



July 13, 2023

To: ARA Competition License Holders

Rule Updates and Proposals for 2024 Season

The ARA is announcing rule updates and proposed changes in advance of the 2024 season. Many of the changes are based on feedback from competitors and following open dialog with competitors and groups. We appreciate the competitors who have reached out directly, so we can address concerns.

Part of the proposal is a change to the overall approach to rules. Concerns over the speeds and capabilities of the national level cars have resulted in recent regulation changes. While these changes were necessary for the pinnacle of the sport in the ARA, regional competitors may struggle to make changes. So, the ARA is considering slight variations between the regional and national regulations. The concern of this direction is complicating the rules and making it more difficult for competitors and event scrutineers. However, if this concept can preserve the competition at the national level while making the sport more accessible, it may be worthwhile to pursue.

The following items affect all classes. There are mainly clarifications, with minor safety updates.

- **Cabin Ventilation:** Ventilation, to include roof scoops and vents, are permitted in all classes. These features must not provide any other function other than cabin ventilation or pressurization.
- **Side/Rear View Mirrors:** Replacing the OEM mirrors with alternative mirrors will be acceptable for all classes. As of now, there are no size requirements. However, the mirrors should provide adequate vision for competitors to see behind them for transit and road safety purposes.
- **Parking Brakes:** Parking brake requirements have been too nebulous within the ARA rules. The requirement will be added to the regulations. Vehicles must be able to be held in place on a horizontal surface by means of a brake. This can be done with a traditional inner drum on the rear brakes or tied into the handbrake.
- **Windows:** All windows, other than the forward-facing windshield, may be replaced with polycarbonate. This will be an update to 2.2.6.f.
- **Steering Columns:** There are concerns over fixed steering columns that are not collapsible or have offset joints. When reviewing information from other series, there have been documented incidents where fixed steering columns have severely injured drivers. The specific wording of the rule is yet to be finalized but will require either collapsible columns or offset joints to protect the safety of the driver.
- **Bolt in Cages:** Cage designs with bolt in or removable members are not permitted, regardless of homologation status.

L4WD Changes

- **Sequential Shift:** As the L4WD class has evolved, the “base” level of the class has shifted. The expectation to be competitive requires a sequential shift and has reset the expectations of the class. While the sequential shift transmissions are still a premium part, they are much more attainable. Because of this, the weight penalty for utilizing a sequential shift transmission will be removed.
- **Alternate Approved Turbos:** The purpose of the alternate approved turbos in the L4WD class is a bit misunderstood. The list is to provide competitors with a more affordable and readily available alternative to the OEM turbos. It is not intended to be a significant performance upgrade to their OEM counterparts. As some of the more common cars in the series age, obtaining parts has become more difficult. In light of that reasoning, we are removing the weight penalty for using those approved turbos. In addition, we are asking for feedback to add turbos to that list. They must be comparable to the OEM turbos in performance, available via retail sales, and at a price point comparable or less expensive than the OEM equivalent.
 - Please use this link (<https://forms.gle/aiSyNhataWJkPutBz9>) by 9/1/2023 if you would like to request a specific turbo (meeting the above criteria) be added to the list.
- **Alternative material for bodywork:** Teams have found that as OEM manufactures stop production on parts, finding replacement bodywork is difficult. With the current restriction on bodywork, the replacement pieces must match the material of the OEM piece. The regulation will be updated to allow alternative materials for bodywork, if the component weighs at least as much as the OEM part without modification. The design of the component must still be the same. For example, one would not be able to use a carbon fiber hatch and add ballast to bring it to the OEM weight. This only applies to removeable bodywork.
- **Regional L4WD Restrictor Sizes:** The reason for the restrictor changes for 2023 were due to the performance seen in the L4WD class. The top and average speeds were of concern and prompted the updates. A group of competitors reached out with alternative solutions to protect the longevity of the turbos and other equipment. Understanding that budgets and expectations differ between the national and regional competitors, we are following that feedback and proposing an alternative solution for regional competitors ONLY. In short, we are proposing a 36mm restrictor, but with a low boost limit; likely under 2.0 bar absolute. This is not meant as a performance or competitive upgrade, but as a way to lower the stress on the turbo. Additional monitoring will be necessary to run this option and details will emerge if we move forward with the proposal.
 - If you are a currently L4WD competitor or considering the class, please go to this link: <https://forms.gle/fPcGf4L331fnzXHx9> to fill out a survey so we can collect data on the proposal.

NA4WD Changes

- Similar to the reasoning of the L4WD sequential shift weight, the NA4WD class will no longer require a weight penalty for adding a sequential shift transmission.

O4WD Note

- It is still our intention to have the O4WD performance be equal to the Rally2 cars. From the data collected over the first half of the year, the performance of the vehicles is closer than the results show. While there may be minor tweaks made there are no expected changes to the powertrain or driveline regulations for the class.

L2WD

- No specific changes.

O2WD

- No specific changes.

If you have any questions, concerns, or feedback, reach out to Preston Osborn at Preston@ara-rally.com.

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

Preston Osborn

ARA Competition Director