



TECHNICAL REGULATIONS FOR CARS
COMPETING IN THE 2018 2WD CLASSIC CLASS

RELEASED 21/01/18

1. GENERAL PROVISIONS

All vehicles competing in Classic rallies must conform to the following:

- 1.1 Comply with Appendix 2, Schedule A and Appendix 3, Schedule R of the current Motorsport NZ manual and amendments thereto with specific adherence to compliance to the additional requirements of rally vehicles contained in that schedule.
- 1.2 No **4 wheel drive** vehicles are permitted.
- 1.3 The vehicle must be a model that was either in series production prior to 31st December 1982 or homologated by this date.
- 1.4 Vehicle with a Motorsport NZ COD, that was in series production prior to 31st December 1982 that was homologated, vehicle is permitted to run later variable options as per homologation papers.

2. PERMITTED MODIFICATIONS FOR CLASSIC VEHICLES

2.1 Engines

The engine block & head must be from either an engine available in series production prior to 31st December 1982 and/or as per Schedule T & C article 3.6.1 of the current Motorsport manual.

Cylinder Head (s) and block may be changed, but must appear visually standard and be of standard material.

The number of cams must be as per the original or substituted engine.
Pistons, connecting rods, crankshafts and associated parts are free.

Explanatory Note 1 This provision allows for . say . the transplant of a V8 into a Ford Escort provided that the V8 was obtainable prior to 31st December 1982 and retains its original or replacement block (as per note 2 below) along with the same number of camshafts. It can however, have modern pistons and con rods.

Explanatory Note 2 It is allowable to use a more modern engine component (e.g. block) to obtain greater reliability under the following conditions:

- The replacement component is made of the same material(s)
- The replacement component uses the same technology . e.g. same number of valves, cams, same normally aspirated intake, no computers etc.
- The replacement component (if an engine block) is limited to a capacity of 6 litres.
- The replacement component is roughly similar in appearance.

2.2 Induction

No forced induction is allowed unless this was standard on the vehicle at the time of manufacture.

2.3 Fuel Injection

The vehicle must retain its original system. Fuel injection is not allowed unless standard on the vehicle prior to 31st December 1982.

Computer is free providing it is housed in its original computer box. Anti lag & boost control are prohibited.

2.4 Gearbox

The gearbox type & year is free provided it has a maximum of five forward gears.

Ratios are free but sequential and electronically activated gearboxes are prohibited.

2.5 Differential

The differential type & year is free.

2.6 Brakes and Suspension

Brakes and suspension are free.

2.7 Wheels and Tyres

Wheel sizes are free provided they can be housed inside the wheel arches or flares (ref 4.8).

Tyres are free but must comply with the provision of Appendix 2, Schedule A.

2.8 Body Modification

2.8.1 Preamble: Competitors are strongly encouraged to maintain the original appearance of their vehicle.

2.8.2 Body Panels: May be lightened in accordance with Appendix 2, Schedule A however Carbon Fibre and Kevlar are prohibited.

2.8.3 Wheel Flares: May be fitted providing they do not protrude from the original line of the bodywork by more than 150mm.

2.8.4 Wings: Wings or other aerodynamic appendages are not permitted. ~~Bobtail~~+or boot mounted spoilers are acceptable if it can be shown that these were common on the car as rallied prior to 31st December 1982.

3. PROOF OF ELIGIBILITY

The competitor must carry written proof that their car or any of its components are eligible for the classic rules, and must show the Mainland Rally Series co-ordinators or rally organisers on request.

4. ELIGIBLE VEHICLES

The Mainland Rally Series co-ordinators have made every effort to identify the series production date of a couple of cars at the change over point.

- Nissan 240RS homologated 01/01/1983, was available in 1982
- Celica TA64 Turbo was released to the Japanese market in October 1982.
- Toyota Corolla AE86 & or 4AGE engine were not in series production until mid 1983, which makes it prohibited in classics.

If you have a car that you are unsure about please ask first.