



The Endurance Rally Association
Home of the Peking to Paris Motor Challenge
Part of the HERO Group

TECHNICAL REGULATIONS

1. ELIGIBLE CARS

- 1.1 Only cars of a model type produced within the Category dates listed below will be eligible for ERA events. As not all Categories are applicable to all events reference should be made to the Sporting Regulations, Article 7, of each specific event.
- 1.2 Category:
- A - Pioneer** - up to Dec 1920
 - B - Vintage** - Jan 1921 to Dec 1930
 - C - Vintageant** - Jan 1931 to Dec 1947
 - D - Classic** - Jan 1948 to Dec 1975
(or up to Dec 1985 if relevant and as advised in the specific Event Regulations)
 - E - Special** - any car not eligible in its normal age Category due non-period modifications or a later build date.
- 1.3 The Organisers reserve the right to accept cars manufactured after the cut off dates provided they are to the original period design and all components are of appearance, design, materials and dimensions known to have existed during the period for which the car is entered, apart from any exceptions allowed within these Regulations. Period modifications may be permitted provided the competitor can supply authenticating documents to the Organisers prior to acceptance.
- All cars entered in events after the 31 December 2020 will be required to have a FIVA passport, a copy of which must be sent to the Rally office at least 28 days prior to any events starting date.
- 1.4 Categories may be sub-divided into Classes based on the engine size and date of production so that cars of similar type and performance can compete against each other.
- 1.5 All cars must be of a type exclusively designed to carry passengers with either saloon or sports bodywork. Estate cars and station wagons may be considered but any commercial or military vehicles such as light trucks, vans, ambulances, pickups and utility 4x4 vehicles are not eligible.
- 1.6 The Organisers may decline or re-categorise the entry of a car if it does not comply with the period in spirit or appearance, if it is considered to be of inadequate performance or does not comply with the requirements of these Regulations. Once an entry has been accepted the entrant may only change the Category or Class of the car entered with the written permission of the Organisers.
- 1.7 The acceptance of an entry is subject to pre-event Scrutineering. The Entrant must ensure that, at the date of Scrutineering and for the duration of the event the car is road-legal for the countries in which the event takes place and that it complies with these Event Regulations.
- 1.8 A car failing to comply with these Technical Regulations at pre-event Scrutineering will be refused a start. At the discretion of the Organisers it may be transferred to Category E but will not be included in the general classification or the results. The crew and the car will only be eligible for a Finisher's award.
- 1.9 A car or a competitor failing to comply with these Technical Regulations during the event will be penalised at the discretion of the Clerk of the Course - see Sporting Regulations, Article 9.3



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2. MECHANICAL MODIFICATIONS

2.1 It is the Organiser's intention that all competing cars conform as closely as possible to their original production specification. The following equipment and modifications, using period or modern components, would make a significant difference to the performance of the car and are **NOT** permitted:

- Conversion of live or solid axle to independent suspension.
- Coil springs replacing or augmenting leaf springs or torsion bars.
- Shock absorbers with separate reservoirs.
- Conversion to rack and pinion or powersteering only in the event of original equipment no longer being available or proof of period conversion.
- Limited slip or torque biasing differential, unless available as original equipment within period and of original specification – competitor to provide written evidence to prove such equipment was available.
- Engine from a different manufacturer, engine of different configuration or an engine from the same manufacturer but out of period.
- Fuel injection or supercharging, unless available as original equipment within period and of the original specification.
- Engine management systems or crank sensors.
- Disc brakes except where they were available as original equipment within period and of the original specification only in the event of original equipment no longer being available.
- Replacement of body panels or window glass with composite materials. Unless available in period or such parts are no longer available. If composite or plastic windows are fitted they must be a minimum of 6mm thickness.
- Wheel design, or material, that was unavailable within period.
- LED or gas discharge (HID) forward facing lighting equipment except marker lights.
- Modern racing driver overalls or full face helmets.
- Radio transmitters.

2.2 There will be no limit to the quantity or the range of spares that can be carried in the car, but trailers are **NOT** permitted.

3. UPGRADED EQUIPMENT

3.1 In the interests of, reliability, comfort and performance the following upgrades to the original production specifications **ARE** permitted:

- Under-body protection for the engine sump, gearbox, rear axle, brake and fuel lines, fuel tank and exhaust system.
- Strengthening of chassis and suspension components.
- Up-rating of engine, gearbox and radiator mountings. Fitting electric cooling fan.
- Additional or enlarged fuel tanks (fitted to a professional safety standard), no fuel is to be carried in the passenger compartment.
- Changed or modified fuel and air filters.
- Re-tuning engines to cope with low octane fuel.
- Gearbox, Overdrive and final drive ratio.
- Up-rating from 6 to 12 volt electrical systems.
- Replacement of charging circuit components with an alternator.
- Replacement front seats and steering wheel, back seats can be removed.
- Tyres of different specification.
- Roof racks of a period design and material (must not overhang the roof area).
- Additional instruments, switches, controls and accessories (the original layout should be retained).

Modifications, such as additional cooling vents, bonnet and boot straps or catches, lamp guards and period luggage are encouraged.



4. SAFETY EQUIPMENT

4.1 The following equipment **is** strongly recommended:

- Full harness seat belts fitted and used at all times (recommended for all Categories).
- Roll over bar with at least a single hoop and two back stays strongly recommended for Categories A, B, C, D and E (obligatory for all Categories if a roof rack is fitted or spare wheels are carried on the roof).
- Fire and liquid proof bulkheads separating the passenger compartment from the engine and fuel tank.
- Up-rated brake friction material, brake hoses and pipes.
- Up-rated light bulbs.

4.2 The following equipment **is** also required:

- 4.2.1 Laminated windscreen or aero-screens
- 4.2.2 Fire extinguisher of at least 1.75 litres or 2kg. Securely fitted and within easy reach of both occupants within the car (not in the boot).
- 4.2.3 Seatbelt cutter (even if you don't have seat belts to assist other competitors).
- 4.2.4 Mud flaps fitted to rear wheel arches.
- 4.2.5 Warning triangle; a tow rope; high visibility jackets; spare light bulbs.
- 4.2.6 Comprehensive first aid kit.
- 4.2.7 A non-porous sheet or drip tray to contain fluid leakages from the car which should at a minimum be the width and length of the vehicle.
- 4.2.8 Fuel range of at least 400 kilometres or 250 miles.

5. NAVIGATION EQUIPMENT

- 5.1 Electronic and digital clocks and trip meters **ARE permitted**.
- 5.2 On events where navigation by GPS waypoints is necessary the type of GPS device specified by the Organisers **MUST** be used - This will be specified in the event regulations
- 5.3 Competitors are **NOT** allowed to use the functions on any devices (for example trip-meters unless GPS only), SatNav, GPS, Smart phone applications, average speed calculators), whether fitted to the car or hand-held, to aid the maintenance of a set average speed or display any kind of digital mapping, in an attempt to gain a competitive advantage. If they are found to be used the Clerk of the Course may impose a penalty based on a report from a Judge of Fact.