.2.2 **Brake, fuel, oil and coolant lines** may be upgraded to aftermarket lines of a higher specification in compliance with NCR G5.
- 7.3 The following safety equipment **shall** be worn by the Crew:
 - 7.3.1 A **Helmet** shall be worn in all special stages. All helmets shall be FHR compatible and comply with the standards detailed in NCR G5.6(a), refer to Appendix 4 – Apparel Requirements (Gravel Rallies) of the AASA NCRs.
 - 7.3.2 **Frontal Head Restraint (HANS type device):** shall be worn in all Special Stages comply with regulation 8.2 of the AASA Standing Regulations for Gravel Rallies.
 - 7.3.3 **Protective Clothing:** shall be worn in compliance with regulation 8.1 of the AASA Standing Regulations for Gravel Rallies and Appendix 4 – Apparel Requirements of the AASA NCRs. It is highly recommended that all protective clothing is compliant with SFI3.2A and above.
 - 7.3.4 **Gloves:** in compliance with regulation 8.1 of the AASA Standing Regulations for Gravel Rallies and Appendix 4 of the AASA NCR shall be worn by the Driver in all special stages. The wearing of gloves for co-drivers is optional.

8.0 FUEL

- 8.1 Fuel: The only fuels available from commercial retail outlets are authorised for use in competing vehicles
- 8.2 The carriage of fuel in competing vehicles in containers that are not part of the piped fuel systems is prohibited.

9.0 BODYSHELL & VEHICLE EXTERIOR

- 9.1 **External appearance:** The silhouette of the Production Car should not be altered, excepting where homologated parts are fitted and/or the guards are modified for road wheel clearance.
- 9.2 **Body panels:** must be of original design, materials and construction. The boot, bonnet or doors may be replaced by body panels of alternative construction, subject to approval by the Organising Committee.
- 9.3 **Seam welding:** Is authorised to the body shell and sub frames.
- 9.3.1 **Strengthening:** Localised strengthening of the body shell is authorised provided the additional material completely follows the shape of the original part and is in contact with it.
- 9.4 **Sump guards:** Are authorised, provided that their sole function is to protect the underside of the car from damage.
- 9.5 **Mudguards:** Plastic guard liners may be removed and/or replaced with alternative material.
- 9.6 **Mud-flaps:** Where fitted, mud-flaps shall not protrude beyond the body of the vehicle.
- 9.7 **Window glass:** All glazing shall be safety glass as per standard fitment, excepting where specific exemption is granted by the appointed Scrutineer and detailed in the car's Passport.
- 9.8 **Lights:** Vehicles with retractable headlamps may be fitted with auxiliary lights. Any auxiliary lights used in place of the headlamps must illuminate to the same extent as the vehicle's standard headlamps on low beam in daylight. Rally-type light pods are specifically prohibited.
- 9.9 **Towing eyes;** must be fitted and clearly marked as per regulation 7.1(n) of the AASA Standing Regulations for Gravel Rallies.

- 9.10 Spare Wheel/Tyre:** May be carried on the rear boot lid, the fitting device satisfies the Scrutineer as to safety and suitability and that rear view vision is not obstructed.

10.0 VEHICLE INTERIOR

- 10.1 Supplementary Odometer:** A supplementary re-settable odometer which registers in kilometres and tenths of kilometres must be fitted.
- 10.2** The following is authorised;
- (1) Seats:** Competition seats shall be fitted for the Crew. (Head Restraint Seats are highly recommended). Refer AASA NCR Appendix 5 Occupant Restraint Systems. The rear seats may be removed.
 - (2) Interior trim:** Free, excepting that the standard dashboard assembly shall be retained in its original position and all doors shall have panels fitted.
 - (3) Instrumentation:** Free,
 - (4) Steering Wheel:** Aftermarket steering wheels are permitted.
 - (5) Brake, clutch and accelerator pedals:** May have pads added.
 - (6) Handbrake lever:** Free, respecting regulation 7 of the AASA Standing Regulations for Gravel Rallies.
- 10.3 Airbag SRS systems (where fitted):** Shall be rendered inoperative during competition, either by complete removal of the system or by temporary disablement (removal of the power supply).
- 10.4 Speed Radar Detection Devices:** are not permitted to be in operational order during the Event.

11.0 CHASSIS

- 11.1** Free, respecting regulation 7 of the AASA Standing Regulations for Gravel Rallies.

12.0 ENGINE SPECIFICATIONS

- 12.1** Engine type is free, in compliance with regulation 7 of the AASA Standing Regulations for Gravel Rallies.

13.0 ENGINE INDUCTION SYSTEM

- 13.1 Induction system:** Free, in compliance with regulation 7 of the AASA Standing Regulations for Gravel Rallies.
- 13.2 Anti-Lag Device:** Any turbo anti-lag device fitted must be immobilised to the satisfaction of the Scrutineer.

14.0 ENGINE EXHAUST SYSTEM

- 14.1 Exhaust system:** Free, in compliance with regulation 7 of the AASA Standing Regulations for Gravel Rallies.

15.0 TRANSMISSION

- 15.1** The transmission, from the engine flywheel to the driven (road wheel) hub, is free provided regulation 7 of the AASA Standing Regulations for Gravel Rallies compliance is maintained at all times.

16.0 SUSPENSION

- 16.1** The suspension system is free, respecting regulation 7 of the AASA Standing Regulations for Gravel Rallies compliance is maintained at all times.

- 16.2 Suspension modifications:** Vehicles must have suspension springs and/or shock absorbers mounted in the manufacturers original mounting locations.

17.0 BRAKING SYSTEM

- 17.1** The braking system is unrestricted provided regulation 7 of the AASA Standing Regulations for Gravel Rallies compliance is maintained at all times.

18.0 ROAD WHEELS

- 18.1** Road wheels are free as to make or design, provided that compliance with regulation 7 of the AASA Standing Regulations for Gravel Rallies is maintained at all times.

18.2 Road wheel dimensions:

- (a) **4WD vehicles** may increase the manufactures standard production wheel diameter by 2".
- (b) **2WD vehicles** may increase the manufactures standard production wheel diameter by a maximum of 3".

Note: Upon application to the Committee, limited or sports racing model variants of the production car may be considered when determining the standard wheel dimension.

19.0 TYRES

- 19.1** There are no restrictions as to the make and model or number of tyres used by Participants. However, any tyre must comply with current NZTA warrant of fitness regulations.

19.2 All tyres must:

- (a) Comply with the requirements of regulation 7 of the AASA Standing Regulations for Gravel Rallies.
- (b) Comply with a recognised NZTA standards mark (eg: DOT, NZS or ADR)
- (c) Not have any of the original mouldings, marks or writing removed.

19.3 Specifically prohibited are:

- Tyre Chains
- Studded or snow tyres
- Tyres specifically marked for racing only

Note: Refer to the Scrutineer for compound clarifications.

20.0 IMPORT OF VEHICLES AND SPARE PARTS

We strongly recommend that competitors utilise the facilities of our shipping agent GT International Logistics and direct the shipping of vehicle/s in and out of New Zealand via the Port of Christchurch. For further information contact: **Phil Gibbs** - GT International Logistics LTD.

PO Box 107200, Auckland Airport
29 Andrew Baxter Drive, Airport Oaks, Auckland, NZ
Phone: +(00)64-(0)9-255-5555 or
DDI: +(00)64-(0)9-275-0546
Fax: +(00)64-(0)9-255-5115
Mobile: +(00)64-(0)21-366-638
Email: phil@gtlogistics.co.nz
Website: www.gtlogistics.co.nz

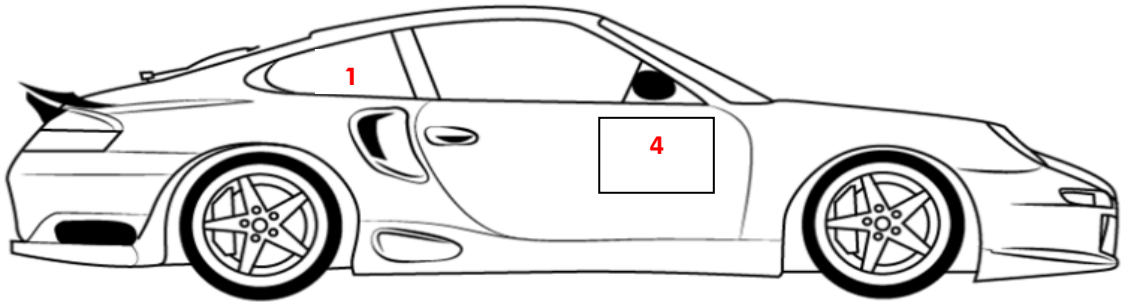
This Organisation will be available during the unloading process and will assist to complete the requirements for vehicle/s to be issued with a Warrant of Fitness which then allows for the vehicle to be driven in New Zealand. For further information visit:

<http://www.nzta.govt.nz/resources/factsheets/35/importing-a-vehicle-temporarily.html>

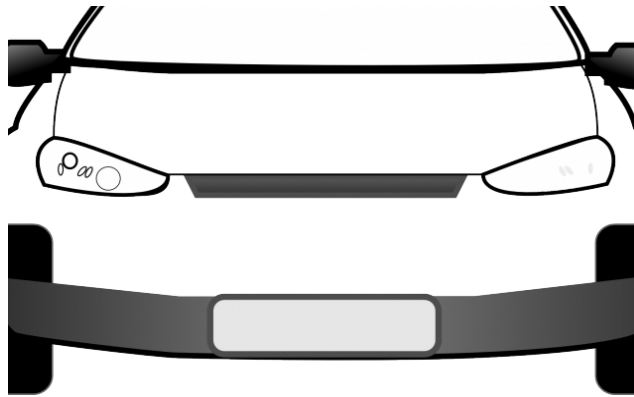
21.0 VEHICAL DECAL ILLUSTRATION

SILVER FERN 2024 LIVERY PLACEMENT

Please see the diagram below for placement of official decals. .



3. Silver Fern NZ 2024 windscreen banner 2 |



| | Item | Location | Size (mm) H x W | Comment |
|---|----------------------|-------------------|--------------------------------|---|
| 1 | Competition Number | Left rear windows | 205 x 90 | Competition number to be located on both rear side windows |
| 2 | Competition Number | Windscreen | 145 x 85 | Windscreen competition number (orange) to be located on the top of the windscreen on the Co-Drivers side of the vehicle. |
| 3 | Windscreen Banner | Windscreen | Full screen width & 100mm deep | Silver Fern NZ 2024 windscreen banner (black).To be located on the top position of the windscreen. No other signage to be located in this area. If a windscreen is not fitted, the forward position of the vehicle may be acceptable on application to the organizer. |
| 4 | Official event decal | Front doors | 250 x 430 | To be located on the foremost part of each front door, or in the case of vehicles without doors, to the side of the vehicle and adjacent to the location of the Crew and the bonnet. |

Appendix B

MotorSport New Zealand Technical Regulations for Historic Rally Cars

PREAMBLE:

Schedule RH is the technical specification schedule for NZ Historic or Classic Rally cars.

The purpose of this category of rallying is to emulate, as far as possible, the rallying of vehicles built before January 1, 1987 (“the Period”) which competed in the New Zealand Rally Championship. Vehicles of that period largely comprised of FIA Groups 1 to 4, with the addition of Group Pacific, which allowed non homologated cars such as the Holden XU1 to be built to a similar level of modification as a FIA Group 4 car. The Group B “supercars” contested the latter part of this period. Group B cars were banned from WRC competition after 1986.

The philosophy reflected in these regulations is that cars shall look and perform much as they did in the period, whilst allowing sufficient freedoms as to recognise the current age of the series production vehicle and the inability to source some original components

1 GENERAL CONDITIONS

The only allowable modifications to the Series Production Vehicle are those described hereinafter. All vehicles are required to comply with the provisions of Schedule A with respect to rallies.

Proof of all “Period Modifications” must be provided and all parts must have been available in the “Period” or “homologated” in the “Period” and detailed in the appropriate FIA papers or detailed on the MSNZ (COD)

2 DEFINITIONS

COD: means the Certificate of Description as described in Part Three of Appendix Six.

Electronic: means controlled by an ECU (Electronic Control Unit) utilising data gained from sensors electronically measuring the values of engine input and output functions.

HTP: means an FIA Historic Technical Passport

Homologated: means a technical specification including all components, put forward by the manufacturer of an individual vehicle model as approved on a descriptive form issued by the FIA. Refer to FIA Appendix J article 252-2.1.8

Make: means the part(s) produced within that manufacturer’s model range. A change in model is determined by a change in model number/classification instigated by the manufacturer. The use of pattern parts is permitted

OE: means Original Equipment parts as supplied and/or fitted by the original vehicle manufacturer

Pattern part/s: means a component manufactured to replicate function and purpose of an Original Equipment part and to fit without modification

Period Modification: means any component which was homologated by any manufacturer for any vehicle of the Period and modified as authorised by the regulations of the Period

Series Production Vehicle: Means a car that has been manufactured in a certain number of identical units within a specified time frame by the same manufacturer, and intended for general sale to the public through a dealer network.

Standard: means the component/s as originally fitted to the car by the original manufacturer at the time of sale.

The Period: Means prior to January 1st, 1987

Variant: means an optional or homologated specification as provided by the original manufacturer for the series production vehicle. These are either supply variants (VF) (two suppliers providing the same part for the manufacturer and the client does not have the possibility of choice), or production variants (VP) (supplied on request and available from dealers), or option variants (VO) (supplied on specific request.

3. ELIGIBLE VEHICLES.

- Vehicles must have a COD, HTP, HVIF or Overseas equivalent to be eligible. At all times the onus of proof of eligibility of the vehicle and / or components will be the responsibility of the Entrant.

3.1 The Schedule recognises cars in two categories

- **Category One:**
 - (a) FIA homologated vehicles fully compliant with FIA Appendix J Articles of the Period. Refer to: <http://argent.fia.com/web/fia-public.nsf/whistj?open&lang=a>
 - (b) Cars fully compliant with Motorsport NZ Schedule I of the Period. Specifications for rally cars competing in National, International and Pacific Series events. Schedule I is available upon application to MotorSport NZ
- **Category Two**
 - (a) Any vehicle listed as homologated by the FIA prior to 01/01/87, being either:
 - (b) FIA Groups 1 to 4 compliant (refer Category One) with a COD listing additional modifications compliant with Schedule RH, or
 - (c) Any vehicle compliant with Motorsport NZ Schedule I of the Period (refer Category One) with a COD listing additional modifications compliant with Schedule RH
 - (d) FIA Groups A and B compliant (refer Category One)- 2WD only - with a COD listing additional modifications compliant with Schedule RH or

MotorSport NZ may at its sole discretion allow variation/s to Schedule RH where it can be established that the original component is no longer available and that the alternative component has the same mechanical function and does not provide any weight or other performance advantage (beyond reliability) over the original. All such exemptions shall be listed on the COD form.

A list of previously homologated vehicles is available on the FIA website -

www.fia.com/sport.Regulations/histrally.html

4. CATEGORY TWO PERMITTED MODIFICATIONS

A vehicle may be modified to utilize the period variations within the manufacturer's model body shell.

4.1 Body Shell External

- (1) **External appearance:** The silhouette of the Series Production Car shall not be altered with the exception that the addition of Period type rear boot-lid spoilers and guard flares is permitted. These items may be constructed from an alternative material as per the Period.
- (2) **Windscreens:** Laminated screens in place of safety glass are recommended.
- (3) **Suspension tower (strut) brace:** May be installed, provided it remains removable, hence is attached by means of bolts.
- (4) **Seam welding:** Is authorised to the body shell.
- (5) **Strengthening:** Localised strengthening of the body shell is authorized provided the additional material completely follows the shape of the original part and is in contact with it.
- (6) **Underbody protection plates:** Are authorised, provided that their sole function is to protect the underside of the car from damage. Additionally, to protect the side of the car soft flexible material may be fitted longitudinally between the wheels arches provided it is contained within the body shell silhouette when viewed from above.
- (7) **Mudguards:** Guard liners may be removed. The edges of the standard guards may be folded back if they protrude inside the wheel housing. The original external shape, except for guard flares, must be retained.
- (8) **External rear-view mirrors:** May be substituted.
- (9) **Roof vents:** Permitted but they must be in the forward one-third of the roof, so that their open side faces forward, and their vertical opening is not greater than 10 cm
- (10) **Internal appearance:**
 - (a) Body shell modifications of the Period to enable drive train and exhaust system fitment and to allow the installation of alternative mounting points for Period modifications to the rear suspension and wheel arches are permitted.
 - (b) The Interior trim is Free, excepting that the original or Period variant dashboard assembly shall be retained in its original position.

4.2. Engine

(1) Engine location: The engine must be mounted in the original compartment and no body shell modifications to enable relocation are authorized. Engine mountings are free.

(2) Cylinder Block and Crankcase: The original make of cylinder block and crankcase from the manufacturer of the vehicle or the homologated / Period option must be employed. The swept volume of the engine must remain within the same cubic capacity class as the engine supplied by the vehicle manufacturer. Where an engine is close to the capacity limit of the class and reboring (which is permitted only to a maximum of 1.5mm in this case) causes the engine to pass into the next capacity class, the engine will be deemed to conform to the original class. Modifications to internal components are free. The use of Titanium is forbidden

(3) Cylinder Head: The original make of cylinder head from the manufacturer of the vehicle or the homologated / Period option must be employed. Modifications are free. The use of Titanium is forbidden

(4) Cooling system: Free, providing all components are mounted within the bodywork.

(5) Inlet and exhaust manifolds: Free.

(6) Induction and fuel systems: Free, provided that the original or homologated system, i.e. carburettor or fuel injection, is retained.

(7) Engine Management: Computerised electronic fuel injection may only be utilised if originally fitted. In such cases the ECU is free, save that it must respect the original housing and location.

(8) Ignition system: Free, providing that modifications are within the Period

(9) Exhaust system: Free.

(10) Engine Oil Coolers: May be fitted

(11) Camshafts: Free, provided remains in original location

4.3 Transmission

- (1) The transmission housing must be either,
- (a) The original series production unit, or
 - (b) A recognised replica of the original production unit or
 - (c) An homologated non OE option from an alternative vehicle of the Period, or
 - (d) An alternative transmission from the same vehicle manufacturer where the alternative transmission was fitted to a series production vehicle from that same manufacturer within the Period
- (2) Gear selection mechanism
- (a) Must be as per the original transmission of the Period.
 - (b) The maximum number of forward gears shall be five.
 - (c) Internal transmission components are otherwise free.
- (3) **Final drive:** Free, provided that the original type of axle housing must be retained.
- (4) **Limited Slip Differential:** Free, provided that actuation must not be by electronic or external hydraulic means.
- (5) **Clutch and flywheel assemblies:** Free

4.4 Suspension

- (1) Springs and dampers: Free, provided that the original or homologated type (e.g.; Macpherson strut, leaf spring etc.) is retained. Where coil over type rear suspension is fitted it is permitted to remove the original leaf spring.
- (2) Remote gas canisters type dampers (shock absorbers) are not permitted.
- (3) Anti-roll bars: Free to be added, removed or substituted.
- (4) Suspension Bushes: Free
- (5) Rear axle location may reflect Period modification. i.e.; it is allowed to utilise four trailing link rear axle location, Panhard Rod, Watts Linkage etc.

4.5 Brakes

(1) Dual circuit braking systems are permitted, as is the installation/ removal of vacuum power assistance.

(2) Brake lining material and hydraulic hoses are free.

(3) Drum brakes may be replaced by Disc brakes. Rotors must be constructed only of ferrous material.

(4) Pedal boxes enabling adjustable brake bias are permitted.

(5) Hydraulic handbrakes are permitted

4.6 Steering System: Free

4.7 Electrical system: Free

4.8 Road Wheels & Tyres

(1) Wheel diameter may be varied by no more than two sizes up or down from the manufacturer's specifications. Otherwise, wheels are free.

(2) Tyres: Free

5 Minimum weight:

The following scale of weights represent overall minimum weights of cars as they cross the finish line, fuel weight deducted:

| Capacity | Weight (Kg) |
|--------------|-------------|
| Up to 500cc: | 495 |
| “ “ 600cc: | 535 |
| “ “ 700cc: | 570 |
| “ “ 850cc: | 615 |
| “ “ 1,000cc | 655 |
| “ “ 1,150cc: | 690 |
| “ “ 1,390cc: | 720 |
| “ “ 1,600cc: | 775 |
| “ “ 2,000cc: | 845 |
| “ “ 2,500cc: | 920 |
| “ “ 3,000cc: | 990 |
| “ “ 3,500cc: | 1,050 |

| | | |
|------|----------|-------|
| “ “ | 4,000cc: | 1,115 |
| “ “ | 4,500cc: | 1,175 |
| “ “ | 5,000cc: | 1,225 |
| “ “ | 5,500cc: | 1,280 |
| “ “ | 6,000cc: | 1,330 |
| “ “ | 6,500cc: | 1,365 |
| “ “ | 7,000cc: | 1,405 |
| “ “ | 7,500cc: | 1,425 |
| “ “ | 8,000cc: | 1,445 |
| Over | 8,000cc: | 1,530 |