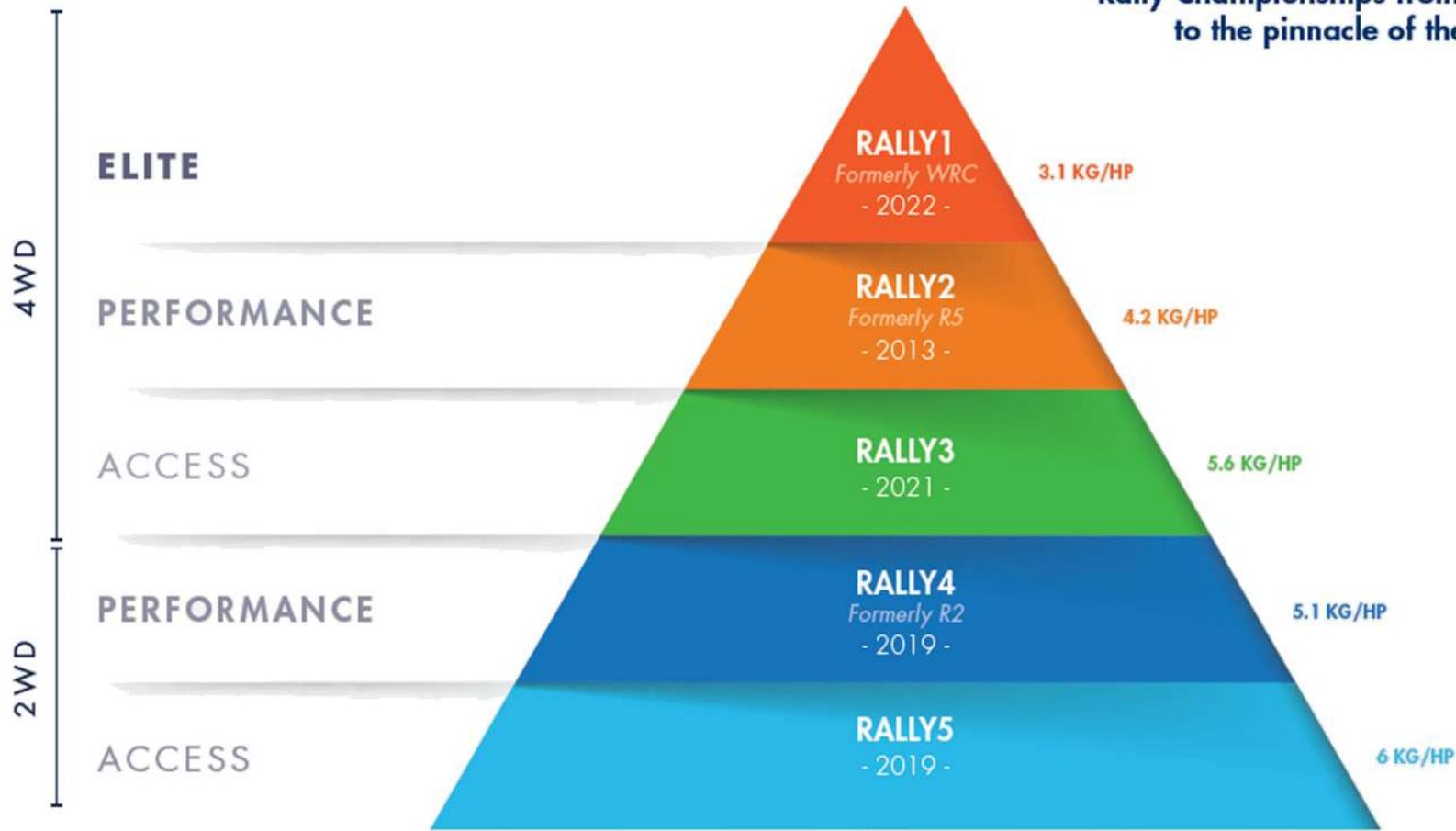




# THE FIA RALLY CAR PYRAMID

information and texts taken from: "fia\_rally\_car\_pyramid\_brochure\_-\_february\_2021"

The FIA Rally Car Pyramid offers a simplified class structure for all FIA Rally Championships from entry level to the pinnacle of the discipline.



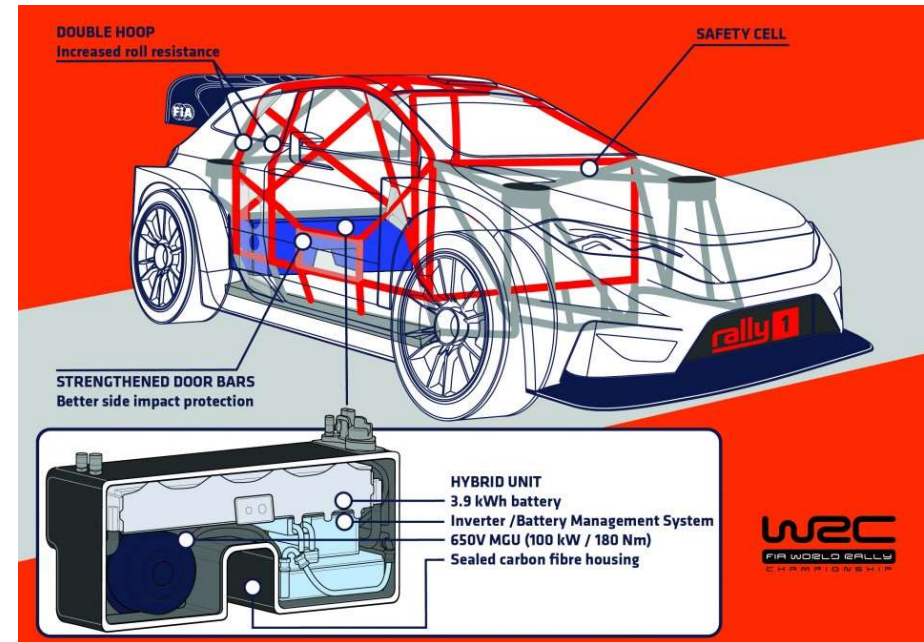


## The top of the pyramid

<b>CLASS</b>	RC1
<b>FIA REGULATIONS</b>	Appendix J - Article 255A
<b>TRANSMISSION</b>	Four-wheel drive
<b>ENGINE CAPACITY</b>	Up to 1600 cm <sup>3</sup> turbo with 36 mm restrictor
<b>MINIMUM WEIGHT</b>	1,190 kg
<b>POWER TO WEIGHT RATIO</b>	3.1 kg/hp

Rally1 cars are the top-level cars of the World Rally Championship. Introduced in 2017, the current generation will make way for new hybrid-engine models in 2022.

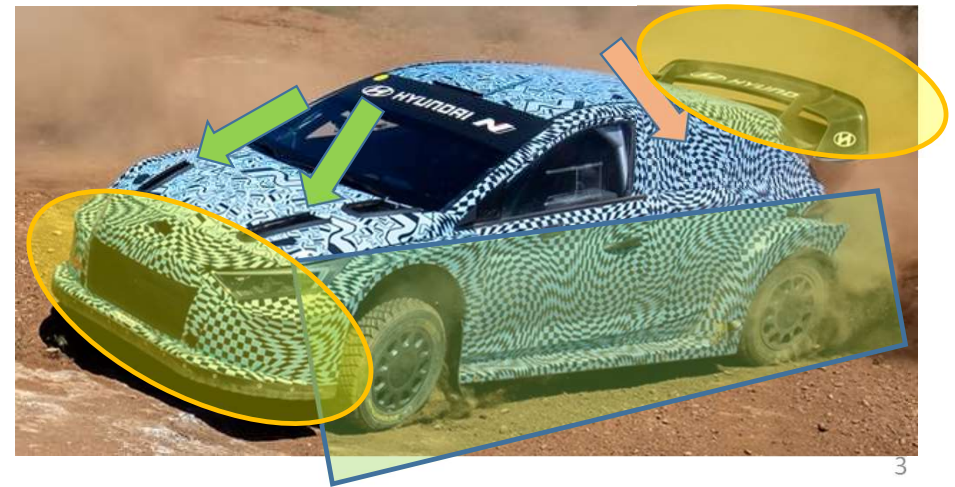
Packed with technology and power, the current World Rally Cars stand out due to their spectacular ground-effect aerodynamics. The 1.6 litre turbo engine delivers more than 380 hp and the four-wheel drive transmission includes a central differential. From 2022, the new generation of Rally1 will stand out for its safety cell, that benefits from the results of research projects undertaken by the FIA. The engines will be linked to a hybrid device, recuperating kinetic energy to provide increased power in special stages and to enable urban area liaison stages in 100% electric mode.





**FIA rally1** how to recognize externally

- big aerodynamic devices
- air vents in the bodywork
- increased car width







## AUTOMOBILE CLUB DE MONACO - COMTECH



### CLASS

### RC2

<b>FIA REGULATIONS</b>	Appendix J - Article 261
<b>TRANSMISSION</b>	Four-wheel drive
<b>ENGINE CAPACITY</b>	Up to 1,620 cm3 turbo with 32 mm restrictor
<b>MINIMUM WEIGHT</b>	1,230 kg
<b>POWER TO WEIGHT RATIO</b>	4.2 kg/hp
<b>MAXIMUM PRICE</b>	€198,840 excl. tax
<b>PRICE CAP</b>	Regulations include price caps for spare parts

<b>HOMOLOGATION NUMBER</b>	<b>BRAND AND MODEL</b>	<b>HOMOLOGATION END</b>
A5775	Ford Fiesta R5 Mk II	2026
A5777	Skoda Fabia Rally2 Evo	2026
A5776	Proton Iriz R5	2025
A5774	Volkswagen Polo GTi R5	2025
A5773	Citroën C3 R5	2025
A5766	Hyundai i20	2023
A5760	Skoda Fabia R5	2024
A5748	Ford Fiesta R5	2024
A5743	Peugeot 208 T16	2024
A5739	Citroën DS3 Rally 2	2022



With more than 1,150 cars sold by the seven manufacturers that have been involved since the creation of this Group, Rally2 (ex R5) represents the pinnacle for customer competitors.

The design of a Rally2 car is very sophisticated. The chassis is modified to incorporate the transmission tunnel and the FT3 fuel bladder, widen the wheel arches and track, and transform the rear suspension into a pseudo McPherson set-up. The engine, which must be derived from one used in a series production car, is also modified to achieve a power output of around 290 hp.

The four-wheel drive transmission lacks a central differential. Given the high level of performance, safety is reinforced. Therefore, the doors have to be fitted with at least 60 litres of high-density foam, which absorbs the energy in case of a lateral impact, and only seats of type FIA 8862-2009 are authorised.

### **WRC and Regional Championships**

Group Rally2 Kit (VR4K - ex-R4 Kit): these cars are built based on a kit homologated by the FIA and sold by Oreca, and notably include the powertrain, transmission, axles and fuel tank. They must be in compliance with Appendix J - Article 260E.

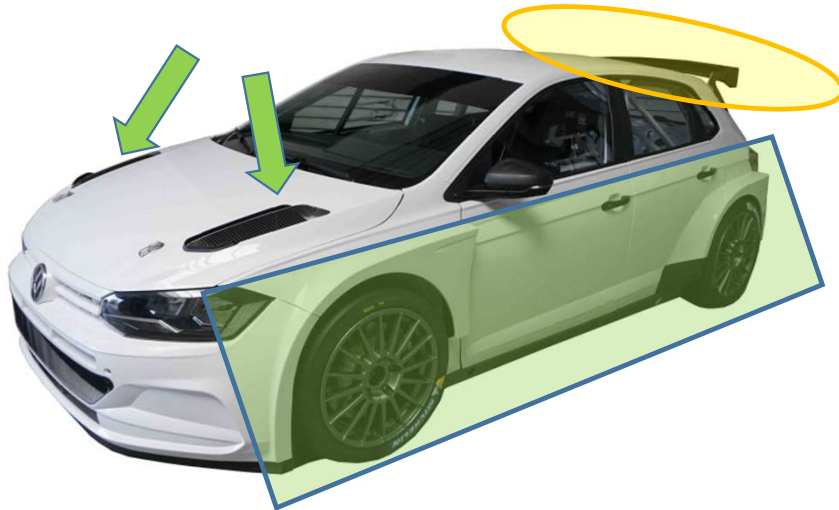
### **Regional Championships only**

Group NR4 over 2,000 cm<sup>3</sup>: the various versions of Mitsubishi Lancer and Subaru Impreza can be entered into the FIA regional rallies, up to 8 years after the end of their theoretical homologation period\*. They must be in compliance with Appendix J - Article 254 from 2019. Outside Europe, Group R4 cars (VR4) in compliance with Appendix J - Article 260 from 2018 are also accepted. Group S2000-Rally naturally aspirated 2.0 litre: the Ford Fiestas, Peugeot 207s and Skoda Fabias are among the most popular models of this generation, which must comply with Appendix J - Article 254A from 2013.



## rally 2 how to recognize externally

- rear aerodynamic device
- air vents in the bodywork
- increased car width





## AUTOMOBILE CLUB DE MONACO - COMTECH



### CLASS

### RGT

#### FIA REGULATIONS

Appendix J - Article 256

#### TRANSMISSION

Two-wheel drive

#### POWER TO WEIGHT RATIO

3.4 kg/hp

This category enables prestigious GT cars to become fearsome rally cars, sometimes able to match the Rally2 cars.

Up to 2019, the RGTs, such as the Abarth 124 and the various versions of the Porsche 997, were approved one-by-one by tuners or manufacturers. Now, only the manufacturers are able to homologate and provide a single definition of their models. Given the very different characteristics of the base models, the regulations are based on a single power to weight ratio, which ensures a balance of performance. The level of safety required is very close to that of Rally2 cars. The Alpine A110 was the first car to be homologated under this new procedure.





examples of cars







**CLASS**

**RC3**

**FIA REGULATIONS**

Appendix J - Article 260

**TRANSMISSION**

Four-wheel drive

**ENGINE CAPACITY**

From 1,390 to 2,000 cm<sup>3</sup> naturally aspirated  
From 927 to 1,620 cm<sup>3</sup> turbo with 30 mm restrictor

**MINIMUM WEIGHT**

1,210 kg

**POWER TO WEIGHT RATIO**

5.6 kg/hp

**MAXIMUM PRICE**

€100,000 excl. tax

**PRICE CAP**

Regulations include price caps for spare parts





Homologated from 2021, these accessible and more affordable cars will allow all drivers to have fun at the wheel of a four-wheel drive car.

Highly anticipated globally, the new Rally3s can be described as Rally4s with four-wheel drive.

The manufacturers can in fact reuse many components from the two-wheel drive version, such as the engine, suspension, brakes, wheels, etc.

The chassis obviously has to be modified to integrate the four-wheel drive transmission tunnel and the rear pseudo McPherson suspension. However, the track and bodywork remain in their original format.

Visually, the Rally3 stands out with its rear wing, which is identical to that of a Rally2.



**FIA rally3** how to recognize externally

- rear aerodynamic device
- air vents in the bodywork





## AUTOMOBILE CLUB DE MONACO - COMTECH



### CLASS

### RC4

<b>FIA REGULATIONS</b>	Appendix J - Article 260
<b>TRANSMISSION</b>	Two-wheel drive
<b>ENGINE CAPACITY</b>	From 1,390 to 2,000 cm <sup>3</sup> naturally aspirated From 927 to 1,333 cm <sup>3</sup> turbo with 30 mm restrictor
<b>MINIMUM WEIGHT</b>	1,080 kg
<b>POWER TO WEIGHT RATIO</b>	5.1 kg/hp
<b>MAXIMUM PRICE</b>	Approximately €70,000 excl. tax
<b>PRICE CAP</b>	Regulations include price caps for spare parts

<b>HOMOLOGATION NUMBER</b>	<b>BRAND AND MODEL</b>	<b>HOMOLOGATION END</b>
A5781	Opel Corsa Rally4	2028
A5780	Peugeot 208 Rally4	2027
A5775	Ford Fiesta Rally4	2026
A5762	Ford Fiesta R2	2023
A5752	Opel Adam R2	2025
A5743	Peugeot 208 R2	2024
A5737	Skoda Fabia R2	2021
A5731	Renault Twingo R2	2021
A5729	Ford Fiesta R2	2021





Apart from the roof hatch and openings on the bonnet, the Rally4 retains the look of a production car. Under the bonnet, however, it is a proper competition car, with a sequential gearbox and an engine tuned to develop 210 hp.

From 2021, all the Rally4 cars, whatever their engine capacity, will share the same characteristics for better sporting equity: 30 mm turbo restrictor, weight set at 1,080 kg, 330 mm disk brakes and 17-inch wheels on tarmac.

### **WRC and Regional Championships**

Group R3: from 2021, these cars will be transferred from the RC3 class. These are primarily Renault Clios and Citroën DS3s, in compliance with Appendix J - Articles 260 (naturally aspirated) and 260D (turbo) from 2019.

### **Regional Championships only**

Group A up to 2,000 cm<sup>3</sup>: around thirty models are eligible. They must be in compliance with Appendix J - Article 255 from 2019.



**FIA rally4** how to recognize externally

- only air vents in the bodywork





## AUTOMOBILE CLUB DE MONACO - COMTECH



### CLASS

### RC5

<b>FIA REGULATIONS</b>	Appendix J - Article 260
<b>TRANSMISSION</b>	Two-wheel drive
<b>ENGINE CAPACITY</b>	Up to 1,600 cm <sup>3</sup> naturally aspirated Up to 1,333 cm <sup>3</sup> turbocharged
<b>MINIMUM WEIGHT</b>	Naturally aspirated and turbo up to 1,067 cm <sup>3</sup> : 1,030 kg
<b>POWER TO WEIGHT RATIO</b>	Turbo from 1,067 to 1,333 cm <sup>3</sup> : 1,080 kg
<b>MAXIMUM PRICE</b>	6 kg/hp
<b>PRICE CAP</b>	Around €40,000 excl. tax

<b>HOMOLOGATION NUMBER</b>	<b>BRAND AND MODEL</b>	<b>HOMOLOGATION END</b>
A5779	Renault Clio Rally	2027
A5775	Ford Fiesta Rally5	2026
A5739	Citroën DS3 R1	2022
A5731	Renault Twingo R1	2021
A5729	Ford Fiesta R1	2021
A5742	Toyota Vitz R1	2021



**At the base of the pyramid, Group Rally5 represents the ideal option for entering into rally. Additionally, these cars offer the possibility to easily move up to Rally4.**

**The guiding principle of the Rally5 regulations is simplicity. The only components that have to be approved by the FIA are the bodyshell (homologated in Rally5 or Rally4 from 2020), the seat mountings and the harness.**

**The other components are either from the production car (engine, brakes, etc.), or free, as long as they comply with Article 260 of Appendix J.**

**This is therefore an opportunity for teams and the tuners who wish to assemble cars with locally available parts. However, Renault and Ford offer ready-built models that are ready to race.**

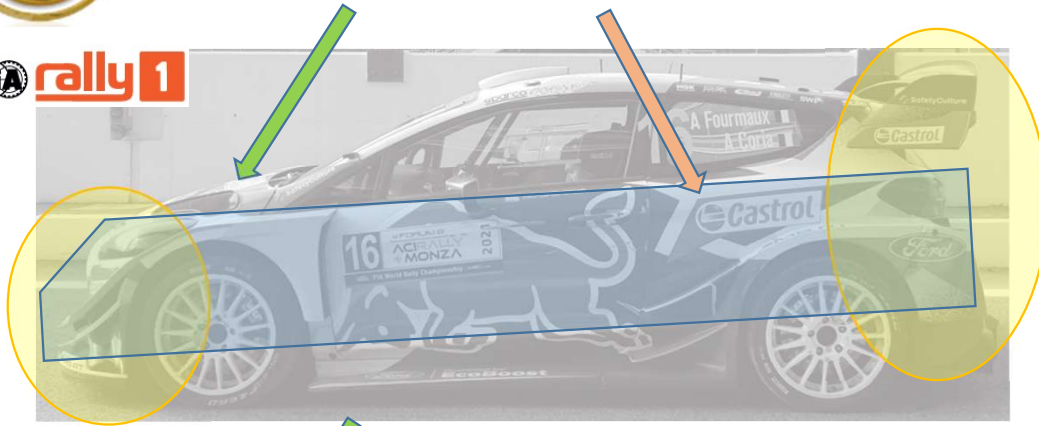
**Compared with the old R1s, the Rally5 cars have both higher performance and are more versatile, because they can be driven on dirt without any reliability issues.**





# AUTOMOBILE CLUB DE MONACO - COMTECH

FIA rally 1



FIA rally 2



FIA rally 3



FIA rally 4



FIA rally 5 : standard bodywork