

## REGULATION CHANGES FOR CONSULTATION

Committee:	Speed Events Committee
Date of meeting:	25 <sup>th</sup> April 2018
Closing date for consultation:	8 <sup>th</sup> June 2018
Email for comments:	<a href="mailto:SpeedConsultation@msauk.org">SpeedConsultation@msauk.org</a>

### Section N

#### Existing Regulation

No Current Regulation

#### Proposed Regulation

##### **(N)9. Historic Rallycross**

The MSA has created the Regulations in 9 so that Historic Cars may be used for competitions under a set of rules that seek to 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 Rallycross vehicles must comply with the regulations below and Rallycross Vehicle Technical regulations (6), with the exception of 6.3.

##### **(N)9.1. Cars Eligible**

Must have been Homologated or be a model commercially available before 31<sup>st</sup> December 1991.

**(N)9.1.2.** A validated Historic Rallycross Vehicle Identity Form (HRXVIF) 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 HRXVIF 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.

**(N)9.1.3.** Cars manufactured 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) is of the same specification as one manufactured within the specified period. This evidence will include any technical documentation supplied by the manufacturer, documents relative to the vehicle, and any other details from reliable and authenticated sources as may be available. On receipt of satisfactory evidence the MSA will issue an Historic Rallycross Vehicle Identity Form which must be presented at scrutineering.

#### **Permitted Modifications**

**(N)9.2.** Only period modifications used in Rallycross on the particular make and model of car are permitted.

**(N)9.2.1.** They should be detailed on the Historic Rallycross Vehicle Identity Form and duly ratified by the MSA.

**(N)9.2.2.** In all cases the onus of proving a modification as being period rests with the Competitor who must submit the required documentary evidence.

**(N)9.2.3.** Exceptionally, the MSA may grant a dispensation to use non-original parts, parts from a different model, or parts from a later period, provided that the use of these parts does not confer an advantage in either performance or reliability. The MSA will give consideration to written requests from Competitors who are unable to source vital components.

#### **Engine**

**(N)9.3.** The engine is free but the block must be from a Series Production or FIA homologated engine and must have the same number of cylinders as the original engine for that model. The engine must be located within the original engine compartment. Twin engine configurations are not permitted unless homologated in that form.

**(N)9.3.1.** Standard Wankel units are considered as three cylinders, twin Wankel units as six cylinders.

**(N)9.3.2.** Be equipped with a positive method of throttle closing in event of linkage failure, by means of an external spring to each throttle spindle.

**Date of Implementation:** 1<sup>st</sup> January 2019

**Reason:** *Regulating for Historic Rallycross.*

**(N)6.2.7.** The Bodywork must be of the vehicle manufacturers specifications and minimum thickness with the exception of airboxes, radiators rear wings/rear quarter panels and removable parts and panels, which may be of alternative materials. Seam welding, and localised gussets/reinforcement is permitted.

**(N)6.2.7.** The Bodywork must be of the vehicle manufacturers specifications and minimum thickness with the exception of airboxes, radiators, **front wings**, rear wings/rear quarter panels and removable parts and panels, which may be of alternative materials. Seam welding, and localised gussets/reinforcement is permitted.

**Date of Implementation:** 1<sup>st</sup> January 2019

**Reason:** *Regulating for common practice, recognising that some vehicles are welded.*