



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).

Class 2.

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).

Class 5.

Group R4 (Appendix J 260),
Group R5 (S2000 - Rally - 2.0 Atmospheric).

Class 6.

All cars homologated in FIA R-GT.

Class 7.

Group A over 2000cc (Previously A8),
WRC (1.6T),
WRC (2.0T),
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).

Class 15.

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

Class 16. Juniors.

See Appendix 29.1, Article 21.

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

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).

NOTES ON CLASSES.

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

ARTICLE 2.

Cars may retro fit/remove forced induction and will run in their appropriate "cc" class.

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.

ARTICLE 3 - CLASS 15.

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

Further modifications may be granted by application to TAG via MI/Rallies Committee 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 MSA 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.

ARTICLE 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.

ARTICLE 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 31.12.20. (This will be reviewed by 31.12.17 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.

ARTICLE 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%, 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.

All cars 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.

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 sprung 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 bodysells, 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/taillgates, front wings and bumpers, which may be of alternative materials, but must have internals /bracing similar to original, bonnet /bootlid/taillgates 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 rollcage 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 rollcage 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 rollcage.

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.

**ARTICLE 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.

ARTICLE 8.

To determine the cubic capacity of forced induction cars 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).

ARTICLE 9.

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

ARTICLE 10.

A car may only be entered for one class.

ARTICLE 11.

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

ARTICLE 12. WRC CARS.

In the context of the location of the steering, cars manufactured after 01.01.05 must comply with FIA Appendix J, Article 7.3 in all MI permitted events.

ARTICLE 13.

National rallies run in conjunction with International events may include one class for homologated cars whose drivers do not hold an International competition licence. These drivers must hold a National A or National B licence, as appropriate to the engine size of the car. WRC cars are not eligible for this class.

ARTICLE 14.

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

ARTICLE 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 maximum (i.e. eligible for Class 9-14, 16 & 20) 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).

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 MSA 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 project or alteration to an existing car they must contact Motorsport Ireland in writing (info@motorsportireland.com) and it is advisable to talk to an MI Technical Advisory Group (TAG) member before and during the build to avoid any misunderstandings. The bodyshell should be inspected by an MI Scrutineer in consultation with TAG when alterations are completed and before painting to avoid any problems which could prove costly to rectify in a completed car.

ARTICLE 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.

ARTICLE 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 MSA (British) Championship including the Historic Rally Car Register (HRCR).

17.2. Through the HRCR, the website www.hrcr.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 MSA Yearbook.

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

ARTICLE 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, only cars in Category 1 and FIA appendix K are eligible.

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 4 - 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.

Includes cars registered and homologated in Groups A,N and B between 1.1.1982 and 31.12.1985 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 1985 FIA Yellow book. 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 and 4 must have a Historic Rally Vehicle Identity Form (HRVIF) or FIA Historic Technical Passport (HTP) in order to compete.

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.

ARTICLE 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).

ARTICLE 20. NOISE LIMITS.

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

ARTICLE 21. JUNIORS.

A Junior Rally is defined as a rally to cater for cars up to 1650cc (including Super 1600 and Kit-Car variant 1600), where the driver is under 26 years of age on the 1st January of the year in which the event takes place.

ARTICLE 22. J1000.

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

22.2. Drivers: Must be over 16 years of age at the date of the event, have completed the Motorsport Ireland 'Introduction to Motorsport Course ' and obtained a National Junior B competition licence.

22.3. Co-drivers: Must be over 23 years of age, and have achieved 5 multi stage event finishes as driver or co-driver. They must possess IRDS/BRDS cover and have the agreement of the vehicle owner to drive the road sections.

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.