



This event celebrates the History of Rallying through the social interaction of enthusiast competitors in a unique and friendly environment that preserves the spirit of the period. BHRC may grant dispensation to use non-original parts, parts from a different model, or parts from a later period, provided that the use of these parts does not confer a performance advantage. The BHRC will consider written requests (through our website) from Competitors who are unable to source vital vehicle components and may permit proposed alternatives thereto which will subsequently be added to this document.

1. Groups & Classes

Category 1; Historic: Series Production, Improved, and Grand Touring Cars

marketed before Dec 31st, 1967 and modified as per FIA App. J 1965. Minimum Weight as per the recognition form.

Category 2; Post-Historic: Series Production, Special and Grand Touring Cars

marketed between Jan 1st, 1968 and Dec 31st, 1974 and modified as per FIA App. J 1972. Minimum Weight as per the recognition form.

Class 2A: Up to 2000cc

Class 2B: Over 2000cc, over 4cyl, multi-valve and rotary engines.

Category 3; Classic: Series Production, Special and Grand Touring Cars

marketed between Jan 1st, 1975 and Dec 31st, 1981 and modified as per FIA App. J 1975. Minimum Weight as per the recognition form.

Weights for unhomologated cars:

	2-Valve/cyl	Multi-valve & over 4cyl
Class 3A: 0 – 1600cc	800Kgs	880Kgs
Class 3B: 1601 - 2000cc	880Kgs	960Kgs
Class 3C: Over 2000cc:	960Kgs	1,040Kgs

Multi-valve engines limited to 2,500cc max.

Mazda 12A engines eligible for Class 3B (1,146cc x 1.7).

Mazda 13B engines eligible for Class 3C (1,308cc x 1.7).

Category 4; Group A: 2WD, normally-aspirated, 4-Seater Touring Cars

marketed between Jan 1st, 1982 and Dec 31st, 1985 and modified as per FIA App. J 1985 Group A.

	2-Valve/cyl	Multi-valve & over 4cyl
Class 4A: 0 – 1600cc	840Kgs	920Kgs
Class 4B: 1601 - 2000cc	920Kgs	N/A

Category 5; Group B: FIA Homologated GroupB cars marketed between Jan 1st, 1982 and Dec 31st, 1986 as well as Category 1/2/3/4 cars that do not conform to the technical regulations. GroupB cars are eligible for class position only and will not be included in overall results.

2. General Regulations

1. . All modifications are forbidden unless expressly stated in the regulations specific to the Category in which the car is entered, by the General Regulations or "Safety Equipment".

Within the allowances made by the specific Category regulations, the technology employed must always be from the period in which the car is entered unless specifically stated otherwise.

2. PRODUCTION: the word production will be taken to mean any car or part thereof available for sale to the general public in period, proof of which would be period sales advertisement or current 'used car' listings.

3. FUEL: As supplied by organisers.

4. ELIGIBILITY RECOGNITION: Proof of eligibility needs to be available to the organisers in such form as to convince them of its authenticity, or will be obtained from other technical sources as determined by the organisers, before any vehicle can be eligible for competition: Original Manufacturers' brochure; owners' manual; FIA Homologation papers; Historic Technical Passport; new or used car advertisements; Historic Rally Vehicle Identification Form or similar material that is used to confirm the specification of a vehicle must be presented on demand. It is the duty of each competitor to satisfy the Scrutineers and the Stewards of the meeting that his vehicle complies with these regulations in their entirety at all times during the event.

5. MINIMUM WEIGHTS: if the car entered is presented with FIA homologation papers and is in homologated trim, the minimum weight will be as stated on the homologation form. If not, the minimum weights stated in section 1. will be applied and will be the real weight of the car as it competes, without persons or luggage aboard, with tools, jack and spares. All liquid tanks (lubrication, cooling, braking, heating where applicable) must be at the normal level, with the exception of consumable liquid tanks which must be empty. Additional headlights must be removed. It is permitted to complete the weight of the car by one or several ballasts provided that they are strong and unitary blocks, fixed by means of tools with the possibility to fix seals, placed on the floor of the cockpit or roll cage.

6. Only the following accessories may be securely installed in the cockpit: spare wheels, tools, spare parts, safety equipment, communication equipment, ballast, windscreen washer container, sealed or dry battery. Containers for helmets and tools situated in the cockpit must be made of non-flammable material.

7. The top 1/3 of the wheel diameter must be covered by the wheel arch when viewed from above.

8. Throughout the car, any nut, bolt, screw, spring, pipe, cable or hose may be replaced and have any kind of locking device (washer, lock nut, wire, etc.).

9. Rear seats, interior insulation, lining, padding and minor interior trim may be removed. External decorative strips may be removed. The inner door and side panels may be replaced.

10. Jacking points may be strengthened, moved, or increased in number.

11. The fitting of under-body protection is allowed, provided that these have no other function and are removable.
12. All wiring may be replaced; switches, fuses, relays are unrestricted. The electrical system is unrestricted but must be fused and have a master 'kill' switch. Batteries may be relocated but, if situated inside the cockpit, must be sealed and electrically insulated. Starters, alternators, generators and mounting brackets are free but not their location. Electric fuel pumps are free.
13. Roof vents and any other mechanisms for increasing cockpit airflow are unrestricted
14. Lights may be replaced, added or removed. A maximum of 4 extra lights must be mounted below the highest point of the bonnet. Cutting of holes in the front bodywork for lights and brackets is allowed. Additional driving lights must be wired in such a way that they automatically go off when the headlight main beam is 'dipped'.
15. Fluid reservoirs are unrestricted as long as they are secured and sealed.
16. Fuel pumps, filters, regulators and tanks are unrestricted but hoses must be stainless-steel braided if running through the cockpit and secured by screw (not push-on) fittings. If the fuel tank is situated in the cockpit it must be a fuel cell or bag tank that is vented to the exterior of the car. If the tank is situated in the boot of the car there must be a completely sealed bulkhead between the boot and cockpit. Filling apertures in the coachwork may be added, moved or removed.
17. Windshields must be laminated and may be heated. Side and rear windows may be replaced with polycarbonate.
18. Metal bonnets, bootlids, bumpers and trim may be replaced with exact replicas in composite material in Categories 1, 2, 3 and 5.
19. Strengthening of suspension parts, chassis and bodywork is allowed.
20. All accessories which have no effect on the vehicle's performance are allowed without restrictions, such as those concerning the aesthetics or interior comfort (lighting, heating, cooling, radio, steering wheel, gauges, etc.), on the condition that they do not influence the performance of the car.
21. 'Facelift' cars that are structurally/mechanically identical to period cars (such as Elans, Minis, MGs, Mk2 Fiestas, Mk3 Starlets and B2 Mantas) will be permitted to enter the class for which the original (older) version is eligible.
22. Replicas such as Stratos', Lotus 7s etc. will be considered on an individual basis upon application.
23. Other than factory equipment in Category 4, engine management or any type of engine sensors are not allowed other than sender units for gauges. Electronic and optical sensors for ignition are allowed, spark plugs, coils, distributors, rpm limiters are free.
24. Exhausts manifolds and systems are free, minimum noise 108 db at 4500 rpm measured at 0.5m 45deg from outlet.
25. Springs, shock absorbers, dampers, McPherson struts are free but remote reservoirs are not allowed. Lever-arm dampers may be replaced with telescoping dampers.
26. Brake pads, linings, pipes, hydraulic handbrakes and pedal box modifications are unrestricted including conversion to tandem cylinder. Brake servos may be disconnected, removed or added.
27. Oil filters, filter heads and coolers (mounted within the vehicle bodywork) are unrestricted.
28. Gaskets and seals are free.
29. Accelerator pedal, cables and linkage are unrestricted.
30. Radiator, thermostat, hoses, fans, expansion tanks are unrestricted but not the locations.
31. Clutches and operating systems are unrestricted.
32. Propshafts, driveshafts and halfshafts are unrestricted.
33. Windscreen washer, wipers, motor (and position), blades and mechanism are free but there must be at least one windscreen wiper.
34. Air filters and housings are unrestricted.

3. Category 1; Modifications

Allowed:

1. **General:** all perfecting operations by finishing or machining the original parts is allowed but not their replacement except with regard to those specified. Provided it is always possible to ascertain unquestionably the origin of the series production part, it may be rectified, balanced, lightened, reduced or modified with regard to the shape through machining.
2. **Engine Boring:** authorized to a maximum of 1.2mm but must not exceed the capacity limit of the class.
3. **Transmission:** Gearbox and final drive ratios are unrestricted. Gear engagement must be as production, limited slip differentials are allowed.
4. **Stabiliser:** the fitting of a commercial suspension stabiliser or equivalent device is authorized.
5. **Carburetor(s):** The carburetor(s) may be changed provided that they may be fitted using the original attachment bolts or studs and holes without any intermediary piece.
6. **Pistons:** Unrestricted.
7. **Camshafts:** may be altered or replaced.
8. **Additional Allowances:**
 - a) Mk2 Cortina Crossflow engines will be allowed in Mk1 Cortinas and Lotus Super 7s.
 - b) Lotus Twincam engines may be built on crossflow blocks.
 - c) Ford Type E 4-speed gearboxes may be used in any car.
 - d) Any 4-speed Porsche gearbox that can be fitted without modifications may be used in a 911.
 - e) Any production A-series block or head casting may be used in a Mini, Sprite or Midget.

4. Category 2; Modifications

Allowed:

1. **General:**
 - a) The original mechanical parts may be subject of all perfecting operations by means of finishing or machining, but not replacement unless specifically allowed, provided the origin of the series-production part may always be ascertained undoubtedly. Parts may be repaired, balanced, lightened, reduced or modified in shape through machining.
 - b) **Art 252. – Definition: K)** Coachwork: Externally; all parts of the car licked by the air-stream and situated above a plane passing through the centre of the wheel hubs. Internally: all visible parts of the passenger compartment.
2. **Engine:**
 - a) Valves, springs, guides and seats are free, the number of valves per cylinder is not.
 - b) Induction system is free but fuel-injection may only be used if and as originally fitted by the manufacturer.
 - c) The boring or replacement of sleeves of the engine is allowed up to the limit of the cylinder-capacity class in which the vehicle is entered.
 - d) Engine plane or roller bearings may be replaced by others of the same type. Crankshaft and bearing caps are free.
 - e) The oil sump and pump are free.
 - f) Camshafts and valve gear are free but not the location, number or driving system of the camshaft.
 - g) Pistons, pins and rings are free.
 - h) Mountings are free.
3. **Gearbox.**
 - a) Mountings, lever, lubrication and ratios are free but not the number of speeds or method of engagement.
4. **Differential.**
 - a) Mountings are free.
 - b) Final drive ratios are free.
 - c) Limited-slip gears may be fitted.
5. **Suspension:**
 - a) The replacement or addition of stabilizers (panhard rod, anti-sway bar, radius arm) is free.
 - b) In the case of a rigid axle rear suspension it is allowed to add locating arms and mounting brackets.
 - c) The fitting of joints and attachment points of a different type and/or material is allowed.
 - d) Hubs and spindles are free.

e) According to Article **252** for chassis and coachwork, it is allowed to modify the non-visible parts of the coachwork to accommodate suspension components.

6. Steering.

a) Steering-ratio is free.

7. Wheels.

a) Maximum width 8", maximum diameter 15".

8. Braking system:

a) Brake discs (maximum diameter 320mm), calipers (maximum 4 pistons), drums, wheel cylinders and pads/linings are free.

b) Backing plates and shields may be added, modified or removed.

c) Cooling air-ducts may be added provided they do not entail a modification of the coachwork.

9. Coachwork:

a) It is allowed to fit spoilers on the front part of the car below the horizontal plane passing through the wheel hubs. These spoilers shall not protrude from the perimeter of the car as seen from above.

b) The non-visible parts of the doors, of the engine bonnet and of the boot may be removed or lightened.

c) Wing and wheel arch extensions and materials are free, provided they do not increase the width of the wings by more than 5cm (each side)

10. Optional Equipment:

a) Reinforced suspension elements provided they use original mounts and are interchangeable with the original part.

b) Rigid rear axle (production models of similar design to the original).

c) Reinforced auxiliary chassis members.

d) Gearboxes with a different number of speeds (max 5 speed, H-pattern).

e) Overdrive systems.

f) Different steering cases.

g) Different transmission shafts and joints.

h) Different clutch, housing, flywheel, differential.

i) Cylinder heads of different dimensions and materials but with the same number of valves.

j) Dry sump lubrication equipment.

k) Dashboard.

11. Additional Allowances:

a) Cosworth YB and Warrior cylinder heads will be recognised as Holbay equivalents on Escort RS2000s.

b) Ford Type-E 4-speed gearboxes may be used in any car.

c) Any 5-speed Porsche gearbox that can be fitted without modifications may be used in a 911.

d) Period-correct rigid (live) rear axles from any manufacturer may be used in any car.

5. Category 3; Modifications Allowed:

1. General:

a) The original mechanical parts may be subject of all perfecting operations by means of finishing or machining, but not replacement unless specifically allowed, provided the origin of the series-production part may always be ascertained undoubtedly. Parts may be repaired, balanced, lightened, reduced or modified in shape through machining.

b) **Art 252. – Definition: K** Coachwork: Externally; all parts of the car licked by the air-stream and situated above a plane passing through the centre of the wheel hubs. Internally: all visible parts of the passenger compartment.

2. Engine:

a) Valves, springs, guides and seats are free, the number of valves per cylinder is not.

b) Induction system is free but fuel-injection may only be used if and as originally fitted by the manufacturer.

c) The reboring or replacement of sleeves of the engine is allowed up to the limit of the cylinder-capacity class in which the vehicle is entered.

d) Engine plain or roller bearings may be replaced by others of the same type. Crankshaft and bearing caps are free.

e) The oil sump and pump are free.

f) Camshafts and valve gear are free but not the location, number or driving system of the camshaft.

g) Pistons, pins and rings are free.

h) Mountings are free. The inclination and the position of the engine inside the engine compartment are free, providing there is no major alteration to the bodyshell or chassis.

3. Gearbox.

a) Mountings, lever, lubrication and ratios are free but not the number of speeds or method of engagement.

4. Differential.

a) Mountings are free.

b) Final drive ratios are free.

c) Limited-slip gears may be fitted.

d) Transmission shafts are free.

e) Cooling pumps for differential are free.

5. Suspension:

a) The addition of stabilisers is allowed, or the original ones may be replaced. By stabilizer is meant a Panhard Rod, anti-sway bar, radius arm.

b) In the case of a rigid axle rear suspension it is allowed to add locating arms and mounting brackets.

c) The fitting of joints and attachment points of a different type and/or material is allowed.

d) Hubs and spindles are free.

e) According to **252** for chassis and coachwork, it is allowed to modify the non-visible parts of the coachwork to accommodate suspension components.

f) Mounts and brackets may be replaced or added to the chassis and suspension.

6. Steering.

a) Steering-ratio is free.

7. Wheels.

a) Maximum width 8", maximum diameter 15".

8. Braking system:

a) Brake discs (maximum diameter 320mm), calipers (maximum 4 pistons), drums, wheel cylinders and pads/linings are free.

b) Backing plates and shields may be added, modified or removed.

c) Cooling air-ducts may be added provided they do not entail a modification of the coachwork.

9. Coachwork:

a) It is allowed to fit spoilers on the front part of the car below the horizontal plane passing through the wheel hubs. These spoilers shall not protrude from the perimeter of the car as seen from above.

b) The non-visible parts of the doors, of the engine bonnet and of the boot may be removed or lightened.

10. Optional Equipment:

a) Cylinder head of a different shape and/or material with additional valves (max 4 per cylinder) and number of camshafts. The new elements fitted to the engine must be 'bolt-on options' without the need to modify or machine the original parts.

b) Reinforced suspension elements including rear axles.

c) Reinforced auxiliary chassis members.

d) Gearboxes with a maximum of 5 speeds.

e) different steering cases.

f) different clutch, flywheel, housing, differential.

g) crankshafts with original stroke.

h) Bearing caps.

i) Dry sump lubrication equipment.

j) steering rods of different dimensions.

k) Different dashboard.

l) Wing (fender) extensions, provided they do not increase the width of the wings by more than 5cm (each side).

11. Additional Allowances:

a) Modern cylinder heads may be fitted as per article 5.10.a) with a maximum of four valves per cylinder. In this case, fuel injection is not allowed regardless of whether it was a production option on either the period engine or the later cylinder head.

b) Gearboxes may be from modern production cars as per article 5.10.d). Shift must be H-pattern.

c) Composite front wings (fenders) allowed only if originals are bolted, not welded, to the bodyshell.

d) Rigid (live) and IRS rear axles may be replaced with production units from a later period as per 5.10.b).

e) 5K engines are allowed in Toyota Starlets.

6. Category 4; Modifications

Allowed:

1. General Conditions

a) Irrespective of parts that may be replaced, the original mechanical parts may be subjected to all tuning operations through finishing, scraping, grinding, balancing, adjusting, reduction or modification through machining provided that the origin of the production part may always be established

2. Engine

- a) A rebore or resleeve is allowed to a maximum of 0.6 mm without the capacity class limit being exceeded.
- b) Planing of the cylinder block and head is allowed.
- c) Compression ratio is free.
- d) Pistons: free as well as the piston-rings, gudgeon pins and their securing mechanism.
- e) Connecting rods, crankshaft: besides the modifications allowed in the paragraph "General Conditions" above, the original crankshaft and connecting rods may receive chemical or heat treatment.
- f) Bearings make and material are free but not their type or dimensions.
- g) Flywheel may be modified provided that the original flywheel may still be identified.
- h) All the parts that regulate the quantity of fuel entering the engine may be modified or replaced but not those that control the quantity of air. Sensors for the engine management system may be modified or replaced but new sensors may not be added. Air filters are unrestricted.
- i) Camshaft(s) and timing: free but not the number
- j) Valves: the material and the shape of the valves are free, but not their dimensions including the respective angles of the valve axis. Cups, collets, shims and guides are free.
- k) Oil pumps may be modified or replaced with similar units
- l) Engine mounting is free but not the angle and position of the engine.
- m) Driving pulleys and belts for ancillaries are free.

3. Transmission

- a) Gearbox; An additional lubrication and oil cooling device is allowed (circulation pump, radiator, and air intakes) but the original lubrication principle must be retained.
- b) The gearbox linkages and internals are unrestricted but not the shift pattern.
- c) Final drive and differential are free provided that it can be fitted into the original housing.
- d) The original lubricating principle for the rear axle must be retained. However, an additional lubricating and oil cooling device is allowed (circulation pump, radiator, and air intakes).

4. Suspension

- a) The position of the mounting points of the suspension to the wheel uprights and to the shell must remain unchanged.
- b) Reinforcement bars between the suspension mounting points to the body shell may be installed.
- c) Strengthening by the addition of material, to the mounting points, suspension parts and running gear is allowed.
- d) Anti-roll bar: free but not the mounting points on the chassis
- e) Suspension joints may be of a different material from the original ones. Rubber bushes may be replaced by "Uniball" joints.
- f) Spring material and dimensions are free but not the type. Spring seats may be adjustable. A coil spring may be replaced with two or more springs of the same type, concentric or in series, provided that they are fully interchangeable with the original and can be fitted without any modifications.

5. Wheels

- a) Maximum width 7", maximum diameter 15".

6. Braking System

- a) Brake discs (maximum diameter 320mm), calipers (maximum 4 pistons), drums, wheel cylinders and pads/linings are free.
- b) Backing plates and shields may be added, modified or removed.
- c) Cooling air-ducts may be added provided they do not entail a modification of the coachwork.

7. Steering

- a) Steering wheel, column, rack and joints are free.
- b) Power assistance may be added or removed.

8. Bodywork/Chassis

- a) Reinforcements allowed provided that the material used follows the original shape and is in contact with it.
- b) Insulating material may be removed
- c) External trim may be removed.

d) Jacking points may be strengthened, moved, and increased in number.

e) The dashboard must be retained and appear original but the trim situated below this and which are not a part of it may be removed.

f) The replacement of electric winders by manual ones is allowed.

10. Additional Allowances

- a) Wheel arch extensions may be fitted, maximum 5cm (each side).
- b) Composite front wings (fenders) allowed only if originals are bolted, not welded, to the bodyshell.
- c) Inlet manifolds and fuel injection systems may be replaced with carburetors.
- d) Peugeot 205s may be fitted with later 1.6 and 1.9 ltr. 8v engines.
- e) Vauxhall Novas may be fitted with later 1.6 ltr. 8v engines and F13 gearboxes.