



## HRA ProRally Standard Car Class Regulations (2024)

### 1. STANDARD CAR CLASS

The Historic Rally Association conducts a “series competition” (a competition for which prizes are offered following the aggregation of points gained by competitor over a number of events.) where each event comprises of number of “components” of an existing motor sport event.

The HRA Standard Car Class seeks to provide an avenue for competitors, who are members of the Historic Rally Association, to utilise vehicles which are subject to defined restrictions regarding vehicles, transmission configurations and vehicle modifications, and to compete against each other in several different types of events over a period of a calendar year.

### 2. STANDARD CAR CLASS OVERVIEW

The intention of these regulations is to provide an avenue whereby competitors, who are members of the Historic Rally Association, experienced or otherwise, to participate in competitions with like-minded persons, primarily in gravel surfaced activities, without undertaking significant modifications to their car, thus reducing the overall cost of entry to competitors in what is considered to be a low level and low risk series of competitions.

The types of events chosen for the HRA Standard Car Class are carefully selected with an essential ingredient being a reduced emphasis on outright speed, and therefore appropriate route selection is a priority for each event organiser. There is no restriction on the experience of the crew in a car. There is also no restriction (save for any modifications which may render a car illegal on public roads) in relation to crew related safety installations in a vehicle.

**Note: *Nothing in these regulations can be construed to allow a vehicle to be modified beyond the scope of that considered by civil authorities to be legal to be used on a gazetted road, particularly in relation to the age and build date of the vehicle.***

### 3. SERIES REGISTRATION

Participants must register to participate in the Standard Car Class. There is no charge for registration.

Registration is available only via email to the Series Co-Ordinator. Each registration application will require details including vehicle, driver and nominated navigator. A pro-forma will be provided upon application to the Class Co-ordinator.

Class Coordinator:

Contact: Rob Cranston

Email: [classicstatue@bigpond.com.au](mailto:classicstatue@bigpond.com.au)

Phone: 0414 560 688

### 4. STANDARD CAR CLASS VEHICLE CLASSES

The Standard Car Class incorporates a number of sub-divisions (classes) for vehicles, which parallel the introduction of various Australian Design Rules:

- **Class A:** Vehicles built before July 1976 (i.e. prior to the introduction of ADR 27a )
- **Class B:** Vehicles built in or after July 1976 and before July 1988 (i.e. after the introduction of ADR 27a and prior to the introduction of the Third edition of ADRs )
- **Class C:** Vehicles built in or after July 1988 to end 2000(i.e. after the introduction of the Third edition of ADRs and prior to 2001)
- **Class D:** Vehicles built in or after January 2001 to end 2010.
- **Class E:** Non-turbo all wheel drive vehicles built before the end of 2010.

Note: The Build date of a vehicle will be determined by build plate attached to vehicle.

### 5. STANDARD CAR CLASS AWARDS

The Historic Rally Association will administer the pointscore for the Standard Car Class. Points to be allocated on the basis of each event. Order of Merit for the overall series will be established by aggregating the points from a competitors highest scoring 6 rounds (to be determined and announced prior to each season).

Trophies will be provided by the Event Sponsor or the Historic Rally Association and will be awarded to the highest points scoring driver and navigator of each sub-division (class) after the conclusion of the final event of the year. Trophies presented at the HRA AGM in the next year.

## 6. STANDARD CAR CLASS VEHICLE MODIFICATIONS PERMITTED

6.1 All vehicles must comply with the requirements of the Technical Regulations for CAMS Group 3C, Production Rally Cars (PRC), save that the following restrictions apply:

- Turbocharged and/or Supercharged vehicles are not permitted.
- Vehicles must be of original drive and transmission configuration.
- The following engine components must remain unmodified and as supplied by the vehicle manufacturer:
  - Engine block
  - Crankshaft
  - Cylinder head
  - Camshaft
  - Carburettor/Fuel Injection, and
  - Exhaust manifold
- The exhaust systems is free from the exhaust manifold outlet (Noise emission restrictions apply, see Article 2.3, Motorsport Australia National Rally Code, Vehicles General (VG))
- Gearbox and Differential components must remain unmodified and as supplied by the vehicle manufacturer and as per the vehicle ID plate.
- Suspension components are not permitted any modifications save that:
- Springs and anti-roll bars may be replaced. The location on the chassis and/or suspension components may not be modified. The original mounting points for each of these components must remain unchanged. Notwithstanding the above, spacers are permitted to be fitted to springs.
- Shock absorbers may be replaced. The original mounting points must remain unchanged. Shock absorbers which require external lines or canisters are not permitted
- Brakes -brake callipers are free, but must be able to mount onto the original and unmodified mounting points. Pad/Shoe shape and material are free within the limitations of the freedom of callipers.
- Brake discs to fit the change in callipers are allowed.
- The fitment of additional underbody protection (e.g. sump guard) is permitted.
- Wheels - wheels must respect the original manufacturer's size in relation to diameter and width +/- 1.0 inch on either or both dimensions.

- Tyres - While tyres are free, “Rally” tyres may not be permitted in identified Autocross events.
- Interior - modifications may be made without limitation including removal of any trim, carpet, unused seat belts etc. In particular, front seats may be changed. Any modification to facilitate the incorporation of correct use of Frontal Head Restraint (FHR) systems may be made.
- Roll Over Protection System (ROPS) - if a ROPS is fitted, and noted as such in the Motorsport Australia log book of which the car may be subject, use of FHR by driver and navigator (and any additional requirements to incorporate of correct fitment and use of FHR systems) is compulsory.
- Seat belts may be of original configuration (e.g. lap sash) only in cars which are not fitted with ROPS.

6.2 Note 1: In the spirit of this class is to provide “low cost” rallying and any crew or vehicle deemed (by the Class Coordinator) to be gaining an advantage through blatant and/or unnecessary expenditure will not be permitted to further compete in the series.

6.3 Note 2: A vehicle which meets the requirements of the regulations under “Standard Car Class Vehicle Modifications Permitted” in all save for a maximum of three of the otherwise prohibited modifications specifically noted below, may (at the discretion of the Class Coordinator) continue to be eligible for the Standard Car Class.

In such a case, additional points penalties will be awarded for each area of non-conformity and will be aggregated and deducted from any points awarded on each event in which the car competes.

<b>Modification</b>	<b>Penalty Points</b> (deducted for each modification)
Fitment of non-standard Exhaust manifold (including Extractors)	<b>-15</b>
Fitment of a Non Standard Gearbox	<b>-15</b>
Fitment of a Hydraulic Handbrake	<b>-15</b>
Addition and/or change of Carburettors or Injection system	<b>-25</b>
Fitment of a Limited Slip Differential. Locking (welding) the existing Differential is accepted.	<b>-15</b>
Non Standard Wheel Size (i.e. if in excess of additional 1 inch in diameter and/or width)	<b>-15</b>
Non Standard Engine size	<b>-30</b>
Modification of location of Suspension pick up points	<b>Exclusion from Class</b>
<p>The original Front and Rear Strut Housings should be retained where possible.</p> <p>Shock absorber cartridge within the housing may be changed. Coil-over fitment is acceptable where upgraded inserts or shock absorbers are not available. Canister type Coil-overs are banned.</p>	<b>No penalty for Coil-over fitment if inserts are not available.</b>

6.4 If a modification is undertaken to a vehicle which is not specifically provided for above (Standard Car Class vehicle modifications permitted) then that modification and therefore the vehicle is not considered to be eligible for inclusion in the Standard Car Class.

6.5 If a vehicle has more than three modifications noted in the chart in Note 2 above, then the vehicle is likewise not considered to be eligible for inclusion in the Standard Car

Class.

- 6.6 A case for allowing a vehicle modification from the above list can be put to the Class Administrator for consideration.

## 7. STANDARD CAR CLASSVEHICLE LOG CARDS

A Vehicle Log Card for the Standard Car Class will be issued and must be kept with your competing vehicle and produced when your vehicle is scrutineered for a Rally event. It is not required for Autocross. It is the competitor's responsibility to retain and look after the Log Card. If you change vehicles a new Log Card will be required - please contact the Series Coordinator.

Note: The Victorian Scrutiny panel have expressed some concern that they are unable to identify a Scrutineer who has inspected a vehicle on some forms where a Regional Scrutiny has taken place. They have asked us to publish the following:

*"Note: Scrutiny of these vehicles will be carried out by a scrutineer whose name appears on the current CAMS Scrutineers list published on the VICRally Motorsport Australia website. Scrutiny of the vehicle shall be as per the scrutiny sheet for Road events. All check boxes must be marked X indicating that the item for inspection has been inspected and complies with current regulations or requirements. Any item that does not meet current requirements must be corrected before the scrutineer can endorse the vehicle as having NAFF. The satisfactory presentation of the vehicle and with the endorsement of NAFF, shall be signed and dated by the inspecting scrutineer. The Scrutineers Cams licence number should also appear on the completed form. A readable signature shall also appear on the Scrutiny Form. The HRA will administer the processes involved in the issuing of the card."*