

REGULATION CHANGES FOR CONSULTATION

Committee:	Historic Committee
Date of meeting:	18 th May 2011
Closing date for consultation:	18 th August 2011
Email for comments:	historicconsultation@msauk.org

Section R

Existing Regulation

(R)49 The MSA has created the Regulations in 49 so that Historic Cars may be used for competitions under a set of rules that preserve the specification of their period and prevent modifications of performance and behaviour which could arise through the application of modern technology. Historic competition is not simply another formula in which to acquire trophies, it is a discipline apart, in which one of the essential ingredients is a devotion to the cars and to their history. Historic Motor Sport enables the active celebration of the History of the Motor Car.

Historic Special Stage Rally vehicles must comply with Special Stage Rally Technical Regulations with the following exceptions 46.2, 46.3, 48.2, 48.2.6, 48.3, 48.4, 48.5, 48.6, 48.8.

And the regulations below.

Proposed Regulation

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Historic Special Stage Rally vehicles must comply with Special Stage Rally Technical Regulations with the following exceptions 46.2, 46.3, 48.2, 48.2.6, 48.3, 48.4, 48.5, 48.6, 48.8, **48.10.1**

And the regulations below.

Reason: To remove the anomaly between (R)48.10.1 and (R)49.8.2

Implementation: 01/01/2012

(R) 49.8.1 Historic Vehicles must comply with 48.10.2 to 48.10.10

(R)49.8.2 Vehicles must be equipped with a safety rollover bar to K1.6.1 and K1.6.2, Section K Appendix 2, Drawing 37. Dotted lines signify optional features.

(R)49.8.3 Door bars may be of single tube, crossed tube or twin tube design.

(R)49.8.4 Additional tubes for the mounting of harness straps are permitted.

(R)49.8.5 All bars must remain within the confines of the Passenger compartment and must not be used as suspension pick up point bracing unless the Competitor can prove that this was done in period to specific models.

~~**(R) 49.8.1** Historic Vehicles must comply with 48.10.2 to 48.10.10~~

Reason: (R)49.8.1 duplicates (R)49

Implementation: 01/01/2012

(R)49.8.2 Vehicles must be equipped with a safety rollover bar in accordance with **K1 to (K)1.4.3 inclusive, ~~✗(K)1.6.1 and ~~K1.1.6.2~~~~** Section ~~✗(K)~~ Appendix 2, Drawing 37 **a) or b)**. Dotted lines signify optional features.

(R)49.8.3 Door bars may be of single tube, crossed tube or twin tube design **[Section (K) Appendix 2 drgs. 12 (g) or (h)]**. **A single Diagonal Member is mandatory, a second Diagonal Member may be added to form crossed diagonals. Diagonals may be either installed across the Main Rollbar or between the Backstays.**

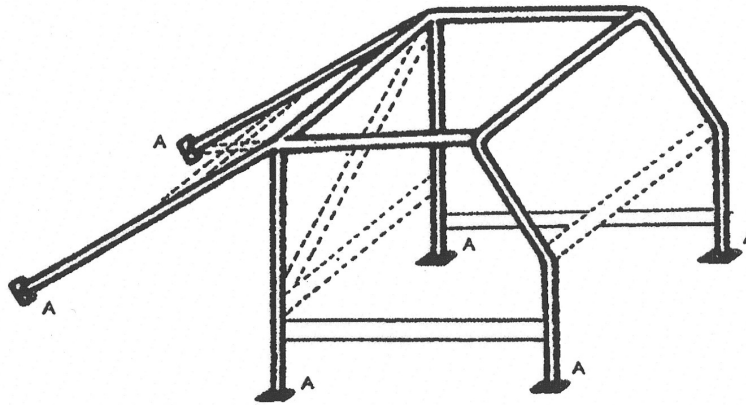
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(R)49.8.5 All bars must remain within the confines of the Passenger compartment and must not be used as suspension pick up point bracing unless the Competitor can prove that this was done in period to specific models.

Reason: The current Regulation makes no references to the requirements in (K) for minimum material requirements, minimum mounting foot dimensions etc. The change in (R)49.8.3 clarifies that a single diagonal is the minimum requirement, that crossed diagonals may be used and that the diagonals can either be across the Main Rollbar or across the Backstays. This reflecting what has become custom and practice

Implementation: 01/01/2012

Existing



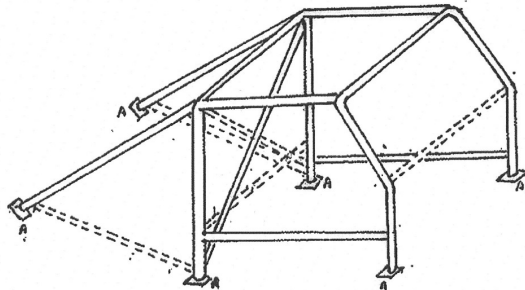
==== Mandatory minimum requirement
 - - - - - Maximum options permitted
 A Mandatory mounting points

Additionally a further 8 points may be attached to the bodyshell.
 Competitors should note that an installation to this drawing may contravene FIA Appendix K regulations.
 Doorbars may alternatively be as shown in figure 12(g) or (h).

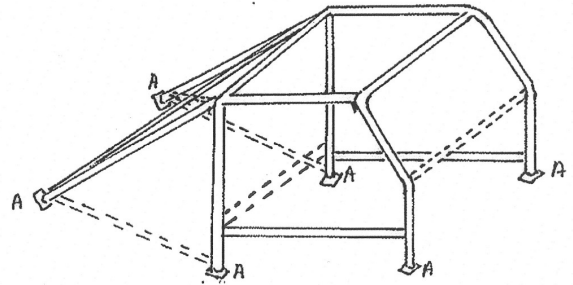
Drawing No. 37

Proposed

a) Diagonal(s) across Main Hoop



b) Diagonal(s) across Back Stays



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 Competitors should note that an installation to this drawing may contravene FIA Appendix K regulations.
 Doorbars may alternatively be as shown in figure 12(g) or (h).

Drawing No. 37

(R) 25.2.1 Competitors on Historic Special Stage Rallies must present at scrutineering an MSA or FIA Historic Vehicle Identity Form.

(R) 25.2.2 This will be the definitive document for both technical eligibility and age.

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~~**(R) 25.2.2** This will be the definitive document for both technical eligibility and age.~~

Reason: Regulations applicable to Historic Special Stage Rallies are set out in (R)49 thus to have regulations only applicable to Historic Special Stage Rallies within (R)25 means those regulations can easily be overlooked. There is also confliction between these two regulations and (R)49.4

Implementation: 01/01/2012

(R)49.4 An Historic Rally Vehicle Identity Form (HRVIF) must be obtained from the MSA.

(R)49.4 An **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.**

Reason: The proposal clarifies that the HRVIF is to be presented at scrutineering and is the reference against which the vehicle will be checked.

Implementation: 01/01/2012

(R)19.2.2 All cars in Category 3 are required to have a valid Historic Technical Passport to which the relevant FIA Homologation Forms must be attached.

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

Reason: In the revising of the Yearbook wording it appears that the established requirement for all cars to have identity papers has been lost. Reference to "Historic Technical Passport" is incorrect and has been changed to "Historic Rally Vehicle Identity Form."

Implementation: 01/01/2012