

REGULATION CHANGES FOR CONSULTATION

Committee:	Historic Committee
Date of meeting:	19 th February 2013
Closing date for consultation:	10 th May 2013
Email for comments:	historicconsultation@msauk.org

Section (R) Rallying

Existing Regulation

Historic Road Rally Cars

19.1. *Historic Road Rally Cars are categorised in the following periods:*

19.1.3. *Historic Category 3 Road Rally Cars must have been registered between 1 January 1975 and 31 December 1981, comply with their FIA Group 1 or 3 homologation papers, and comply with 18.1 to 18.6 inclusive (see also 19.5). They can compete for their own awards only, and they will not be included in the overall or Class results.*

19.1.5. No current regulation

19.1.6 No current regulation

19.2. Cars in categories 1, 2 and 3 registered after the appropriate date may be Permitted, provided that documentary evidence is submitted to the MSA to show that the specific car (not model) was manufactured within the specified period.

Proposed Regulation

Historic Road Rally Cars

19.1. *Historic Road Rally Cars are categorised in the following periods:*

19.1.3. *Historic Category 3 Road Rally Cars must have been registered between 1 January 1975 and 31 December 1981, comply with their FIA Group 1 or 3 homologation papers, and comply with 18.1 to 18.6 inclusive (see also 19.5). ~~They can compete for their own awards only, and they will not be included in the overall or Class results.~~*

19.1.5. *Historic Category 4 Road Rally Cars must have been registered between 1 January 1982 and 31 December 1985, comply with their FIA Group A or N homologation papers, and comply with 18.1 to 18.6 inclusive (see also 19.5).*

19.1.6 *FIA Appendix K to the International Sporting Code: Historic Road Rally Cars fully compliant with the current FIA Appendix K. Cars must have been issued with a valid FIA Historic Technical Passport (HTP) of Historic Regularity Car Pass (HRCP), be in compliance with this document and the current FIA Appendix K at all times.*

19.2. Cars in categories 1, 2, ~~and 3~~ and 4 registered after the appropriate date may be Permitted, provided that documentary evidence is submitted to the MSA to show that the specific car (not model) was manufactured within the specified period.

19.2.1. This evidence should include any technical Documentation supplied by the manufacturer, documents relative to the vehicle, information available concerning chassis and engine numbers and similar details from reliable and authenticated sources. On receipt of satisfactory evidence the MSA will issue a Historic Rally Vehicle Identity Form (HRVIF) which must be presented at scrutineering with the registration document.

19.2.2. All cars in Category 3 are required to have a valid Historic Rally Vehicle Identity Form (HRVIF). Those in Category 3 must have the relevant FIA Homologation Forms attached.

Permitted Modifications

19.3.1. Modifications are only allowed if they were available before 1 January 1968 in the case of Historic Category 1 Road Rally Cars, before 1 January 1975 in the case of Historic Category 2 Road Rally Cars, and only homologated modifications before 31 December 1981 in the case of Historic Category 3 Road Rally Cars.

Recommended Classes

19.5.1. The MSA may also grant discretionary waivers for Historic Category 2 and 3 Road Rally Cars in respect of 18.2.

Wheels, Tyres and Brakes

19.7.5. The fitting of tyres with an aspect ratio of less than 70% is prohibited.

19.2.1. This evidence should include any technical Documentation supplied by the manufacturer, documents relative to the vehicle, information available concerning chassis and engine numbers and similar details from reliable and authenticated sources. On receipt of satisfactory evidence the MSA will issue a Historic Rally Vehicle Identity Form (HRVIF) which must be presented at scrutineering with the registration document.

~~**19.2.2.** All cars in Category 3 are required to have a valid Historic Rally Vehicle Identity Form (HRVIF). Those in Category 3 must have the relevant FIA Homologation Forms attached.~~

Permitted Modifications

19.3.1. Modifications are only allowed if they were available before 1 January 1968 in the case of Historic Category 1 Road Rally Cars, before 1 January 1975 in the case of Historic Category 2 Road Rally Cars, and only homologated modifications before 31 December 1981 in the case of Historic Category 3 Road Rally Cars **or 31st December 1985 in the case of Historic Category 4 Road Rally Cars.**

Recommended Classes

19.5.1. The MSA may also grant discretionary waivers for Historic Category 2, 3 **and 4** Road Rally Cars in respect of 18.2.

Wheels, Tyres and Brakes

19.7.5. The fitting of tyres with an aspect ratio of less than ~~70~~**65**% is prohibited.

Cars Eligible

49.1. Historic Category 1 Rally Cars:
Must have been first registered before 1 January 1968

49.2. Historic Category 2 Rally Cars:
Must have been first registered between 1 January 1968 and 31 December 1974

49.3. Historic Category 3 Rally Cars:
Includes cars registered and homologated in Groups 1, 2, 3 or 4 between 1 January 1975 and 31 December 1981. Cars in Category 3 must comply with their Homologation forms and Appendix J of the 1981 FIA Yellow Book.

49.4. FIA Appendix K to the International Sporting Code: Historic Rally Cars fully compliant with the current FIA Appendix K may compete for their own awards only. They will not be included in the overall results. Cars must have been issued with a valid FIA Historic Technical Passport (HTP), be in compliance with this document and the current FIA Appendix K at all times. Vehicles are exempt from 46.1.3.

Cars Eligible

49.1. Historic Category 1 Rally Cars:
Must have been first registered before 1 January 1968

49.1.2. Historic Category 2 Rally Cars:
Must have been first registered between 1 January 1968 and 31 December 1974

49.1.3. Historic Category 3 Rally Cars:
Includes cars registered and homologated in Groups 1, 2, 3 or 4 between 1 January 1975 and 31 December 1981. Cars in Category 3 must comply with their Homologation forms and Appendix J of the 1981 FIA Yellow Book.

49.1.4 Historic Category 4 Rally Cars:
Includes cars registered and homologated in Groups A, N and B between 1 January 1982 and 31 December 1985 excluding any cars that were regulated out by the FIA in period from rallies for safety reasons. Cars in Category 4 must comply with their Homologation forms and Appendix J of the 1985 FIA Yellow Book.

Cars homologated in Group B with an effective engine capacity exceeding 1600cc must have been issued with a valid FIA Historic Technical Passport (HTP), be in compliance with this document and the current FIA Appendix K at all times.

49.4. 2 FIA Appendix K to the International Sporting Code: Historic Rally Cars fully compliant with the current FIA Appendix K ~~may compete for their own awards only. They will not be included in the overall results.~~ Cars must have been issued with a valid FIA Historic Technical Passport (HTP), be in compliance with this document and the current FIA Appendix K at all times. Vehicles are exempt from 46.1.3.

Historic Categories 1, 2 and 3

49.5. A validated Historic Rally Vehicle Identity Form (HRVIF) must be obtained from the MSA and presented at scrutineering. This will be the definitive document for the technical specification of the vehicle for which it has been issued.

49.5.1. Cars in any of the three categories registered after the appropriate date may be Permitted, providing that documentary evidence is submitted to the MSA with the identity form to show that the specific car (not model) was manufactured within the specified period. This evidence will include any technical documentation supplied by the manufacturer, documents relative to the vehicle, information available concerning chassis and engine numbers and any other details from reliable and authenticated sources as may be available. On receipt of satisfactory evidence the MSA will issue an Historic Rally Vehicle identity form which must be presented at scrutineering with the registration document.

49.5.2. Category 3 vehicles must also present their Homologation forms.

Permitted Modifications

49.6. Only period modifications used in rallying on the particular make and model of car are permitted for Historic Category 1, 2 and 3 Rally Cars.

49.6.2. Modifications are only allowed if they were available before:

1 January 1968 for Historic Category 1 Rally Cars.

1 January 1975 for Historic Category 2 Rally Cars.

1 January 1982 for Historic Category 3 Rally Cars.

Historic Categories 1, 2, ~~and 3~~ and 4

49.5. A validated Historic Rally Vehicle Identity Form (HRVIF) must be obtained from the MSA and presented at scrutineering. This will be the definitive document for the technical specification of the vehicle for which it has been issued.

49.5.1. Cars in any of the three categories registered after the appropriate date may be Permitted, providing that documentary evidence is submitted to the MSA with the identity form to show that the specific car (not model) was manufactured within the specified period. This evidence will include any technical documentation supplied by the manufacturer, documents relative to the vehicle, information available concerning chassis and engine numbers and any other details from reliable and authenticated sources as may be available. On receipt of satisfactory evidence the MSA will issue an Historic Rally Vehicle ~~Identity Form~~ which must be presented at scrutineering with the registration document.

49.5.2. Category 3 ~~and Category 4~~ vehicles must also present their Homologation forms

Permitted Modifications

49.6. Only period modifications used in rallying on the particular make and model of car are permitted for Historic Category 1, 2, ~~and 3~~ and 4 Rally Cars.

49.6.2. Modifications are only allowed if they were available before:

1 January 1968 for Historic Category 1 Rally Cars.

1 January 1975 for Historic Category 2 Rally Cars.

1 January 1982 for Historic Category 3 Rally Cars.

1 January 1986 for Historic Category 4 Rally Cars

Recommended Classes

No existing regulation

Engine

49.8.3. Forced induction is only permitted if by means of a mechanically driven super-charger, or by an exhaust driven turbocharger if fitted as original equipment by the vehicle manufacturer (48.2.1(a)). Such cars will be classified as having an engine capacity increase of one third.

49.8.5 No existing regulation

Safety

49.9.6 No existing regulation

Recommended Classes

49.7.5 Historic Category 4 Rally Cars. 1.1.82 – 31.12.85

- Class E1 Up to 1300cc
- Class E2 1301cc to 1600cc
- Class E3 1601cc to 2000cc
- Class E4 Over 2001cc

Engine

49.8.3. Forced induction is only permitted if by means of a mechanically driven super-charger, or by an exhaust driven turbocharger if fitted as original equipment by the vehicle manufacturer (48.2.1(a)). Such cars in **Category 1, 2 and 3** will be classified as having an engine capacity increase of one third. **Cars in Category 4 will be classified as having an engine capacity increase of 70% and must be fitted with a 34mm restrictor at a maximum of 50mm from the extremes of the compressor blades.**

49.8.5 Cars in Category 4 equipped with rotary engines will be subject to an equivalency factor of 1.2.

Safety

49.9.6 Cars in Category 4 must comply with R48.10.1

Reason:

To introduce Category 4 as a new category in both Historic Road Rallying and Historic Stage Rallying. To introduce a category for FIA Appendix K compliant cars in Historic Road Rallying.

To relax the requirement for Category 3 Road Rally vehicles to be issued with an HRVIF and present Homologation papers. These papers are not required in any other historic road rally category.

To allow Historic rally vehicles in all categories to compete for overall awards.

To relax the minimum tyre aspect to 65% for Historic Road Rally Cars.

All of the above should increase participation in Historic Rallying, both road and stage, by removing certain administrative barriers and increasing the number of eligible cars.

Implementation: **01/01/2014**

Section (R) Rallying

Existing Regulation

Historic Categories 1, 2, 3 and 4

49.5. A validated Historic Rally Vehicle Identity Form (HRVIF) must be obtained from the MSA and presented at scrutineering. This will be the definitive document for the technical specification of the vehicle for which it has been issued.

49.5.3 No current regulation

49.5.4 No current regulation

Proposed Regulation

Historic Categories 1, 2, 3 and 4

49.5. A validated Historic Rally Vehicle Identity Form (HRVIF) must be obtained from the MSA and presented at scrutineering. This will be the definitive document for the technical specification of the vehicle for which it has been issued.

The HRVIF will remain valid for a period of 10 years from the date of issue or such time as the registered owner of the vehicle changes.

49.5.3 Upon issue of the validated HRVIF the applicant will be issued with two Motor Sports Association Registered Historic Rally Vehicle stickers (appendix 1: Drawing Number 49.5). These stickers must be affixed to the car one per side located on the rear section of the front wing.

An MSA licenced Eligibility Scrutineer may remove the MSA stickers if the vehicle is found not to comply with R49-49.11.4.

49.5.4 If a car is presented for scrutineering with a minor Technical Regulation irregularity, which is considered not to affect performance, an MSA Licenced Eligibility Scrutineer (or his deputy) can mark page 1 of the HRVIF with a red dot, recording in writing the reasons on the appropriate page of the form. The competitor must correct the irregularity before the next event.

If this irregularity is not corrected by the next event, the matter will be reported to the Clerk of the Course (or the Championship Stewards where the Clerk of the Course has no championship function).

Appendix 1: Drawing 49.5.3



Reason:

To introduce a validity life for the HRVIF document to ensure the information contained within is as current as possible.

To introduce an identification sticker for genuine historic vehicles complying with the MSA historic stage rally regulations. This will distinguish on events those vehicles which are genuine historic and those which are not.

To introduce a system to mark the HRVIF document where a technical irregularity is found to encourage competitors to ensure their vehicles remain compliant. This mirrors the FIA HTP red dot system.

Implementation: **01/01/2014**