

REGULATION CHANGES FOR CONSULTATION

Committee:	Cross Country Committee
Date of meeting:	15th May 2012
Closing date for consultation:	17 th August 2012
Email for comments:	crosscountryconsultation@msauk.org

Section P

Existing Regulation

11.3.2. The average speed must not exceed 30mph unless run in accordance with minimum safety requirements of a Hill Rally Special Stage, when the average speed must not exceed 50mph.

Safety

Competitive Safari, Point to Point and Hill Rally

56.13. Monocoque vehicles: These are of unitary construction employing an integral chassis structure.

56.13.1. They must mount their roll-cages in accordance with K.1.3.2, and may fit a diagonal as K Appendix 2, drawings 50 and 51.

No Regulation

Proposed Regulation

11.3.2. The average speed must not exceed 30mph unless run in accordance with minimum safety requirements of a Hill Rally Special Stage, when the average speed must not exceed 50mph. **Competitive Safaris timed in excess of 30mph shall be referred to as Safari Plus.**

Safety

Competitive Safari, Point to Point and Hill Rally

56.13. Monocoque vehicles: These are of unitary construction employing an integral chassis structure.

56.13.1. They must mount their roll-cages in accordance with K.1.3.2, ~~and~~ may fit a diagonal as K Appendix 2, drawings 50 and 51. **and must fit longitudinal door bars complying with K.1.3.5(b) (side sections K Appendix 2 Drawing number 9).**

56.13.2. **An centre roof bar must be installed either diagonally or, if evenly spaced in line with the exterior longitudinal bars, as shown in K Appendix 2, drawing 53. If more than one centre bar is fitted, the bars must be evenly spaced. Double crossed roof bars, to the minimum specification for Optional Members, are strongly recommended, as shown in K Appendix 2, drawing 10**

No Regulation

56.14. Vehicles with chassis: These employ a separate chassis structure from the body or superstructure.

56.14.8. The backstays where mounted directly to the chassis may be configured either in line with the main chassis members or angled to the rear roll bar as shown in K Appendix 2, drawing 57

56.14.10. An optional centre bar may be installed either diagonally or, if evenly spaced in line with the exterior longitudinal bars, as shown in K Appendix 2, drawing 53. If more than one centre bar is fitted, the bars must be evenly spaced.

No Regulation

56.13.3. It is recommended that a horizontal bar be incorporated in the front hoop, located approximately in line with the base of the windscreen, which may be bolted or welded to the front hoop members and shall comply with the specifications for an optional member (57.1.).

56.14. Vehicles with chassis: These employ a separate chassis structure from the body or superstructure.

~~**56.14.8.** The backstays where mounted directly to the chassis may be configured either in line with the main chassis members or angled to the rear roll bar as shown in K Appendix 2, drawing 57.~~

The backstays where mounted directly to the chassis must be angled to the main roll hoop as shown in K Appendix 2, drawing 57.

Existing vehicles configured with the backstays mounted in line with the main chassis members as shown in K Appendix 2, drawing 57 are permitted.

~~**56.14.10.** An optional centre bar may~~ **must** be installed either diagonally or, if evenly spaced in line with the exterior longitudinal bars, as shown in K Appendix 2, drawing 53. If more than one centre bar is fitted, the bars must be evenly spaced. **Double crossed roof bars, to the minimum specification for Optional Members, are strongly recommended, as shown in K Appendix 2, drawing 10.**

56.14.13. External front hoops must be fitted with a horizontal bar, approximately in line with the base of the windscreen, of the same material and dimensions as specified for the main members of the ROPS, and which may be bolted or welded to the front hoop. Recommended for vehicles with an internal front hoop where installation is practical.

No Regulation

56.15. Spaceframe vehicles: These are constructed entirely from a framework including an integral roll-cage made of tubes and/or box sections.

No Regulation

No Regulation

No Regulation

56.14.14. Must be fitted with sill bars of the same material and specification as the main ROPS, or box section steel, being a minimum of 40mm x 40mm x 3mm or 50mm x 25mm x 3mm. These may be welded or bolted to the main longitudinal chassis members.

56.15. Spaceframe vehicles: These are constructed entirely from a framework including an integral roll-cage made of tubes and/or box sections. **For Safari Plus and all Hill Rallies,** those elements comprising the primary chassis components must be of at least the same material and dimensions as the primary ROPS members., or equivalent box section steel

56.15.4. A centre roof bar must be installed either diagonally or, if evenly spaced in line with the exterior longitudinal bars, as shown in K Appendix 2, drawing 53. If more than one centre bar is fitted, the bars must be evenly spaced. Double crossed roof bars are strongly recommended, to the minimum specification for Optional Members, as shown in K Appendix 2, drawing 10.

56.15.5. It is recommended that a horizontal bar be incorporated in the front hoop, located approximately in line with the base of the windscreen, being of the same material and dimensions as the main ROPS members and which may be bolted or welded to the front hoop members. **For Safari Plus and all Hill Rallies** this horizontal bar is mandatory.

56.15.6. A single longitudinal door bar of the same material and dimensions must be fitted, as shown in K Appendix 2, drawing 9.

Reason: *To update and improve the ROPS Specification for Competitive Safaris and Hill Rallies.*

Date of implementation:

Recommended : 1st January 2013

Mandatory : 1st January 2014

No Regulation

56.2.3. Be equipped on all wheels with mudguards which present no sharp edges and cover the complete wheel (flange+rim+tyre) around an arc of 120 degrees. This minimum coverage must:

- be achieved with a continuous surface of rigid material within which ventilation louvres may be fitted. The tyre must not be visible when viewed from above.

- extend forward ahead of the axle line.

- extend downward behind the wheel.

***Reason:** This Cross Country Specific regulation mirrors J5.2.6. except for the omission of the requirement to have no more than 50mm of tyre visible above the axle line when viewed from the rear. The Committee has not yet identified a standard production 4x4 that meets that requirement.*

Date of implementation: 1st January 2013

10.1.2. The target time must be set at no more than 20mph average.

10.1.2. The target time must be set at no more than ~~20mph~~ **22mph (10m/s)** average.

***Reason:** The existing 20mph maximum average equates to 8.9m/s. The change to 10m/s makes it much easier to calculate the Section Bogey Time and whilst this is a slight increase in speed, Timed Trial Sections are limited to a maximum length of 320m.*

Date of implementation: 1st January 2013