



2023 O4WD Guidelines on Changes

For 2023, the ARA plans to further limit the performance for O4WD and align it with the RC2 category.

The O4WD changes are intended to:

- a) Lower overall performance to be similar to RC2
- b) Reduce overall development cost
- c) Allow a larger variety of vehicles to be competitive at the top level

It is understood the amount of time, effort, and money currently required to be competitive at the top level of the sport in the US, so the decision was made to simplify the class in an effort to make competition more attainable. With these factors in mind, we believe this will expand competition and more teams fighting for overall wins and the championship.

In general, the bodywork design of all Open Class (O4WD, O2WD, and NA4WD) vehicles is meant to be closer to the production-based bodies with simple changes, similar to that of the Rally2 vehicles currently competing worldwide.

The following information is meant as a guide to assist in modifying existing and new cars for O4WD in 2023 and forward. The written rules will be released in late summer. If there are specific questions in the meantime, reach out directly to Doug Nagy, the ARA Technical Director, at Doug@ARA-Rally.com.

Overall Bodywork and Dimensions

- All bodywork changes from OEM must be submitted to the ARA Technical Director a minimum of 45 days before the start of event and approved by ARA before being used in competition.
- Total width not to exceed OEM width plus 10%. Total width cannot exceed 2000mm (including mirrors) in any case.
- Total vehicle length may not exceed OEM measurements +/- 1%
- Front and rear overhang may not exceed OEM measurements +/- 75mm

Tires/Wheels

- The upper part of the wheel and tire located above the wheel hub center must be covered by the bodywork when viewed in plan view.

Front Fascia/Bumper

- The basic shape of the front fascia must be of similar appearance to OEM, other than the permitted variances. No additional elements (such as dive planes) may be added or enlarged/reduced.

- The lateral part of the front fascia may be widened only in order to align with the widening of the front fenders.
- The lowest 100mm of the front bumper may not protrude beyond the portions immediately above when viewed in a vertical projection. The lowest 100mm of the front bumper may be detachable.
- The radiator opening of the front bumper and fascia may be enlarged or reduced. Additional openings in the front bumper or fascia may be added for the sole purpose of providing cooling air flow to the front brakes or auxiliary heat exchangers located in the front engine compartment. Openings may be covered with a wire mesh.

Front Fender

- The basic shape of the fender must be of similar appearance to OEM, other than permitted variances.
- The fender may be widened in the vicinity of the wheel opening to meet the RTR 3.1.3 requirements. This may be obtained by means of an extension or a new part may be created. Changes must be for the sole purpose of covering the wheel.
- No additional air intakes or outlets are permitted
- The addition of aerodynamic elements is not permitted.

Rear Fender

- Rear Fender (Definition): The body side rearward of the rear most door cut line and below the lower edge of the visible part of rear side window and rear window to where it meets the rear bumper.
- The fender may be widened in the vicinity of the wheel opening to meet the RTR 3.1.3 requirements. This may be obtained by means of an extension or a new part may be created. Changes must be for the sole purpose of covering the wheel.
- No additional air intakes or outlets are permitted.
- The addition of aerodynamic elements is not permitted.

Rear Bumper

- The basic shape of the rear bumper must be of similar appearance to OEM, other than the permitted variances. No additional elements may be added on or below the bumper. Additionally, elements may not be enlarged/reduced.
- The lateral part of the rear bumper may be widened only in order to align with the widening of the rear fenders.
- A modification of the original cut-out for the exhaust, or to create a cut-out specifically for the exhaust, is authorized. No additional openings or vents are permitted.
- The addition of rear diffusers is no longer allowed.

Rear Doors

- Localized modification of the rear doors is authorized only to allow the passage of the wheel or the addition of an extended wheel arch flare to work in conjunction with modifications to the rear fender.

Rear Wing

- RTR 3.1.4 is unchanged.
- Only one rear wing is permitted with one main horizontal profile. The main horizontal profile is defined by air passing above and below the profile.

Engine Cover

- Openings in the engine cover are permitted, but must be covered by wire mesh. Louvers and trim cannot extend more than 15mm above hood surface.

Driveline

- Up to 6 forward gears are permitted. Either a manual shift or sequential gear selection is permitted, provided its operation is solely mechanical.
- Production-based active center differentials may be used. The method of control over such a center differential is free. Non-production active center differentials or transfer cases are not permitted.
- Front and Rear differentials are not permitted to be electronically controlled or activated.

Chassis

- Wheelbase may be modified up to +/- 75mm.
- Total track width not to exceed OEM width plus 10%. Total track width cannot exceed 2000mm in any case.
- Minimum weight to stay at 2900lbs.

Engine

- National O4WD entries must use a 33mm restrictor for all forced induction engines up to 2600cc. Maximum boost pressure will be 2.5bar absolute.
- Regional O4WD teams may use the 34mm restrictor for the 2023 season with a maximum boost pressure of 2.5bar absolute. In 2024, all O4WD cars must use a 33mm restrictor, regardless of regional or national entry.
- Teams must use either an FIA pop-off valve or ARA boost monitoring system at National (and concurrent Regional) events and at Super Regional events for 2023.
- O4WD Engines larger than 3320cc are subject to technical review and must be approved. Existing approvals are rescinded; any such entrants must re-apply for a new technical review.
- Continued use of the VP R5.1 spec fuel for the National O4WD and RC2 classes.
- "Fresh Air" style ALS systems are permitted.

Updated/New Definitions

OEM: Original equipment is defined as all items of standard or optional equipment that could have been ordered with any particular bodywork variant of the model, installed on the factory production line, and delivered through a dealer or manufacturer. This does not include special orders, "one-offs" or pre-production vehicles. Dealer installed options, except as required by manufacturer directives (no matter how common), are not included in this definition.

Manufacturer: An automobile business currently or previously engaged in the manufacture and selling of vehicles for road use by the general public. "One off", kit builders, or custom builders do not qualify as a manufacturer.

Production (Based): A vehicle or components produced by a Manufacturer for road use.

RTR 3.6 International Vehicles

3.6.2 Vehicle Eligibility

The vehicle must be based on a model built by a recognized manufacturer. It is the intent of these rules that all vehicles be based on production vehicles built for road use. Eligibility is restricted to street-licensed, closed-bodied vehicles. Non-production-based vehicles built from the ground up, are explicitly prohibited.

RTR 4.1.2 Production-Based

a) Must be a production-based chassis originally designed for road use.

Preston Osborn

A handwritten signature in black ink, appearing to read 'P. Osborn', with a long horizontal flourish extending to the right.

ARA Competition Director