



**Articles Governing Vehicle Compliance for:  
Class E (2WD Classic),  
Class H (Subaru H6),  
Class I (Pre 96 4WD),  
as defined in the Governing Articles for the  
2023 Winmax Brake Pads North Island Rally Series**

**PREAMBLE**

If you are unsure about your vehicle's compliance with these Articles, or have any questions, please contact Technical Judges listed in 'Articles Governing the 2023 Winmax Brake Pads North Island Rally Series':

|              |              |
|--------------|--------------|
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Penalties for non-compliance with the Articles in this document related to the Class entered will be applied.

**INTERPRETATIONS**

In these Articles, the following expressions shall have the meanings set out thus:

"Free" means no restrictions.

"Prohibited" means that the item is forbidden or banned.

## ARTICLE 1 – CLASS E (2WD CLASSIC)

### 1.1 General Provisions

All vehicles entering and competing in Class E (2WD Classic) must conform with the following Articles:

- 1.1.1 Comply with Appendix 2, Schedule A and Appendix 3, Schedule R of the current Motorsport NZ manual and amendments thereto with specific adherence to compliance to the additional requirements of rally vehicles contained in that schedule.
- 1.1.2 All vehicles entered in this Class must be 2WD (two-wheel drive). 4WD (four-wheel drive) vehicles are prohibited from entering this Class.
- 1.1.3 The vehicle's model must have been either in series production prior to 31<sup>st</sup> December 1982 or homologated by this date.
- 1.1.4 Vehicles with a Motorsport NZ Certificate of Description (COD) that were in series production prior to 31<sup>st</sup> December 1982 that were homologated, may be permitted to run later variable options as per homologation papers.

### 1.2 Permitted Modifications

#### 1.2.1 Engine

- The engine block and head must be from either an engine available in series production prior to 31<sup>st</sup> December 1982 and/or as per Schedule T and C Article 3.6.1 of the current Motorsport manual.
- Cylinder Head/s and block may be changed but must appear visually standard and be of standard material.
- The number of cams must be as per the original or substituted engine.
- Pistons, connecting rods, crankshafts and associated parts are free.

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

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

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

#### 1.2.2 Induction

- Forced induction is prohibited, unless this was factory-fitted on the vehicle at the time of manufacture.
- All anti lag and boost control systems are prohibited.

### 1.2.3 Fuel Injection

- The vehicle must retain its original fuel system. Fuel injection is prohibited, unless this was factory-fitted on the vehicle prior to 31<sup>st</sup> December 1982.
- Computer is free providing it is housed in its original computer box.

### 1.2.4 Transmission

- The gearbox type and year is free provided it has a maximum of five forward gears.
- Ratios are free but sequential and electronically activated gearboxes are prohibited.

### 1.2.5 Differential

- The differential type and year is free.

### 1.2.6 Brakes and Suspension

- Brakes and suspension are free.

### 1.2.7 Wheels and Tyres

- Wheel sizes are free provided they can be housed inside the wheel arches or flares (refer to Article 1.2.8).
- Tyres are free but must comply with the provision of Appendix 2, Schedule A.

### 1.2.8 Body Modification and Panels

- Competitors are strongly encouraged to maintain the original appearance of their vehicle.
- Body panels may be lightened in accordance with Appendix 2, Schedule A however Carbon Fibre and Kevlar are prohibited.
- Wheel flares may be fitted providing they do not protrude from the original line of the bodywork by more than 150mm.
- Wings or other aerodynamic appendages are prohibited. "Bobtail" or boot mounted spoilers are acceptable if it can be proven that these were common on the car as rallied prior to 31<sup>st</sup> December 1982.

## 1.3 Proof of Eligibility

The competitor must carry written proof that their car or any of its components are eligible for the classic rules and must present this evidence to Series Co-ordinators or their delegates, or Rally Organisers or their delegates upon request.

## 1.4 Eligible Vehicles

For consistency throughout the country, the series production date of some vehicles at the changeover point have been noted below as per Mainland Series rules:

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

## ARTICLE 2 – CLASS I (PRE 96 4WD)

### 2.1 General Provisions

All vehicles entering and competing in Class I (Pre 96 4WD) must conform with the following Articles:

- 2.1.1 Comply with Appendix 2, Schedule A and Appendix 3, Schedule R of the current Motorsport NZ manual and amendments there to with specific adherence to compliance to the additional requirements of rally vehicles contained in that schedule.
- 2.1.2 All vehicles entered in this Class must be 4WD (four-wheel drive)
- 2.1.3 Pre 96 Vehicles include:
  - Mitsubishi Lancer Evo 3 or earlier (Evo 4 onwards are prohibited)
  - Subaru Impreza registered prior to 31/12/95
  - Any other car registered prior to 31/12/95

*Note: The Series Judges of Fact (refer to Page 1 of these Articles) will consider all 4WD vehicles that were in series production prior to December 1995 even if the vehicle was registered post-December 1995, provided they are prepared and run in line with the other competing vehicles. These vehicles need to be pre-approved by the Series Judges of Fact, whose decision will be final.*

### 2.2 Permitted Modifications

#### 2.2.1 Engine and Transmission

- Must be in original mounting positions.
- Must not exceed 2000cc capacity with one turbo and no Variable Valve Heads.
- Must not exceed 3000cc without a turbo but can have Variable Valve Heads.
- Period correct vehicle that are factory built with larger cc may be considered for acceptance in this Class by the Series Judges of Fact (refer to Page 1 of these Articles).
- Competitors are advised to be prepared for the possibility of sealing the head to the block at any point prior to or during any event in the Series.

#### 2.2.2 Induction

- No more than one turbocharger is allowed.

#### 2.2.3 Transmission

- Dog boxes are prohibited
- No more than 6 forward gears are allowed.

#### 2.2.4 Brakes

- 4 pot front and 2 pot rear brakes are permitted providing the disc has an integral bell.
- Removable hat style discs are prohibited.
- Pedal boxes are prohibited.

### 2.2.5 Suspension

- Must be in factory mounting position.
- Canister suspension is prohibited.

### 2.2.6 Body Modification and Panels

- Fibreglass panels must be pre-approved by the Series Judges of Fact (refer to Page 1 of these Articles).
- Vehicles must retain original wheel arches, spoilers, and bumper shape.
- Carbon or Kevlar panels are prohibited.
- Plastic windows are prohibited.
- Later model facelift panels can be permitted providing they are from the same body shape and are bolt on, these must be pre-approved by the Series Judges of Fact (refer to Page 1 of these Articles).

### 2.2.7 Wheels

- Maximum of 15-inch wheels for all gravel events.
- Maximum of 18-inch wheels for all tarmac events.

## 2.3 Proof of Eligibility

- In all instances it is up to the competitor/entrant of the vehicle to provide proof of compliance, and this evidence must be presented to Series Co-ordinators or their delegates, or Rally Organisers or their delegates upon request.

*Note: This Class is designed for pre-1996 cars to be built and rallied within a sensible budget and to provide a fair competition across the brands of the era of cars.*

## ARTICLE 3 – CLASS H (SUBARU H6)

### 3.1 General Provisions

All vehicles entering and competing in Class H (Subaru H6) must conform with the following Articles:

- 3.1.1 Comply with Appendix 2, Schedule A and Appendix 3, Schedule R of the current Motorsport NZ manual and amendments there to with specific adherence to compliance to the additional requirements of rally vehicles contained in that schedule.

### 3.2 Permitted Modifications

#### 3.2.1 Chassis

- All models GC8 to 1999 body shape must retain original parts
- All steel (alloy bonnets are accepted)
- All original glass. Fibreglass or other lightweight materials are prohibited.

#### 3.2.2 Engine

- Must be standard H6 3000cc.
- Exhaust is free.
- Air intake is free.
- Cooling system is free.

#### 3.2.3 Fuel

- Competitors must only use commercially available petrol purchased from a New Zealand petroleum retailer and in accordance with Schedule A, Part One, Article 3.9 of the MotorSport NZ National Sporting Code.

#### 3.2.4 Computer

- Must be a Link brand, with a program that has been made available to all competitors.
- Tunes may be checked at any time. This data must be made available to be shared upon request.

#### 3.2.5 Transmission

- Five speed or six speed, standard Subaru gear box only.
- Sequentials are prohibited.
- Dog boxes are prohibited.

#### 3.2.6 Differential (diff)

- Standard centre diff only.
- Controller is free.

#### 3.2.7 Brakes

- Genuine GC8 calipers only.
- Discs are free.
- Pedal boxes are prohibited.
- Brembos are prohibited.

### 3.2.8 Suspension

- Cannister shock absorbers are prohibited unless they were manufactured prior to 1999.
- Rear suspension arms may be adjustable.

### 3.2.9 Interior

- Free but must retain original dash pad.

### 3.3 Proof of Eligibility

- In all instances it is up to the competitor/entrant of the vehicle to provide proof of compliance, and this evidence must be presented to Series Co-ordinators or their delegates, or Rally Organisers or their delegates upon request.
- If any modifications are not listed in the Articles above, they must remain standard/factory.

*Note: Revised modifications list maybe issued prior to the start of each Rally Season.*