



# FIA RALLY CAR PYRAMID

2021 EDITION





# FOREWORD



**Dear Presidents, Dear Delegates,**

Approved by the World Motor Sport Council in June 2018, the new FIA Rally Car Pyramid has been designed to structure the market, to adapt our categories to the automobile industry changes and above all to respond to the demands of the competitors. Whether it concerns drivers or teams, new young talent or gentleman drivers, everyone can now find the product that best meets their needs.

The implementation of this pyramid has consequences, such as the nomenclature of the groups between Rally1 and Rally5, or the arrival of the new Rally3 cars from 2021. During a period in which the challenges faced are more numerous than ever, we have resolved to pursue our path to continue to make motor sport more accessible and safer.

This document is intended to present the portfolio of cars accepted in the FIA Championships in 2021, so that you can, if necessary, adapt your national regulations at the same time as ensuring sporting equity and a sound coexistence with the vehicles from previous generations.

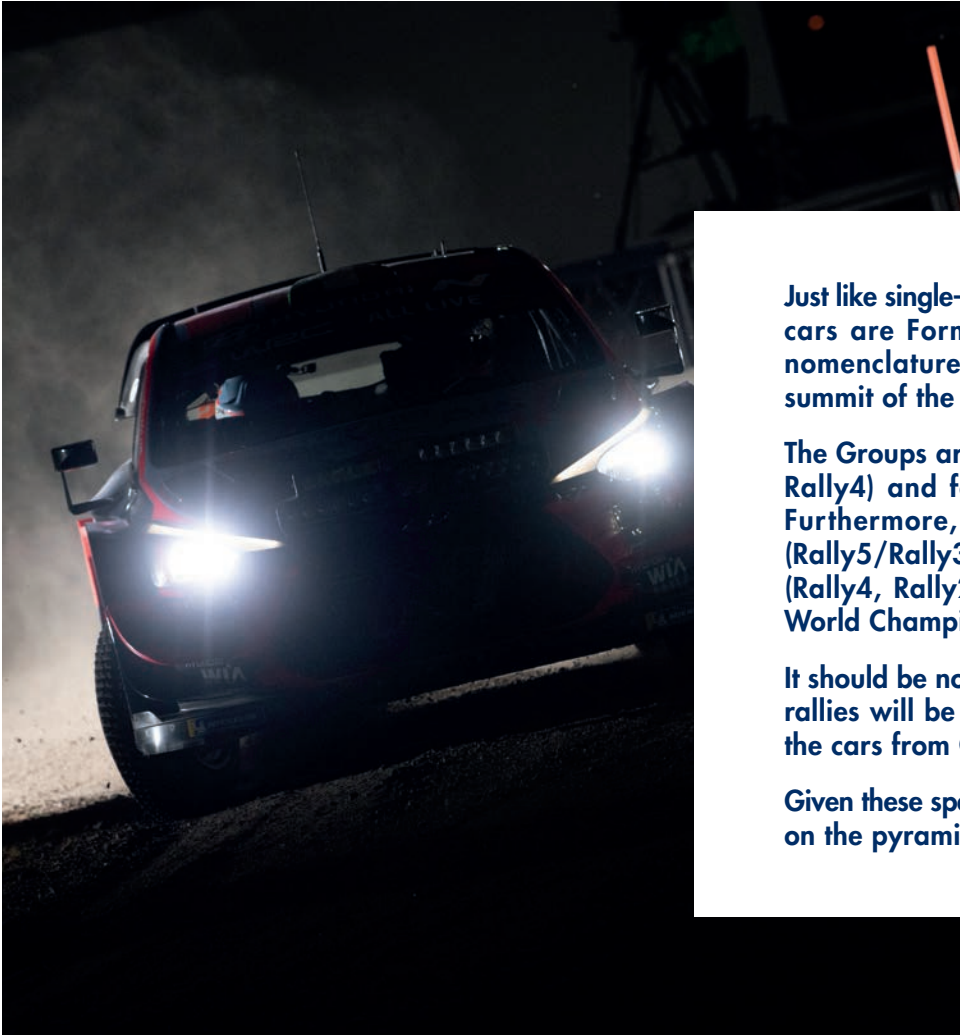
We are always ready to listen to you, and my team and I remain at your disposal to discuss this matter, in person, or by email at the following address: [rally@fia.com](mailto:rally@fia.com).

Yours sincerely,

A handwritten signature in blue ink, consisting of stylized, cursive letters that appear to read 'Y. Matton'.

**Yves Matton,**  
FIA Rally Director

# THE FIA RALLY CAR PYRAMID



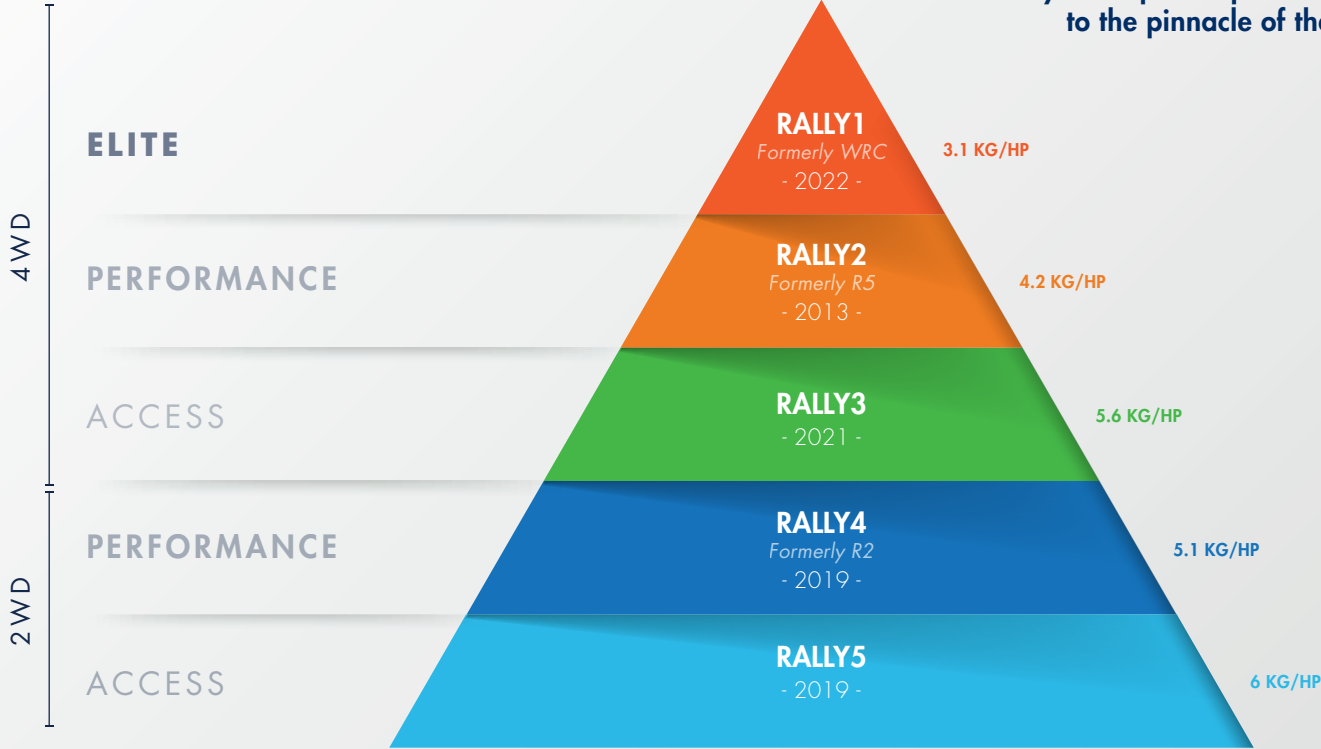
Just like single-seater racing, in which the most high-performance cars are Formula 1 machines, rally is adopting a similar nomenclature: the smallest figure is synonymous with the summit of the pyramid.

The Groups are spread out between two-wheel drive (Rally5/Rally4) and four-wheel drive cars (Rally3/Rally2/Rally1). Furthermore, some categories are based on accessibility (Rally5/Rally3), while others are dedicated to performance (Rally4, Rally2 and Rally1, which represent the elite in the World Championship).

It should be noted that the sporting Classes in FIA international rallies will be using the same numbering as the Groups (e.g. the cars from Group Rally2 competing in Class RC2).

Given these specific characteristics, Group RGT is not represented on the pyramid, but is described in this document

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

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.



CLASS	RC1
FIA REGULATIONS	Appendix J - Article 255A
TRANSMISSION	Four-wheel drive
ENGINE CAPACITY	Up to 1600 cm3 turbo with 36 mm restrictor
MINIMUM WEIGHT	1,190 kg
POWER TO WEIGHT RATIO	3.1 kg/hp

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.





## A genuine success story

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.



CLASS	RC2
FIA REGULATIONS	Appendix J - Article 261
TRANSMISSION	Four-wheel drive
ENGINE CAPACITY	Up to 1,620 cm <sup>3</sup> turbo with 32 mm restrictor
MINIMUM WEIGHT	1,230 kg
POWER TO WEIGHT RATIO	4.2 kg/hp
MAXIMUM PRICE	€198,840 excl. tax
PRICE CAP	Regulations include price caps for spare parts

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.



## RALLY2 Homologated cars



HOMOLOGATION NUMBER	BRAND AND MODEL	HOMOLOGATION END
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

## Other cars accepted in Class RC2

### 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.





## A bridge between nostalgia and modernity

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



### CLASS

### RGT

#### FIA REGULATIONS

Appendix J - Article 256

#### TRANSMISSION

Two-wheel drive

#### POWER TO WEIGHT RATIO

3.4 kg/hp

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.



## Good value and fun to drive!

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.

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

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.



## The best of two-wheel drive

Group Rally4 incorporates the highest-performance front-wheel drive cars, previously called R2s. On tarmac as well as dirt, they perform at a high level.



CLASS	RC4
FIA REGULATIONS	Appendix J - Article 260
TRANSMISSION	Two-wheel drive
ENGINE CAPACITY	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
MINIMUM WEIGHT	1,080 kg
POWER TO WEIGHT RATIO	5.1 kg/hp
MAXIMUM PRICE	Approximately €70,000 excl. tax
PRICE CAP	Regulations include price caps for spare parts

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.



## RALLY4 Homologated cars



## Other cars accepted in Class RC4

### 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.



HOMOLOGATION NUMBER	BRAND AND MODEL	HOMOLOGATION END
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



## The best choice for starting out

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.



### CLASS

RC5

### FIA REGULATIONS

Appendix J - Article 260

### TRANSMISSION

Two-wheel drive

### ENGINE CAPACITY

Up to 1,600 cm<sup>3</sup> naturally aspirated

Up to 1,333 cm<sup>3</sup> turbocharged

### MINIMUM WEIGHT

Naturally aspirated and turbo up to 1,067 cm<sup>3</sup>: 1,030 kg

### POWER TO WEIGHT RATIO

Turbo from 1,067 to 1,333 cm<sup>3</sup>: 1,080 kg

### MAXIMUM PRICE

6 kg/hp

### PRICE CAP

Around €40,000 excl. tax

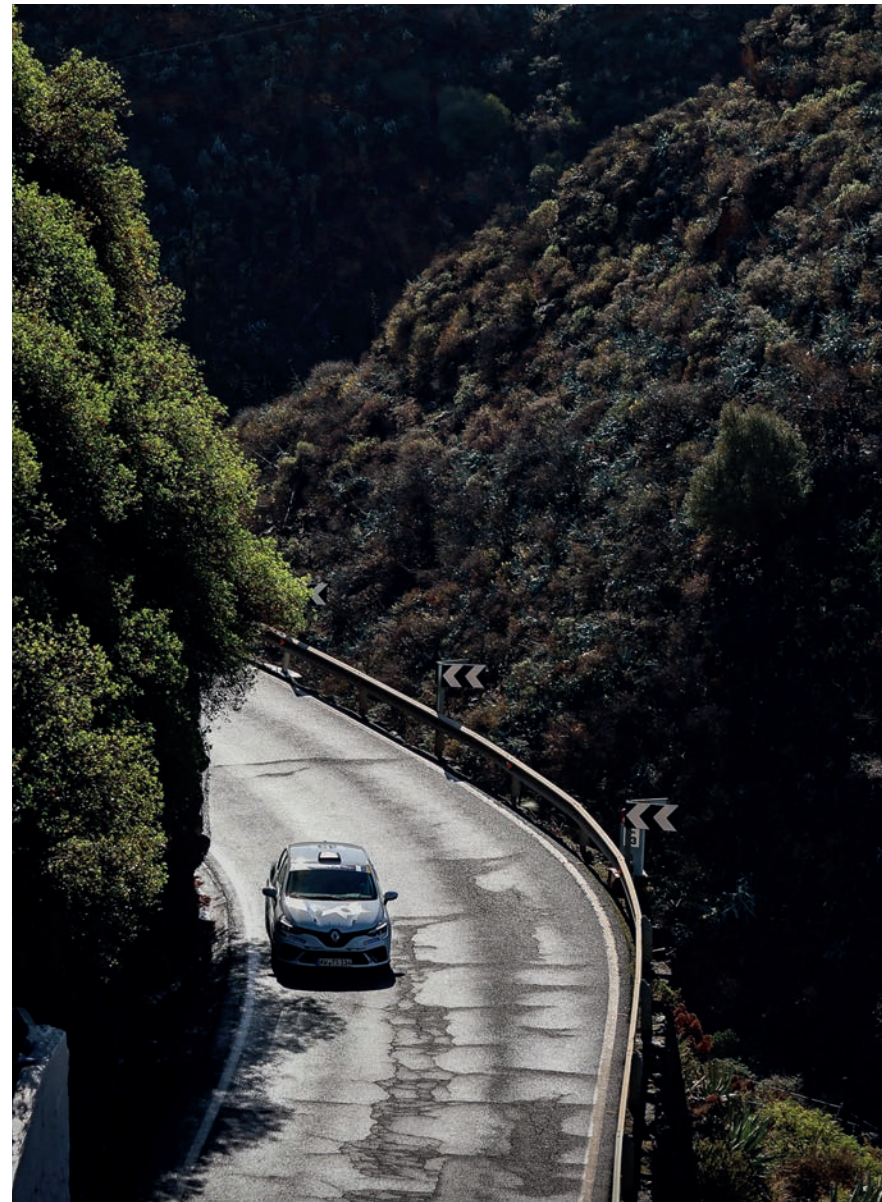
The guiding principle of the Rally5 regulations is simplicity. The only components that have to be approved by the FIA are the bodyshell (homologated in Rally5 or Rally4 from 2020), the seat mountings and the harness. The other components are either from the production car (engine, brakes, etc.), or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



## RALLY5 Homologated cars



HOMOLOGATION NUMBER	BRAND AND MODEL	HOMOLOGATION END
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



# ACCEPTANCE OF THE GROUPS IN THE FIA RALLY CHAMPIONSHIPS

CLASS	GROUP	WRC	ERC/ERT	ARC / APRC / MERC NACAM / CODASUR
RC1	Rally1	✓		
RC2	Rally2	✓	✓	✓
	Rally2 Kit	✓	✓	✓
	NR4 > 2.0		✓	✓
	S2000-Rally		✓	✓
	R4			✓
RGT	RGT	✓	✓	✓
RC3	Rally3	✓	✓	✓
RC4	Rally4	✓	✓	✓
	R2	✓	✓	✓
	R3	✓	✓	✓
	Group A < 2.0		✓	✓
RC5	Rally5	✓	✓	✓
	R1	✓	✓	✓

## In accordance with Article 2.7.1.c of the International Sporting Code

“Unless there is an indication to the contrary on the homologation form excluding certain evolutions, Groups A, N, R and RGT Automobiles are permitted, during a further period of eight years following the expiry of their homologation, to participate in international Rallies other than those of the World Rally Championship on the following conditions:

- the FIA homologation papers are produced at administrative checking and at scrutineering;
- the Automobiles are in conformity with the technical regulations (Appendix J) valid at the date of the expiry of their homologation and are in a sound condition to participate, at the discretion of the scrutineers;
- the size of turbo restrictors used on these Automobiles and the minimum weight must be those currently valid.”





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