

REGULATION CHANGES FOR CONSULTATION

Committee:	Rallies Committee
Date of meeting:	28th April 2010
Closing date for consultation:	20th August 2010
Email for comments:	rally@msauk.org

Section R

Existing Regulation

48.2.1. Production Car Engines with a maximum of six cylinders:

a) Petrol engines with forced induction 2000cc with a 34mm restrictor or 2500cc with a 32mm restrictor, and diesel engines with forced induction 2500cc with a 37mm restrictor..

47.1.1. Stage Rally Cars with a CCLB issued before 1st January 2009, and which complied with H265 or H266 of the 2008 regulations, must comply with 46.1, 48.1.1, 48.1.8, 48.1.9, 48.1.10, 48.1.11, 48.1.12, 48.1.13, 48.2.5, 48.5, 48.6, 48.7 and 48.10, from 1st January 2012. CCLBs for these vehicles remain valid until such time as the vehicle requires a full re-inspection following rebuilding, but may be returned to the MSA for updating ownership, colour and other minor details.

47.1.2. All Stage Rally Cars with a CCLB issued before 1st January 2009 and which complied with H267 of the 2008 regulations, with 46.1, 46.3, 48.1.1, 48.1.8, 48.1.9, 48.1.10, 48.1.11, 48.1.12, 48.1.13, 48.2.5, 48.5, 48.6, 48.7. and 48.10, from 1st January 2012 and must have been re-inspected and issued with a new CCLB prior to that date.

Proposed Regulation

48.2.1. Production Car Engines with a maximum of six cylinders:

a) Petrol engines with forced induction 2000cc with a 34mm restrictor or 2500cc with a ~~32mm~~ **33mm** restrictor, and diesel engines with forced induction 2500cc with a 37mm restrictor..

Reason: Clarification to align with revised FIA Restrictor sizes

Date of implementation: 1st January 2011

47.1.1. Stage Rally Cars with a CCLB issued before 1st January 2009, and which complied with H265 or H266 of the 2008 regulations, must comply with 46.1, 48.1.1, 48.1.8, 48.1.9, ~~48.1.10~~, 48.1.11, ~~48.1.12~~, 48.1.13, 48.2.5, 48.5, 48.6, 48.7 and 48.10, from 1st January 2012. CCLBs for these vehicles remain valid until such time as the vehicle requires a full re-inspection following rebuilding, but may be returned to the MSA for updating ownership, colour and other minor details.

47.1.2. All Stage Rally Cars with a CCLB issued before 1st January 2009 and which complied with H267 of the 2008 regulations, **must comply with** 46.1, 46.3, 48.1.1, 48.1.8, 48.1.9, ~~48.1.10~~, 48.1.11, ~~48.1.12~~, 48.1.13, 48.2.5, 48.5, 48.6, 48.7. and 48.10, from 1st January 2012 and must have been re-inspected and issued with a new CCLB prior to that date.

47.1.3. Any Stage Rally Car with a CCLB issued before 1st January 2009 must comply with 48.1.10. and 48.1.12. from 1st January 2011.

Reason: To introduce safety film and mud flaps to all cars a year early.

Date of implementation: 1st January 2011

1.1.3. Dual Status Permits may be issued for Rallies where there are separate awards and where a substantial proportion of the route is either different or reduced in distance or severity.

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Reason: Delete. Regulation is restrictive and no longer deemed necessary.

Date of implementation: 1st January 2011

6.1.3.

Rally plates must be displayed at the front and rear of the car.

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6.1.6. On Multi-Use Stage Rallies front and rear plates are at the organiser's discretion.

6.1.6. On Multi-Venue Stage Rallies rally plates must be displayed at the front and rear of the car. On Multi-Use Single Venue Stage Rallies front and rear plates are at the organiser's discretion..

Reason: Administrative tidying up and clarification.

Date of implementation: 1st January 2011

18.5.3. An auxiliary lamp provides a beam other than that provided by the headlamp.

18.5.3. An auxiliary lamp provides a beam other than that provided by the headlamp. With the exception of cars classified as Periods A-D the maximum diameter of the lens of any auxiliary lamp must not exceed 180mm.

Reason: .To stop the use of excessively intrusive and oversized auxiliary lamps. Oversized auxiliary lamps give the public the impression that road rally cars are stage rally cars.

Date of implementation: 1st January 2012

18.6.3. Brakes are free but must comply with Construction and Use Regulations.

18.6.3. Brakes are free but must comply with Construction and Use Regulations. A hydraulic handbrake is permitted providing the existing manufacturers handbrake lever and pivot point are used.

Reason: .To stop the use of WRC style handbrake levers which are inappropriate and which give the public the impression that road rally cars are stage rally cars..

Date of implementation: 1st January 2012

18.3.3. Engines must comply with the silencing levels G.11.1, J.5.17 and 4.1 and have induction air filter elements fitted that ensure the vehicle complies with noise regulations J.5.17.

18.3.3. Engines must comply with the silencing levels G.11.1, J.5.17 and 4.1 and have induction air filter elements fitted that ensure the vehicle complies with noise regulations J.5.17. Exhaust systems must contain two silencers.

Reason: .To reduce resonance common with single silencer exhaust systems and which is not evident during static noise testing

Date of implementation: 1st January 2012

5.1. Competing cars must comply with the appropriate Technical Regulations (18-20, 46-49, and Section J).

5.1. Competing cars must comply with the appropriate Technical Regulations (18-20, 46-49, and Section J). Commercial vehicles are not permitted in rallies except in accordance with J5.20.6. and where the time schedule is set to a lower average speed compliant with MV(C&T)R. (2.3.2.(c))

Reason: .To remind organisers of legal restrictions concerning the eligibility of commercial vehicles

Date of implementation: 1st January 2011

Clubsport Permits

D4.5. Available for:

Clubsport Permits

D4.5. Available for:

(l) Navigation Rallies limited to 20 cars not being part of a championship.

Reason: .As a means to encourage participation in Navigation Rallies in those regions where the sport is barely evident and to encourage competitors to progress from 12 car Navigation Rallies. Route Authorisation remains a requirement.

Date of implementation: 1st January 2011

12.7. A Competitor found to have traversed a distance greater than four miles between two consecutive time controls in less than three-quarters of the time specified by the Official time schedule will be penalised in accordance with 13(b). In calculating the penalty, any fraction of minute will be ignored.

12.7. A Competitor found to have traversed a distance greater than four miles between two consecutive time controls in less than three-quarters of the time specified by the Official time schedule will be penalised in accordance with 13(b). In calculating the penalty, any fraction of minute will be ignored. Competitors may not make up time between two time controls where the distance traversed is less than 4 miles.

Reason: .Clarification.

Date of implementation: 1st January 2011

None

9.3.1. Quiet Zones. Any Quiet Zone in a competitive section must be monitored by a Driving Standards Observer.

None

9.3.2. The end of a Quiet Zone should be indicated by an end of QZ Board.

8.2.1. Regional Associations may appoint a Driving Standards Observer (G.11.1 to G.11.2).

8.2.1. Regional Associations may ~~may~~ **must** appoint a Driving Standards Observer to ~~to~~ **Road Rallies** (G.11.1 to G.11.2).

Reason: . To discourage competitors from ignoring Quiet Zones, to physically clarify the end of QZs and to reintroduce Regional Associations appointment of a DSO to Road Rallies

Date of implementation: 1st January 2011

6.1.2. For Endurance Road Rallies rally plates must be displayed at the front or rear of the car and 2 x numbers for each rear side window which shall be 25cm high with a stroke width of at least 25mm, coloured fluorescent orange (PMS 804) and may be reflective. These numbers shall be in place at the top of the rear side windows.

6.1.2. For Endurance Road Rallies rally plates must be displayed at the front or rear of the car and 2 x numbers for each rear side window which shall be ~~25cm~~ **15cm** high with a stroke width of at least 25mm, coloured ~~fluorescent orange (PMS 804)~~ **or yellow** and may be reflective. These numbers shall be in place at the top of the rear side windows.

Reason: The chemicals used to make fluorescent numbers have been banned by the EU. The revised specification allows organisers to buy readily available numbers as used by Motocross events, which reduces costs. These numbers have been trialled on an event and proved satisfactory.

Date of implementation: 1st January 2011

None

10.1.4. At the start of any Section or Special Test held in whole or in part on private property the organisers must provide a spill kit.

None

28.5. At the start of every Special Stage the organisers must provide a spill kit.

None

18.6.5. Where an event includes any Section or Special Test held wholly or in part on private property all vehicles must carry a small spill kit complying with J5.20.13. ~~Recomended~~ **Recommended** for events held wholly on the public highway.

None

19.8.1. Where an event includes any Section or Special Test held wholly or in part on private property all vehicles must carry a small spill kit complying with J5.20.13. ~~Recomended~~ **Recommended** for events held wholly on the public highway.

None

20.1.18. All vehicles must carry a small spill kit complying with J5.20.13.

None

46.1.5. All vehicles must carry a small spill kit complying with J5.20.13.

***Reason:** To mandate the carriage of spill kits in all rally cars where any part of the event takes place on private property and for organisers to provide a bigger spill kit at the start of any Section, Test or Special Stage held wholly or in part on private property, and to recommend the carriage of spill kits where events are wholly held on the public highway.*

Date of implementation: 1st January 2011