

RALLY CAR CLASSES AND SPECIFICATIONS

29.1

CLASSES.

Class 1.

Group N up to 1600cc (Previously N1 & N2),
R1 (atmo up to 1600cc - VR1A/VR1B and turbo
up to 1067cc - VR1A/VR1B),
Rally5 (FIA Appendix J 260).

Class 2.

Class 2. Rally4 (FIA Appendix J 260)

Class 2A.

Group A up to 1600cc (Previously A5 & A6)
R2 (atmo over 1390cc to 1600cc - VR2B and turbo
over 927cc and up to 1067cc - VR2B)
Kit cars up to 1600cc
Group N 1601cc to 2000cc (Previously N3)

Class 3.

Group A 1601cc to 2000cc (Previously A7),
R2 (atmo over 1600cc and up to 2000cc - VR2C
and turbo over 1067cc and up to 1333cc - VR2C),
R3 (atmo over 1600cc and up to 2000 cc -VR3C
and turbo over 1067cc and up to 1333cc - VR3C),
R3 (Turbo up to 1620cc / nominal VR3T),
R3 (Diesel up to 2000cc / nominal - VR3D),
Super 1600 cars.

Class 4.

Group N over 2000 cc (N4 FIA Appendix J 254),
Rally3 (FIA Appendix J 260).

Class 5.

Group R4 (Appendix J 260),
Group R5/Rally2 (S2000 - Rally - 2.0
Atmospheric).
Including such cars that have been converted
from Left Hand Drive (LHD) to Right Hand
Drive (RHD) for use on events run under a MI
National permit. All other components must
comply with the car's homologation.

Class 6.

All cars homologated in FIA R-GT.

Class 7.

Group A over 2000cc
(Previously A8), WRC Cars (1.6T & amp; 2.0T)
including Cars that have been converted from
LHD to RHD (All other components must comply
with the cars Homologation) for use on events run
on a MI National permit, S2000 Rally 1.6T 28mm
Restrictor (also known as Regional Rally
Car - RRC)

Class 8.

TBN.

Class 9.

Modified cars up to 1450cc - 2 wheel drive.

Class 10.

Modified cars 1451cc to 1650cc not more than 2
valves per cylinder, 2 wheel drive.

Class 11F.

Modified FWD cars 1451cc to 1650cc more than 2
valves per cylinder.

Class 11R.

Modified RWD cars 1451cc to 1650cc more than 2
valves per cylinder.

Class 12.

Modified cars 1651cc to 2100cc not more than 2
valves per cylinder, 2 wheel drive.

Class 13.

Modified cars 1651cc to 2100cc more than 2 valves
per cylinder, 2 wheel drive.

Class 14.

Modified cars 2101cc to 3500cc, 2 wheel drive. (Max
2 valves per cylinder over 3000cc actual capacity).

Class 15.

Four-wheel drive cars whose homologation has
expired. See notes 3 & 5.

Class 16. Juniors.

See Appendix 29.1, Article 21.

As per the technical regulations published on the
MI website

Class 17.

Historics up to 1600cc. See Appendix 29.1, Article
18.2.

Class 18.

Historics over 1600cc. See Appendix 29.1, Article
18.2.

Class 19. Historics.

FIA Appendix K.

Class 20.

Modified 4 Wheel Drive Cars (4WD). See note 16
on classes.

Class 21. Junior 1000 class

(Forestry events only)

See Appendix 29.1 Article 22

Class 22.

For cars whose homologation expired on Dec 31st
2004 and do not meet the criteria laid out in Art.
2.7.1.c of the FIA International Sporting Code.
WRC cars are not eligible for this class. See Article
13 App 29.1

Class 23. Novice Class

See Appendix 29.1, Article 23

As per the technical regulations published on the MI website.

For further details on requirements for cars in classes 1 – 7 refer to fia.com Appendix J articles 252 to 261. (Article 260 refers to cars in Group R).

Class 24.

R5/Rally2 cars converted from left hand drive to right hand drive for use on international events. All other components must comply with the car's homologation. Cars in this class must meet the criteria laid out in Art. 2.7.1.c of the FIA International Sporting Code.

See Appendix 29.1 Article 24

Class 25.

WRC Cars (1.6T & 2.0T) including those converted converted from left hand drive to right hand drive for use on international events. All other components must comply with the cars homologation.

See Appendix 29.1 Article 24

NOTES ON CLASSES**1.**

It should be clearly understood that if the following text does not clearly specify that you can do it, you should work on the principle that you cannot. The interpretation of any matters concerning the above classes or these notes on classes is a matter for MI. Queries should be submitted in writing to MI.

Cars competing in Homologated classes and Category 1 (as defined in Appendix 29.1 notes on classes 6) require a standard Motorsport Ireland logbook.

Category 2 cars (as defined in Appendix 29.1 note 15 on classes) require a Category 2 ID (Identification) Form and Standard MI logbook. Details on how to obtain a category 2 ID Form can be found on the MI website.

Appropriate Motorsport UK log books (and Category 2 ID Forms where necessary) accompanying vehicles held by Motorsport UK competitors will be accepted.

The maximum octane rating in fuel permitted for all competing cars is 102.

2.

Cars may retro fit/remove forced induction and will run in their appropriate "cc" class. (See Article 8 Appendix 29.1)

Cars which are retro fitted with forced induction or forced induction engines may NOT exceed 1650cc actual capacity. See App 29.1 notes on classes 6 / Engine.

3. CLASS 15

Cars in must comply with their last published homologation papers, FIA appendix J.

Further modifications may be granted by application to the Technical Commission via MI/Rallies Commission and such permitted modifications will be published in the MI Bulletin. The modifications set out below in articles 3.1 to 3.4 are also permitted.

3.1. Metro 6R4s as per Group B-2777 homologation papers and the following: Maximum 2800cc, with 65mm plenum restrictor or 2500cc with trumpeted induction and must run with Motorsport UK certified engine only. The engine certificate must be presented to each event scrutineer.

3.2. Ford Escort RS Cosworth, homologation No. A5466 and Ford Sierra Cosworth 4x4 homologation number A5414, Subaru Legacy A/N 5399 and Subaru Impreza A/N 5480 may enter class 15 if fitted with non-homologated gearbox. No other modifications are permitted and the car must comply with the homologation papers.

3.3. Subaru Legacy Homologation Nos. A5399 and N5399 may enter for Class 15 if fitted with a Turbo charger fitted normally to Subaru Impreza and complying with Homologation No. A5480 or N5480.

3.4. Cars may replace Safety cells (Bag Tanks) with an Alloy/Steel replica in the same location. They must be baffled and have fuel tank foam or similar fitted.

4.

Category 1 cars must retain the original number of, and location of, driven wheels. Front Wheel Drive (FWD) Rear Wheel Drive (RWD) or Four-wheel Drive (4WD), except where a 4Wd car is converted to a Two Wheel Drive (2WD) without structural alteration.

5.

Homologation papers will be required for all cars in Groups A, N and R and Class 15. If these papers are not produced at scrutiny the car shall not be eligible for homologated classes. In addition Group A/N/R cars whose FIA homologation has expired on 31.12.04 or subsequent years will be eligible to run in their homologated classes until 31.12.25. (This will be reviewed by 31.12.23 and notification of changes will be posted).

These cars may take the start and be classified on an equal footing with the currently homologated cars. Such non-homologated cars as defined above may only be accepted for participation if the



duly completed, though expired, homologation papers are produced at documentation and at scrutineering and the cars remain in total conformity with the original technical specifications and are in a sound condition to participate at the discretion of the scrutineers. The size of turbo restrictors used on these cars and the minimum weight must be those currently valid. This applies to National Permit Events and to National cars competing in classes 22, 24 and 25 in International rallies.

6. CLARIFICATIONS TO GUIDELINES FOR MODIFIED CARS (CATEGORY 1)

Cars in classes 9 - 14, 16 & 20 may be modified to an extent not permitted for cars homologated in groups A/N/R. Furthermore cars in these classes with logbooks issued from 31.12.10 and any existing logged cars applying for a change of engine size/type must comply with the following Notes.

NB: Cars with logbooks issued before 31.12.10 may reduce their engine capacity and still be outside the 25% limit.

ENGINE.

Engine to remain in original location. Engine cc may not exceed that of the vehicle model as supplied by the manufacturer as original equipment (or homologated by FIA for the vehicle) by more than 25%, (Rounded up to the nearest 10cc i.e. $1998\text{cc} + 25\% = 2497.5\text{cc}$ rounded up = 2500cc) to an absolute maximum of 3500 cc as follows (actual capacity limits). Forced induction and a 25% cc increase cannot be used together, it is one OR the other.

1. All cars (except those listed in 2 below or complying with the 25% rule) originally manufactured in Rear Wheel Drive (RWD) only format are permitted to increase the engine capacity to 2100cc (irrespective of the 25% rule) however they must comply with the upgrades under the 25% rule once over their original cc's.

2. The Cars listed below that were originally manufactured in Rear Wheel Drive (RWD) only format are permitted to increase the engine capacity to 2500cc, which can only be derived from a 4 Cylinder engine block (irrespective of the 25% rule) however they must comply with the current upgrades under the 25% rule once they exceed their original CC's listed in Appendix 29.1 Art 6.

- Ford Escort Mk11
 - Toyota Starlet KP 60, KP 61, KP62, 1978-1984
- Note: Cars that avail of this increase must apply for an updated logbook.

Cars which are retro fitted with forced induction or forced induction engine may not exceed 1650cc

actual capacity.

Production car engines with a maximum of six cylinders.

Modified Cars (Classes 9-14, 16 & 20)

- a) Petrol (or spark ignition) engines with forced induction up to 2050cc with a 34mm restrictor or 2051cc to 2500cc(max) with a 32mm restrictor.

Intake restrictor to be fitted as per Appendix 2 Article 28.10.

- b) Diesel engines with forced induction up to 2500cc with a 37mm restrictor.

- c) Naturally aspirated with more than 2 valves per cylinder – up to 3000cc.

- d) Naturally aspirated with a maximum of 2 valves per cylinder – up to 3500cc.

Metro 6R4 as Appendix 29.1 Notes on classes 3.1.

Specialist Competition Engines are permitted subject to limits of:

- a) Naturally aspirated,
- b) No more than four cylinders,
- c) No more than four valves per cylinder,
- d) Maximum capacity of 2500cc.

Production car engines (Rotary a maximum of 2 rotors will apply a multiplication factor of 1.5) the 12a engine may run in the appropriate two valve per cylinder class and all others in the appropriate over two valve per cylinder class.

Engine block must be of a type fitted by any manufacturer as original equipment in a passenger car or an engine block derived there from.

Motorcycle derived engines are not permitted.

Cars availing of the "25% rule" or retro fitted forced induction must comply with following.

1. Weld in cage which is fixed in the vicinity of the suspension pick-up points.
2. All suspension points plated/reinforced.
3. Front suspension up-rated including stub axle/hub assembly
4. Four pot brakes front with a minimum front friction surface length of 125mm and rear disc.
5. Centre sprigged mounting to locate wheel or 5 studs. Four stud wheels need GP4 type wheel studs. Minimum of 10mm dowels and heavy duty studs.

DRIVETRAIN.

Cars must retain the original number of and location of driven wheels. Front Wheel Drive (FWD), Rear Wheel Drive (RWD), or Four Wheel Drive (4WD), except where a 4WD car, other than a Specialist Rally Car is converted to 2 Wheel Drive (2WD) without structural alteration.

Transmission and Gear Selection Systems.

The transmission system is free, including gear selection system and may be modified or replaced by an alternative system. The use of active front and rear differentials is forbidden except for cars originally homologated with them by the FIA.

Chain drive is not permitted.

Cars which are “professionally” converted from front wheel drive (FWD) to rear wheel drive (RWD) or four wheel drive (4WD), in accordance with the guidelines in notes on classes section 15 appendix 29.1 may apply (using the form available on the MI website) for a Category 2 ID Form and run in their appropriate capacity class. Once approved MI will issue Category 2 ID Form giving the car details which cannot be altered unless approved by MI and details entered in the ID Form.

BODYSHELL.

The bodyshell must be of a monocoque construction as per the manufacturers original specification (or homologated by FIA for the vehicle.) i.e. no space frames allowed. For the purposes of these regulations bodyshell comprises of chassis, floor pans, bulkheads, inner wings / valances, transmission tunnel, front and rear wings/ rear quarter panels, rolling shell/ car frame complete, together with outer door panels and door frames.

All bodyshells, inclusive of removable panels and parts must be of the vehicle manufacturer’s specified materials, specifications and minimum thickness, with the exception of bonnet, bootlid/ tailgates, front wings and bumpers, which may be of alternative materials, but must have internals /bracing similar to original, bonnet /bootlid/tailgates which must be fastened by way of four bonnet pins (two front/top and two rear/bottom) or by original type hinges and two bonnet pins. See Appendix 2.18

AERODYNAMIC DEVICES.

The rear aerodynamic device must be entirely contained within the frontal projection of the car without its rear-view mirrors.

Seam welding and localized gussets / reinforcement are permitted.

With the exception of cars given “permission to run” or accepted under Appendix 29.1 notes on classes 15 (FWD/RWD/4WD conversions category 2) and cars with modifications conforming to their homologation papers, chassis floorpans, bulkhead and transmission tunnels may not be modified other than by localized alterations to accommodate the fitting of an alternative engine and/or gearbox and/or differential and/or axle, seats and exhaust. Front wings and rear quarter panels and inner wings/

valances, may be modified solely for the purposes of fitting wheel arch extensions. Rear tubs may be altered solely to accommodate larger diameter wheels.

However such localized alteration must be strictly limited to those needed for the installation and must not exceed dimensions given in FIA Appendix J 279-1 and 279-2 drawings (available from fia.com).

ADDITIONAL INFORMATION.**A. Bulkheads.**

Must remain in their original location. Reinforcing, reshaping, of existing panels or localised fabrication/alteration of panels can only be carried out using mild steel sheet. Minimum thickness as per manufacturer’s specification or maximum thickness 2mm.

All joints to have an overlap of 12mm (min) and at least stitch welded on both sides. No butt welding. All welding and fabrication to be of a high standard. The fire wall to be maintained as per Appendix 2 Article 15. Should the steering column or any parts associated with the steering mechanism have to be rerouted or modified in any way only appropriate components may be used and all such modifications must be declared and presented for inspection.

B. Floor pans.

Floor pans and wheel wells may be modified or altered to accommodate nonstandard parts as stated. All fabrication must be carried out using mild steel sheet only. Minimum thickness as per manufacturer’s specification or maximum thickness 2mm. Apart from members whose sole purpose is to mount the seats, no sectional steel may be used in any way. All joints to have an overlap of 12mm (min) and at least stitch welded on both sides. No butt welding. All welding and fabrication to be of a high standard.

C. Suspension Mounts.

Suspension mounts may be locally altered or reinforced. Members that form parts of the rollage may be fixed in the vicinity of the suspension mounts. These must not be used as load-bearing parts of the suspension.

At the rear a horizontal sectional member connecting both mounts on the Y axis (Lateral) of the shell is permitted. Other members that form the rollage may be connected to this.

At the front horizontal sectional members connecting both mounts on the Y axis of the shell are permitted. A strut brace may be fitted and braced to the bulkhead but cannot be connected to the rollage.

This must be carried out using mild steel sheets only (max 2mm) or tubing for the strut brace. No sectional members may be used.

All joints to have an overlap of 12mm (min) and at



least stitch welded on both sides. No butt welding. All welding and fabrication to be of a high standard.

D. Exterior Panels.

Apart from wheel arch openings a car may not be modified to such an extent that it prevents the normal fitting of a standard manufacturers panel including glass.

E. Rollcages.

As per FIA Appendix J with no reinforcements forward of the front suspension pick-up points or rearward of the rear suspension pick-up points.

F. Engine / Flywheel.

To remain forward of the bulkhead/bottom of windscreen line, whichever is the most rearward. Provision of access holes purely to facilitate use of an alternative or modified gearbox, control systems and/or braking system is permitted.

G. Suspension.

The suspension must retain the operating principle and utilize the mounting points as provided by the vehicle manufacturer or homologated or supplied by a manufacturer. (See note 3 above).

Strengthening of suspension mounting is permitted provided the material used is the same material as the chassis/bodywork and follows the original shape.

Springs, shock absorbers, anti-roll bars, and control arms and links may be uprated. Only mechanically operated anti-roll bar systems are authorised. The anti-roll setting can only be adjusted directly by the driver, using an exclusively mechanical system without external power. Any connection between dampers is forbidden.

The ride height must be adjustable only with the use of tools and when the car is immobile. Any servo control or a power circuit acting directly or indirectly on the suspension parts is forbidden. Any electronic control systems for the shock absorbers is forbidden.

H. Braking Systems.

Braking system may be modified including fitment of uprated components, conversion of drums to disc brakes and use of alternative friction materials. The use of non-metallic brake discs is not permitted.

Brake discs to use the same material as supplied by the manufacturer or homologated with the FIA by them for that vehicle. Further information can be found in Appendix 2.

7.

If door trims are removed they must be replaced with sheeting made from metal at least 0.5 mm thick, or from carbon fibre at least 1 mm thick or from another solid and non-combustible material at least 2 mm thick.

Bonnet vents/scoops are permitted provided they are homologated by any manufacturer or were/are fitted as standard by any volume motor vehicle manufacturer on type approved. The requirements shown above for bonnets and boot lids will also apply to cars which have logbooks already issued before 31.12.03.

8.

To determine the cubic capacity of forced induction cars for class purposes a multiplication factor of 1.7 will be used for Petrol and 1.5 for Diesel. Cars up to 2050cc running Forced Induction in modified classes will have their "cc" determined by a multiplication factor of 1.7 for Petrol and 1.5 for Diesel and will run in the appropriate cc 16v class, engines 2051cc to 2500cc (See notes on engines).

9.

All forced induction cars must be fitted with an FIA specification turbo intake restrictor as Appendix 2 Art. 28.10.

10.

A car may only be entered for one class.

11.

The responsibility rests with the competitor to ensure that the car is entered in the correct class.

12.

Deleted.

13.

International events may include drivers of class 22 for homologated cars (as per Appendix 29.1 Article 5) homologation expired on Dec 31st 2004 but do not meet the criteria laid out in Art. 2.7.1.c of the FIA International Sporting Code. These drivers must hold a stage rally licence, as appropriate to the engine size of the car. WRC cars are not eligible for this class.

14.

A list of cars homologated by the FIA and cars with permission to run, granted by the FIA are available on MI website.

15.

GUIDELINES FOR CATEGORY 2.

Any car not complying with Appendix 29.1 that may be authorized for use at the discretion of Motorsport Ireland under the following guidelines.

15.1. Such authorization will only be granted for cars which retain the original manufacturer's chassis/bodywork/unitary construction.

15.2. Substitution by a space frame chassis will not be accepted.

15.3. Original manufacturer's bodywork must be

utilized.

15.4. Any modification homologated by the FIA (for rally type events) may be incorporated.

15.5. The conversion of front wheel drive cars to rear wheel drive (or four wheel drive) is permitted subject to the body construction alterations from the bulkhead rearwards being limited to those detailed in FIA Art 27.9.3.2.2 and shown in FIA appendix J Drawings 279-1 and 279-2.

15.6. All materials added must be ferrous and must also be welded to the chassis/bodywork / unitary construction. All joints to have an overlap of 12 mm (min) and at least stitch welded on both sides. All welding and fabrication to be of a high standard. (Minimum thickness as per manufacturer's / maximum thickness 2mm).

15.7. Doors must remain in the manufacturer's original material.

Windscreens - laminated or as homologated.

15.8. Engine capacity / type up to 2500cc Normally Aspirated or 2000cc Forced induction maximum (i.e. eligible for Class 9-14, 16 & 20). For FWD to RWD conversions engine capacity must not exceed that of the vehicle model supplied by the manufacturer as original equipment (or FIA homologated for the vehicle) by more than 25% (See Appendix 29.1 notes on classes 6 Engines). For 4WD conversions, the 25% rule does not apply BUT the max CC's do (ie 2500cc Normally Aspirated or 2000cc Forced Induction).

15.9. The vehicle may not be used in competition until the Competition Car Category 2 ID form has been validated by Motorsport Ireland and returned to the vehicle owner (or Motorsport UK equivalent). Category 2 ID forms have a life of 10 years from date of issue after which the vehicle must be re examined and a new Category 2 ID form issued.

15.10. Engine / Flywheel to remain forward of the bulkhead/bottom windscreen line, whichever is the most rearward.

15.11. Standard roof skin must be retained. A roof vent may be fitted.

15.12. No titanium, magnesium or alloy suspension parts, unless standard car or previously homologated on donor car.

15.13. Cars to run as per MI vehicle weight limits. In all other respects car to comply with MI Appendix 2 & 29.1.

Intending competitors are reminded that if they are undertaking a major alteration project to an existing car or a Proto Car build it is highly recommended that they contact Motorsport Ireland in writing (info@motorsportireland.com) and it is advisable to talk to an MI Technical

Commission (TC) member before and during the build to avoid any misunderstandings. The bodyshell should be inspected by an MI Scrutineer in consultation with TC when alterations are completed and before painting to avoid any problems which could prove costly to rectify in a completed car.

15.14. Proto Cars are also permitted with shells from a Motorsport Ireland approved supplier and running in accordance with the technical regulation for Proto Cars as published on the Motorsport Ireland website. These along with a list of approved suppliers can be found in the Competitors section under Rules and Regulations subsection Technical regulations.

16. CLASS 20 FOR FOUR WHEEL DRIVE (4WD) CARS

4WD (forced induction or normally aspirated) cars modified to an extent not permitted for homologated versions; non -homologated 4WD production cars; and cars authorized for use at the discretion of Motorsport Ireland under Appendix 29.1 Category 2.

In addition to "Guidelines for Modified Cars (Category 1)" (available from www.motorsportireland.com) the following applies:

16.1. Cars with forced induction engines must run restrictor sizes as given in "Note on Classes 6 – Engines" Appendix 29.1.

16.2. Cars must run to the following vehicle minimum vehicle weight limits:

Engines up to 2100cc - 1230kg
Engines over 2100cc - 1280kg

Forced induction engines will have their capacity determined as laid out in Appendix 29.1 note 8 (i.e actual cc x 1.7 = cc for class purposes).

16.3. Cars in Class 20 must maintain all original suspension mounting parts and bulkheads - NO local modifications allowed, unless homologated by the FIA for the vehicle.

16.4. For cars converted to 4WD (Category 2) ID Form regulations apply (note 15 appendix 29.1).

16.5. Other modifications must comply with MI guidelines as laid out in Appendix 29.1.

16.6 Currently homologated WRC, RRC, S2000 Rally 1.6T, R5/Rally2 cars and modified versions of these car types are not permitted to enter in class 20 on any event run under a Motorsport Ireland Permit.

17. HISTORIC CARS INTRODUCTION

17.1. Historic cars may be used for competition under a set of rules that preserve the integrity of the vehicle in period. To comply with this principle Motorsport Ireland has adopted the technical rules, regulations and guidelines of the Motorsport UK (British) Championship including the Historic Rally Car Register (HRCR).

17.2. Through the HRCR, the website www.hrct.co.uk provides technical regulations and information for those wishing to participate in categories 1, 2, 3 and 4. We wish to acknowledge the assistance of Paul Loveridge without whose permission access to this information would not have been possible. Cars must also comply with R14 of the current Motorsport UK Yearbook.

17.3. In addition all cars must comply with the requirements of Appendix 2 of the current Motorsport Ireland Yearbook.

18. HISTORIC VEHICLE CATEGORIES AND CLASSES

18.1. For rally type events classes may be divided into the following Categories and Classes. Awards may be made to each Category. If a club wishes to declare an overall winner of the Historic section in a multi discipline sealed surface rally, they can do so for the fastest car overall on the rally from any of the categories 1,2,3,4 and FIA appendix K.

18.2. All rally type events may combine Classes from categories 1, 2, 3 and 4 as outlined below to make up two groups of historic cars, up to 1600cc and over 1600cc to run as Classes 17 & 18 with FIA Appendix K cars treated as separate category.

Class 17

B1, B2, B3, C1, C2, D1, D2 E1 & E2.

Class 18

B4, B5, C3, C4 C5, D3, D4, D5, E3 & E4.

18.3. CATEGORY 1: HISTORIC CARS - Vehicles first registered prior to 31.12.1967.

Class B1: Up to 1000cc,
Class B2: 1001cc up to 1300cc,
Class B3: 1301cc up to 1600cc,
Class B4: 1601cc up to 2000cc excluding all Porsche 911/2,
Class B5: Over 2000cc including all Porsche 911 and 912.

18.4. CATEGORY 2: POST HISTORIC CARS - Vehicles first registered from 1.1.1968 to 31.12.1974.

Class C1: Up to 1300cc,
Class C2: 1301cc up to 1600cc,
Class C3: 1601cc up to 2000cc,
Class C4: Over 2000cc,
Class C5: All cars having engines with both

more than one camshaft and more than 2 valves per cylinder and all cars with rotary engines.

18.5. CATEGORY 3: CLASSIC RALLY CARS - Vehicles first registered from 1.1.1975 to 31.12.1981.

Class D1: Up to 1300cc,
Class D2: 1301cc up to 1600cc,
Class D3: 1601cc up to 2000cc,
Class D4: Over 2000cc,
Class D5: All cars having engines with more than one camshaft and more than 2 valves per cylinder and all cars with rotary engines.

18.6.

CATEGORY 4A - HISTORIC RALLY CARS - Vehicles first registered from 1.1.1982 to 31.12.1985.

Class E1: Up to 1300cc,
Class E2: 1301cc to 1600cc,
Class E3: 1601cc to 2000cc,
Class E4: Over 2001cc.

CATEGORY 4B HISTORIC RALLY CARS - Vehicles first registered from 1.1.1986 to 31.12.1990.

Class F1: Up to 1300cc
Class F2: 1301cc to 1600cc
Class F3: 1601cc to 2000cc
Class F4: Over 2001cc

Includes cars registered and homologated in Groups A,N and B between 1.1.1982 and 31.12.1990 excluding any cars that were regulated out from rallies by the FIA in period, for safety reasons. Cars in Category 4 must comply with their Homologation forms and appendix J of the 1990 FIA Yearbook. Cars homologated in Group B with an effective engine capacity exceeding 1600cc must have been issued with a valid FIA Historic Technical Passport (HTP), be in compliance with this document and the current FIA Appendix K at all times.

Cars competing in categories 1, 2, 3, 4A and 4B must have a Historic Rally Vehicle Identity Form (HRVIF) or FIA Historic Technical Passport (HTP). In addition Category 3 and Category 4 vehicles must also present their Homologation forms in order to compete.

Only period modifications used in rallying on the particular make and model of car are permitted for Historic Category 1, 2, 3 and 4 Rally Cars.

Any modifications should be detailed on the Historic Rally Vehicle Identity Form and duly ratified by Motorsport Ireland.

Modifications are only allowed if they were available before: 1 January 1968 for Historic Category 1 Rally Cars. 1 January 1975 for Historic Category 2 Rally Cars. 1 January 1982 for Historic Category 3 Rally Cars. 1 January 1986 for Historic Category 4a Rally Cars. 1 January 1991 for Historic Category 4b Rally Cars.

In all cases the onus of proving a modification as being period rests with the Competitor who must submit the required documentary evidence.

HRVIF forms may be obtained from a registered eligibility Scrutineer (MI Yearbook Appendix 2). HRVIF forms have a life of 10 years from date of issue after which the vehicle must be re examined and a new HRVIF form issued.

19. FIA APPENDIX K CARS

In addition to the above classes a separate category may be included in all events for vehicles that comply with the current FIA Appendix K regulations and which are in possession of a valid FIA Historic Technical Passport (HTP).

20. NOISE LIMITS

For MI permitted events only, the noise limits as specified in Appendix 2 Article 9 shall apply.

21. JUNIORS

A Junior Rally is defined as a rally catering for the undernoted cars, where the driver is under 26 years of age on the 1st January of the year in which the event takes place.

21.1. Class 16 - Cars complying with new technical regulations as posted on MI web site.

22. J1000

22.1. Vehicles as per current Motorsport Ireland J1000 technical regulations (published on MI website) including control tyre.

22.2. Drivers Refer to Appendix 1 article 2.11 for J1000 driver licence requirements and age limits.

22.2.1 Only Junior Rally licence holders may enter Class 21 (J1000)

22.3. Co-drivers Refer to Appendix 1 article 2.11 for J1000 Co-Driver requirements.

22.4. J1000 competitors will run ahead of the 2WD field as one separate group.

22.5. A nominated co-ordinator(s) will be in attendance at stage ends to oversee compliance with RTA requirements.

Penalties will be incurred by both driver and co-driver for failure to comply with RTA requirements as per Appendix 29, 3.5.1.4.

23. NOVICE CLASS

23.1 To be eligible to compete in the Novice class you have to be aged 18yrs and over.

Not have FINISHED as a driver in more than 12 special stages rally type events in MI or any other ASN permitted event

Entry Fees and IRDS shall be the same as the main field. Novice Class will compete on all stages.

23.2 Car specification:

23.2.1 The class is open to 2wd cars with an engine size up to 1450cc normally aspirated & up to 1000cc turbo diesel no forced induction spark ignition engines allowed.

Cars must comply with Appendix 2 & 29.1 of the current Motorsport Ireland Yearbook. All cars to remain standard other than the additional technical regulations as listed in the following paragraphs.

23.2.2 Bodyshell/Panels.

The original position of all suspension mounting points on the body shell (including removable sub frames) must not be altered. The position of all suspension mounting points must remain standard as supplied by the original manufacturer of the car. The addition of alternative suspension mounting points is prohibited.

The fitting of Carbon Fibre or Kevlar panels is prohibited (unless supplied as original equipment for the car). The fitting of fibreglass panels is permitted provided they comply with appendix 2 & 29.1 of the Motorsport Ireland yearbook.

Polycarbonate side and rear windows are permitted and must comply with appendix 2 of the Motorsport Ireland Yearbook. Sump, tank & floor guards are permitted.

23.2.3 Engine.

All engines must retain the original inlet manifold and throttle body as fitted to the original model of engine. Modifications to the inlet manifold and or throttle body are not permitted. The fitting of a larger inlet manifold and or throttle body from a different model within the original engine manufacturers range is not permitted. Similarly, the fitting of an aftermarket high flow manifold and or throttle body is not permitted. An air filter must be fitted; type and material is free. Internal engine components to remain standard.

23.2.4 Exhaust.

The standard original equipment exhaust manifold as fitted to the original model of engine



must be retained in its entirety. The remainder of the exhaust system is free but must comply with appendix 2 of the Motorsport Ireland yearbook.

23.2.5 Engine Control Unit (ECU):

The use of an aftermarket or upgraded ecu is permitted.

23.2.6 Fuel:

Use of pump fuel only is permitted

23.2.7 Transmission.

All gearboxes must be of a standard H pattern type shift arrangement. The use of sequential gearboxes is not permitted.

The gearbox casing must be an original type casing as supplied by a manufacture as original equipment. {E.G. to allow a Citroen have a Peugeot casing}

The full original casing must be retained in its entirety.

Gear engagement must be synchromesh type engagement only. Dog engagement gear kits are not permitted. Gear ratios, final drive ratios are free. The fitting of a Limited Slip Differential is not permitted even if original equipment.

23.2.8 Suspension/Steering.

Shock absorbers may be adjustable for ride height and or damping. The use of 3 way adjustable, remote canister shock absorbers is Not permitted. Competition type suspension springs are permitted.

Top suspension mounts are free.

The lower front ball joint may be converted to a rose jointed or a uniball type arrangement provided it is fitted/attached to a standard type wishbone (Limited modification of the wishbone to allow the fitment of the rose joint /uniball is permitted. No rose jointing or modifications of the in-board ends of the wishbone are permitted). Competition suspension bushings are permitted. The fitting of quick ratio steering racks is permitted.

All remaining suspension and steering components must remain standard as fitted to the original model of the car. These components must not be modified in anyway (except for the fitment of competition bushings and or the front lower ball joint as outlined above).

23.2.9 Brakes.

Front callipers may have a maximum of 4 pistons per calliper, discs and pads are free. Rear callipers max 2 pistons.

The use of a hydraulic handbrake and or bias adjustable pedal box is permitted

23.2.10 Wheels.

Maximum permitted wheel diameter is 15".

The use of competition type wheels is permitted.

All wheels / tyres must fit inside the standard body work and not extend beyond the outer edges of the standard wheel arches

23.2.11 Decals

The carrying of the novice decal {advert/sign} on the rear of the car is compulsory.

ARTICLE 24.

Cars competing in Class 22, 24 and 25 are not eligible for overall national cup/category awards in an International Rally. These cars will only be included in overall classification and are eligible for overall awards.

ARTICLE 25.

Holders of Stage National B licences are permitted to drive a car eligible for classes 1, 2, 2A, 9, 10, 11, 12, 16, 17, 18 and 23 as listed in Appendix 29.1. Competitors wishing to drive in the remaining classes must hold a Rally National A or International R licence. The only exception to this is for Class 22 in an international rally where national class based restrictions will apply. For example a competitor in a class 3, 4, 5 or 6 car competing in class 22 must have a National A Rally licence. A competitor in a class 1 or 2 car competing in class 22 can do so on a National B or National A Rally licence.