

RALLY CAR CLASSES AND SPECIFICATIONS

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.

Rally4 (FIA Appendix J 260)

Ford Fiesta R2T2019 (FIA Homologation No. A5775)

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).
Updated Appendix 29.1 (Effective Jan 1st 2026)
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Class 5.

Group R4 (Appendix J 260),
Group R5/Rally2 (S2000 - Rally - 2.0 Atmospheric).

R5/Rally2 cars whose FIA homologation is expired shall continue to run in this class and be in conformity with their relevant homologation papers. Included are 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)
Cars who meet these requirements whose FIA homologation is expired shall continue to run

in this class and be in conformity with their relevant homologation papers.

Included are cars that have been converted from LHD to RHD (All other components must comply with the cars Homologation Papers) 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 Appendix 29.1 Articles 3 & 5.

Class 16. Juniors.

See Appendix 29.1, Article 22.

As per the technical regulations published on the MI website

Class 17.

Historics up to 1600cc. See Appendix 29.1, Article 19.2.

Class 18.

Historics over 1600cc. See Appendix 29.1, Article 19.2.

Class 19. Historics.

FIA Appendix K.

Class 20.
Modified 4 Wheel Drive Cars (4WD). See Appendix 29.1 Article 17.

Class 21. Junior 1000 class
(Forestry events only)
See Appendix 29.1 Article 22.

Class 22.
For cars whose homologation expired on or after 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 Appendix 29.1 Article 13.

Class 23.
Dacia Sandero Challenge Cup Class
See Appendix 29.1, Article 24.
As per the technical regulations published on the MI website.

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 25.

Class 25.
WRC Cars (1.6T & 2.0T) including those converted from left hand drive to right hand drive for use on international events. All other components must comply with the car's homologation.
See Appendix 29.1 Article 25.

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).

ADDITIONAL REGULATIONS 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 regulations 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 Article 6) require a standard Motorsport Ireland logbook.

Category 2 cars (as defined in Appendix 29.1 Article 15 on classes) require a Category 2 ID Form and Standard MI logbook.

Category 3 cars (as defined in Appendix 29.1 Article 16 on classes) require a Category 3

Rally Vehicle ID Form - Motorsport Ireland and Standard MI logbook (Category 3)

Details on how to obtain Category 2 or 3 ID Forms can be found on the MI website. Appropriate Motorsport UK logbooks (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.

From 01/01/26 all cars must comply with either Category 1, 2 or 3 regulations.

RC3, RC4 or RC5 cars can only be converted to right hand drive, in accordance with FIA ISC Appendix J, Article 252, Article 7.3. For For WRC, RRC, S2000 Rally 1.6T, S2000 and R5/Rally2 cars, the inversion of the driving side must be obtained by a complete steering system homologated in option variant by the manufacturer. If inversion of the driving side is done by any other means, it must be supported by a report on the conversion from an SQL.

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 Appendix 29.1 Article 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.

3.5. Group A over 2000cc (previously A8), WRC Cars (1.6T and 2.0T) and R5/Rally2 cars whose homologation is expired are not permitted to enter this class.

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 31.12.25 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. Regulations 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 regulations. 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. 1998cc + 25% = 2497.5cc rounded up = 2500cc) to an absolute maximum of 3500cc 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 MKII
 - 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.

3. The engine in any model of Darrian or any other similar specialist car, cannot exceed 2500cc actual capacity (or 1600cc with forced induction) and must be derived from a 4 cylinder normally aspirated engine block.

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 Article 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 Appendix 29.1 Article 15, 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 accepted under Appendix 29.1 Article. 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 Article 279, drawings 279-1 and 279-2 (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 section 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 updated. 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 updated 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, please refer to Appendix 2 Art 14.3.

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.

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.

9. All forced induction cars must be fitted with an FIA specification turbo intake restrictor as Appendix 2 Article 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 or after 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, of the appropriate grade, in accordance with Article 26 of this Appendix. 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. ADDITIONAL REGULATIONS 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 regulations.

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 Appendix J Article 279, 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 Article 6). 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 windshield 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 or previously homologated on donor car.

15.13. 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 appointed for this purpose, 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. ADDITIONAL REGULATIONS FOR CATEGORY 3.

Any car not complying with Appendix 29.1 regulations for Category 2 may be authorized for use at the discretion of Motorsport Ireland under the following regulations:

ENGINE.

Reference Category 1 Regulations

DRIVETRAIN.

Reference Category 1 Regulations

AERODYNAMIC DEVICES.

Reference Category 1 Regulations

BODYSHELL.

The bodyshell must be of a monocoque construction as per the manufacturer's 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 (Modified or Standard), bulkheads, inner wings /valances, transmission / Exhaust tunnel (Modified or Standard), front and rear wings/ rear quarter panels, rolling shell/car frame complete, together with outer door panels and door frames. Please also refer to Appendix 2 Art 14.3 regarding door modifications.

Panels that are not part of the vehicles integral monocoque bodyshell structure (bonnet, front wings, and boot lid) are free to be made from materials such as light weight nonferrous metals like aluminum or composite materials such as Glass Reinforced Plastic (GRP) or carbon fibre but must have internals/bracing similar to originals 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.

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, continuous stitch welds (25mm minimum), 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. 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. Floor Pan rear of the front bulkhead to the rear panel including the boot floor is free to be modified as required.

Fuel tank mounting to continue to comply with current appendix 2 with a swirl pot – where fitted- to be located no lower than the lowest point on the original boot floor i.e. bottom of the spare wheel well.

Boot floor no lower than the lowest point on the original boot floor i.e. bottom of the spare wheel well

Flat floors may be fitted but must remain at the original manufacturer floor level i.e. distance from the roof of the car to the lowest point of the original floor must remain the same.

Original chassis (or exact copies) must remain with local modifications only to accommodate rear axle installation.

C. Suspension Mounts.

Front strut top mounting point can be reinforced but MUST remain in their original position. Rear strut top mounting point can be reinforced but MUST remain in their original lateral position. Members that form parts of the roll cage 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 roll cage 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 roll cage. 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. Weld in cage which is fixed in the vicinity of the suspension pick-up points. Any class 9, 10, 11, 12, 13, 14, or 20 rally car logged as Category 3 after 01.05.25 must have a weld in cage.

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. 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 updated. 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. Crossmember, squab panel, inner sills and front valance.

Front crossmember must remain mounted in its original position. Rear seat squab panel (located between the B pillars) must remain in original position (See figure 1) However localised modification is allowed to accommodate a larger dikerential tunnel and link boxes. Floor cross braces at front seating positions (see figure 2) must remain in original positions if these are being utilised as fixing points for seats. The removal of these cross braces is only permitted if seat fixing points as described in drawing 253 65B FIA appendix J - Art -253.16 are used to replace the original manufacturer seat cross braces. Inner sills must remain in place. Front Valance panels must remain in original manufacturer's position however the vertical surface of these panels can be the subject of localised modifications for ease of access to components such as air intake and manifolds or to allow for larger wheels etc

Figure 1 (for illustration purposes only)



Figure 2 (for illustration purposes only)



I. Braking Systems.

Reference Category 1 guidelines

J. Measurements

Wheelbase to be within 5% of the original vehicles to a Max of 2630mm (eg standard Escort is 2400mm +5% = 2520mm)

Track (between center of wheels)
Front : 1550mm Rear : 1665mm

Maximum overall body width @ front axle:
1875mm

Maximum overall body width @ Rear axle:
1875mm

K. Weight

The following are the minimum weights for Category 3 Modified Cars (stated cc is inclusive of forced induction corrected cc where applicable)

Without Crew With Crew + equipment

Up to 1000cc 720Kg 880Kg

Up to 1400cc 840Kg 1000Kg

Up to 1650cc 920Kg 1080Kg

Up to 2100cc 1000Kg 1160Kg

Up to 2500cc 1080Kg 1240Kg

Up to 3000cc 1150Kg 1310Kg

Up to 3500cc 1230Kg 1390Kg

16.1. REGULATIONS FOR CATEGORY 3 ID FORM & LOGBOOK.

16.1.1 The vehicle may not be used in competition until the Competition Car Category 3

ID form has been validated by Motorsport Ireland and returned to the vehicle owner. All Category 3 ID forms will be valid until 31/12/28.

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

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

16.1.4. Cars to run as per MI vehicle weight limits (Appendix 29.1 Article 16 K). In all other respects car to comply with MI Appendix 2 & 29.1.

16.1.5 All body modifications must be carried out by a competent person with 12mm overlaps, continuous stitch welds (25mm minimum) on both sides, and no butt or spot welds.

16.1.6. Inspections for Category 3 logbooks must be carried out by 2 Scrutineers following receipt of Category 3 application from the applicant. The Scrutineers will be selected from a panel appointed by the Technical Commission.

No permission to run letters will be issued by Motorsport Ireland after 01/05/2025.

Cars currently running under permission to run letters may do so until 31/12/2025.

From 01/01/26 Category 3 cars will be classified on overall results but will not be eligible for class awards.

17. 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 Appendix 29.1 Article. 6. Regulations for Modified Cars (Category 1), the following applies:

17.1. Cars with forced induction engines must run restrictor sizes as given in Appendix 29.1, Note 6 on Classes.

17.2. 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).

17.3. 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.

17.4. For cars converted to 4WD, (Category 2) ID Form regulations apply as per Appendix 29.1 Article 15.

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

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

18. HISTORIC CARS INTRODUCTION

18.1. 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).

18.2. 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 Motorsport UK Yearbook.

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

19. HISTORIC VEHICLE CATEGORIES AND CLASSES

19.1. 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 from the fastest car overall on the rally from any of the categories 1,2,3,4 and FIA appendix K.

19.2. 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.

19.3. CATEGORY 1: HISTORIC CARS - Vehicles first homologated 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.

19.4. CATEGORY 2: POST HISTORIC CARS - Vehicles first homologated 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.

19.5. CATEGORY 3: CLASSIC RALLY CARS - Vehicles first homologated 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.

19.6. CATEGORY 4A - HISTORIC RALLY CARS - Vehicles first homologated 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 homologated 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 have a life of 10 years from date of issue. Cars of historic specification valid from 01/01/1991 up to 31/12/2000 must have an FIA Historic Technical Passport (HTP).

20. 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).

21. NOISE LIMITS

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

22. 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.

22.1. Class 16 - Cars complying with new technical regulations as posted on MI website.

23. J1000

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

23.2. Drivers Refer to Appendix 1 for J1000 driver licence requirements and age limits.

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

23.3. Co-drivers Refer to Appendix 1 for J1000 Co-Driver requirements.

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

23.5. 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.

24. DACIA SANDERO CHALLENGE CUP CLASS

24.1. Vehicles as per current Dacia Sandero Challenge Cup Technical Regulations as published on the MI website, including the Yokohama control tyres.

ARTICLE 25.

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 26.

Holders of Rally 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 Rally National A licence. A competitor in a class 1 or 2 car competing in class 22 can do so on a Rally National B or Rally National A licence. Holders of Junior Rally A licences are permitted to drive a Class 2A car subject to requirements listed in Appendix 1, 2.12.