

## REGULATION CHANGES FOR CONSULTATION

Committee:	Rallies Committee
Date of meeting:	4 <sup>th</sup> April 2017
Closing date for consultation:	27 <sup>th</sup> July 2017
Email for comments:	<a href="mailto:ralliesconsultation@msauk.org">ralliesconsultation@msauk.org</a>

### Section L

#### Existing Regulation

##### Tyres for Special Stage Rallies

3. For Rallies, all tyres used on the Public Highway must comply with the relevant Motor Vehicle Construction and Use Regulations, in addition to dimensions laid down in R.48.5 (Stage Rallies).

3.1. It is the Competitor's responsibility to ensure that only moulded tyres are used at all times. A moulded tyre is defined as one having a tread pattern with a width of 170mm (85mm each side of the tyre centre line) and a circumference of 140mm. In this area, the surface taken up by grooves at least 5.5mm deep and 2mm wide must occupy at least 17% of the total. This tread pattern must be moulded.

3.2. The sum of the width of the grooves encountered by a circumferential line in the area described above must be at least 4mm. The sum of the width of the grooves encountered by a radial line must be at least 16mm. The bridge blocks and sipes must be considered as part of the tread pattern if they are less than 2mm.

3.3. With the exception of tyres specified in List 6, hand cutting is permitted, but only for the purpose of introducing additional grooves no deeper than those moulded into a new tyre. Hand cutting in order to increase the depth of existing moulded grooves is prohibited.

3.4. At all times during an event the tread depth must not be less than 1.6mm over at least three quarters of the tread pattern.

3.5. FIA homologated tyres are recommended for Stage Rallies. All tyres contained in Lists 1A and 1B are automatically authorised for all Rallies except Endurance Road Rallies (List 4). Please bear in mind that road legal List 1A tyres and some specialist motor sport tyres may not have strengthened sidewalls more normally used in the construction of tyres in List 1B and Rally

#### Proposed Regulation

##### Tyres for Special Stage ~~All~~ Rallies

3. For Rallies, all tyres used on the Public Highway must comply with the relevant Motor Vehicle Construction and Use Regulations, in addition to ~~dimensions laid down in~~ requirements specified in R18.4. (Road Rallies), R19.7. (Historic Road Rallies), R20.1.14 (Endurance Road Rallies), R.48.5 (Stage Rallies) and R49.10 (Historic Stage Rallies).

~~3.1. 3.4.~~ At all times during an event the tread depth must not be less than 1.6mm over at least three quarters of the tread pattern.

~~3.1.1.~~ Tyres marked 'For Racing Purposes Only' are prohibited on ~~all~~ Rallies **Tyres For Road Rallies.**

**3.2.** For all Road, Navigation, Targa Road and Historic Road Rallies, tyres;

a) on List 1A, 1B, 3, 4, 5 and 6 are permitted where E marked.

b) on List 1C are not permitted.

c) with the exception of tyres on List 6, tyres marked for "competition use" are not permitted.

d) on the current FIA List of Asphalt Eligible Tyres are not permitted in any size.

**3.2.1.** For Endurance Road Rallies only List 4 tyres are permitted.

**Tyres for Stage Rallies.**

~~3.3. 3.5.~~ FIA homologated tyres are recommended for Stage Rallies. All tyres contained in Lists 1A, and 1B, and 6 are automatically authorised for all Rallies except Endurance Road Rallies (List 4).

FIA homologated tyres are recommended for stage rallies. All tyres contained in Lists 1A, 1B and 6 are authorised for use on all sealed surface stage rallies. Only tyres from List 6 are authorised for use on unsealed surface stage rallies.

tyres homologated by the FIA. Tyres marked 'For Racing Purposes Only' are prohibited on Rallies.

## Section R

**18.4.2.** All moulded slick tyres are prohibited including those listed as FIA Approved Moulded Slick Tyres.

**Additionally for Single Venue Stage Rallies, where no part of the itinerary traverses the Public Highway, tyres from List 1C are authorised.**

Please bear in mind that road legal List 1A tyres and some specialist motor sport tyres may not have strengthened sidewalls more normally used in the construction of tyres in List 1B and Rally tyres homologated by the FIA. ~~Tyres marked 'For Racing Purposes Only' are prohibited on Rallies.~~

**3.3.1. 3.3.** With the exception of tyres specified in List **1A, 1B and 6**, hand cutting is permitted, but only for the purpose of introducing additional grooves no deeper than those moulded into a new tyre. Hand cutting in order to increase the depth of existing moulded grooves is prohibited.

~~**3.1.** It is the Competitor's responsibility to ensure that only moulded tyres are used at all times. A moulded tyre is defined as one having a tread pattern with a width of 170mm (85mm each side of the tyre centre line) and a circumference of 140mm. In this area, the surface taken up by grooves at least 5.5mm deep and 2mm wide must occupy at least 17% of the total. This tread pattern must be moulded.~~

**3.2.** The sum of the width of the grooves encountered by a circumferential line in the area described above must be at least 4mm. The sum of the width of the grooves encountered by a radial line must be at least 16mm. The bridge blocks and sipes must be considered as part of the tread pattern if they are less than 2mm.

~~**18.4.2.** All moulded slick tyres are prohibited including those listed as FIA Approved Moulded Slick Tyres.~~

### Reason:

The recent exclusion of a competitor at a Road Rally for presenting a car fitted with tyres that appear on the "List of Eligible Asphalt Tyres for FIA Rallies" lead to much discussion concerning tyre eligibility with particular focus on Tyre Lists 1B and 1C. Before delving into the complexities of those two tyre lists a brief history of the origins and purpose of the Tyre Lists may prove helpful.

The MSA Tyre Advisory Panel as it now is, consists of representatives from the MSA, principally the Technical Department, and representatives from the Manufacturers or their UK agents.

Tyre List 1 exists to establish tyres that are suitable for use in circuit racing and speed events. Until recently it would have been clear enough to state that these were road tyres suitable for racing but changes to EU Regulations, the very reason for the current uncertainty means that that term only serves to confuse the issue further. So Tyre List 1 is determined by the manufacturers or their agents as those tyres so constructed as being able to withstand the particular load and stress cycles that a tyre endures on a race circuit. That group of tyres is then subdivided between tyres suitable for Production Car and Sports Car Racing (List 1A) and Sports/Upgraded Tyres Suitable for Competition.

The point thus far relates to the origin and purpose of Tyre List 1, and before addressing Tyre List 1C it is appropriate to explain the origins of the other Tyre Lists. Tyre List 2 was originally a list of tyres permitted for Car Trials. List 2 was determined by the Trials Committee and was superseded by a regulation that prohibits tyres with winter or aggressive tread patterns. Tyre List 3 is specifically for Sporting Car Trials where the intent is similarly to limit the tractive ability afforded by tread patterns and is compiled by the Trials Committee. Tyre List 4 is determined by the Rallies Committee and contains a list of suitable hard wearing and durable tyres and again with a limit on the aggressive nature of the tread patterns. Tyre List 5 determines the aggressive nature of Cross Country Tyres for Competitive Safaris and Hill Rallies and uses familiar distinctions such as All Terrain (5A) Mud Terrain (5B) and Extreme (5C). This list is compiled by the Cross Country Committee. Finally there is Tyre List 6, the mandatory list of tyres to be used on forest rallies subject to the respective Agreements with FCE, FCS and NRW. Tyre List 6 is set by a panel comprising manufacturers and agents and the MSA Executive, the respective Chairmen of the Rallies Committee and the Rally Championship Steering Group and other representatives from the sport.

Changes brought about by EU Regulations have been quite far reaching across the industry itself and the aspect which is behind the current vexation is caused by the introduction of the EU Labelling Requirement. Cutting straight to the chase a number of the tyres previously on Tyre List 1B are no longer able to comply with the EU regulations. To provide a home for those tyres and remembering that the primary purpose of Tyre List 1 is the categorisation of tyres for use on racing circuits, the MSA Tyre Advisory Panel created Tyre List 1C.

The problem that then develops is when other disciplines use Tyre List 1 for a purpose other than it was created for. Enter for example Rallying. Rallying may be simplistically broken down into Road Rallies and Stage Rallies, the

former where the competition or majority of it takes place on the highway and the latter where the highway merely serves to provide access to the competitive sections held off the highway or where permitted on highways closed to the public. There are of course exceptions to all of this, Road Rallies where the competition is entirely Special Tests off the highway and of course Single Venue Stage Rallies but crucially that distinction remains the influencing factor for the determination of the regulations applied to the respective events.

Having set the scene let us return to the question of tyre eligibility for Road Rallies. The first principle for any Road Rally Car is contained in R18.6.

R18.6. The vehicle must be currently registered and taxed as a Private Car and comply with all statutory regulations as to the Construction and Use regulations (especially regarding brakes, lighting, tyres, warning devices, rear view mirrors, silencers, speedometers, wings and windscreens).

This is further emphasised by R18.4.1. with specific regard to tyres.

R18.4.1. Vehicles must be fitted with tyres that are always legal for use on the public highway.

It shouldn't really need stating but the car must be road legal. That judgement, whether as Scrutineer or competitor, becomes more complicated when you start modifying a car from its original specification. There are a number of factors concerning tyres, sizes, load and speed ratings, condition and so on, equally there is a more general caveat and first principle, that the tyres must be suitable for the purpose of their use. This is of course subjective to a degree but is relevant when considering the matter of the tyres that appear on List 1C.

Road Rallies for the most part will traverse highways in all states of repair and condition, typically the competitive sections will be set over the tighter twistier and poorer roads, often covered in detritus weather caused or dragged onto the highway from adjacent land by agricultural operations. This is a sweeping generalisation but a tyre suitable for a Road Rally needs to have a general suitability to all potential conditions that might be encountered, and unlike a Stage Rally, Road Rallies do not allow outside assistance with the ability to change tyres to suit different conditions. Therefore a tyre that is heavily biased towards a certain set of conditions may not be seen to be "always legal for use on the public highway."

Returning to Tyre List 1C, as stated above the origin of this Tyre List lies in the change to EU Labelling Regulations and the need to find a home for tyres that no longer complied with those legal regulations but which still had a place in racing. The majority of the tyres on Tyre List 1C are advertised and promoted by the manufacturers and their agents emphasising dry weather performance and suitability for circuit and track use. Not qualities that suggest all-weather suitability nor for the less maintained highways and byways so favoured by Road Rally organisers and competitors alike.

Implementation date: 1<sup>st</sup> January 2018

## Section R

### Existing Regulation

#### Targa Rallies

**7.1.9.** Targa Rally. A schedule timed rally where the principal competition comprises the competitor's performance on Specials Tests.

#### Targa Rallies

**16.6.** Targa Rallies must comply with the following;

**18.6.6.** For Road Rallies, Navigation Rallies and Targa Rallies held between 07.00 and 22.00hrs 18.1.2, 18.5, 18.5.1, and 18.5.9 do not apply. 18.6.1 is relaxed to permit advertising not exceeding 1250 sq cm in total.

### Proposed Regulation

#### Targa Road Rallies

**7.1.9.** Targa Road Rally. A schedule timed rally where the principal competition comprises the competitor's performance on Specials Tests.

#### Targa Road Rallies

**16.6.** Targa Road Rallies must comply with the following;

**18.6.6.** For Road Rallies, Navigation Rallies and Targa Road Rallies held between 07.00 and 22.00hrs 18.1.2, 18.5, 18.5.1, and 18.5.9 do not apply. 18.6.1 is relaxed to permit advertising not exceeding 1250 sq cm in total.

#### Reason:

*To clarify that a Targa Rally is a variation of a Road Rally particularly with regard to technical eligibility.*

Implementation date: 1<sup>st</sup> January 2018

## Section R

### For Reference

**40.1.** To be classified as a finisher, a Competitor must report to all controls listed in the Road Book except as provided for in 32.2 (a) where two-thirds of the stages must have been completed and report to the final control within the maximum lateness specified, with the car in which they started.

### Existing Regulation

#### 32.2.

(a) Not reporting or reporting OTL at a Control; Multi-Venue Stage Rallies Or Single Venue Stage Rallies (inc. Rally Timed Trials)	Retired  30 minutes per stage or MTC/TC
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### Proposed Regulation

#### 32.2.

(a) Not reporting or reporting OTL at a Control; Multi-Venue Stage Rallies Or Single Venue Stage Rallies (inc. Rally Timed Trials)  <b>Or</b> <b>Not completing or missing a stage</b>	Retired  30 minutes per stage or MTC/TC  <b>15 minutes plus stage maximum per stage</b>
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### Rejoining the Rally (Rejoin Point)

**40.1.6.** Competitors may only rejoin the rally after missing a Time Control or Special Stage where permitted by the SRs.

**40.1.7.** Having missed a Time Control or Special Stage a competitor may only rejoin the rally in their seeded position. Where no provision is made in the Rally's schedule to provide a restart list the competitor may only rejoin at a designated rejoin point as specified in the SR's, within but not ahead of 15 places of their original seeded position.

**Reason:** To allow a full stage to be missed but allow the SRs to state that a competitor may restart the event.

Implementation date: 1<sup>st</sup> January 2018

**No Existing Regulation**

**10.6.7.** Rallies with Special Tests may not permit vehicles of commercial type, such as vans/pickups (J5.20.6).

**Reason:** To specify that commercial vehicle are not permitted to be used within Rallies.

Implementation date: 1<sup>st</sup> January 2018



## Section R

### Existing Regulation

#### Single Venue Stage Rallies

**34.1.** At each venue there must be a Doctor or MSA Registered Paramedic and an MSA-Licensed Rescue Unit.

**34.1.1.** It is mandatory that an MSA Licensed Recovery Unit (or if unavailable a Commercially Operated Recovery Unit) is placed at or near those stage start locations where a Rescue Unit is positioned.

**34.1.2.** The Chief Medical Officer is responsible – in consultation with the Clerk of the Course and the Event Safety Officer – for ensuring that the required level of medical and rescue cover is provided and for the detailed organisation of doctors, the planning and deployment within stages, the organisation of ambulance meeting points and the notification of hospitals in relation to the stages.

**34.1.3.** The Doctor and Safety Officer in liaison with Stage Commanders should be aware of the evacuation routes from the stage and rendezvous points.

**34.1.4.** The Chief Medical Officer may, following consultation with the Clerk of the Course, appoint a deputy of suitable grade who could take over the Chief Medical Officer's duties in an emergency.

#### Stage Rallies (other than Single Venue Stage Rallies)

**34.2.** At Clubman, National B and National A Multi-Venue Stage Rallies, there must be a Doctor or MSA Registered Paramedic and an MSA-Licensed Rescue Unit at every stage (or group of stages (with a maximum three in close proximity to each other).

**34.2.1.** Those stages without the immediate presence of an MSA Rescue Unit should position an MSA Licensed SSU at the stage start.

**34.2.2.** For every stage over nine miles long, in addition to the above and at a suitable mid-point, there must be a Doctor or MSA-Registered Paramedic and an MSA Licensed Rescue Unit or an MSA-Licensed SSU.

**34.2.3.** It is mandatory that an MSA-Licensed Recovery Unit (or if unavailable a Commercially Operated Recovery Unit) is placed at or near those stage start locations where a Rescue Unit is positioned.

### Proposed Regulation

**34.1.2.** The Chief Medical Officer, **being a Doctor or MSA Registered Paramedic**, is responsible – in consultation with the Clerk of the Course and the Event Safety Officer – for ensuring that the required level of medical and rescue cover is provided and for the detailed organisation of doctors, the planning and deployment within stages, the organisation of ambulance meeting points and the notification of hospitals in relation to the stages.

**34.1.3.** The Doctor **or MSA Registered Paramedic** and Safety Officer in liaison with Stage Commanders should be aware of the evacuation routes from the stage and rendezvous points.

#### Stage Rallies (other than Single Venue Stage Rallies)

**34.2.** At Clubman, National B and National A Multi-Venue Stage Rallies, there must be a Doctor or MSA Registered Paramedic and an MSA-Licensed Rescue Unit at every stage (or group of stages (with a maximum three in close proximity to each other).

**A Chief Medical Officer, who must be a doctor or MSA Registered Paramedic, must be appointed who is responsible – in consultation with the Clerk of the Course and the Event Safety Officer – for ensuring that the required level of medical and rescue cover is provided and for the detailed organisation of doctors, the planning and deployment within stages, the organisation of ambulance meeting points and the notification of hospitals in relation to the stages. The Chief Medical Officer may, following consultation with the Clerk of the Course, appoint a deputy of suitable grade who could take over the Chief Medical Officer's duties in an emergency.**

**Reason:** 34.1.2. & 34.1.3. are clarifications. 34.2. is a clarification and correction. This is a requirement that was lost during previous re-writes and reinstating the regulation clarifies the basic duties and requirements.

Implementation date: 1<sup>st</sup> January 2018

## Section R

### Existing Regulation

**48.5.3.** Have complete wheels (flange + rim + tyre) free providing that they can be housed within the original bodywork (including wing extensions) and that they do not exceed the widths in relation to the cubic capacity of the car:

Up to and including 1150 cc: 7in

Over 1150cc and up to and including 1600 cc: 8in

Over 1600 cc: 9in.

### Proposed Regulation

**48.5.3.** Have complete wheels (flange + rim + tyre) free providing that they can be housed within the original bodywork (including wing extensions) and that they do not exceed the widths in relation to the cubic capacity of the car:

~~Up to and including 1150 cc: 7in~~

~~Over 1150cc and~~ up to and including 1600 cc: 8in

Over 1600 cc: 9in.

#### Reason:

*Many production cars under 1150cc are fitted wider wheel tyres combinations as OE. It is not always possible to source a narrower combination without reducing rim diameter which in turn may foul the brakes.*

Implementation date: 1<sup>st</sup> January 2018

## Section R

### Existing Regulation

#### Safety

**48.10.1.** Have, as a minimum, safety roll-over bars complying with K.1, Section K Appendix 2 Drawing number 5 or 6, and longitudinal door bars complying with K.1.3.5(b) (side sections K Appendix 2 Drawing number 9).

### Proposed Regulation

#### Safety

**48.10.1.** Have, as a minimum, safety roll-over bars complying with K.1, Section K Appendix 2 Drawing number 5 or 6, and longitudinal door bars complying with K.1.3.5(b) (side sections K Appendix 2 Drawing number 9).

For vehicles first issued with a Vehicle Passport from 1<sup>st</sup> January 2019 the following additional members are mandatory:

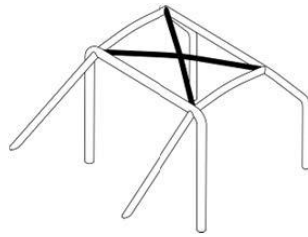
a) Roof Reinforcement complying with K.1.3.5 (c) and Section K Appendix 2 drawing number 10 (a), (b), (c) or (d).

b) Windscreen Pillar Reinforcement complying with K.1.3.5 (e) on each side if Section K Appendix 2 drawing number 63 dimension "A" is greater than 200 mm.

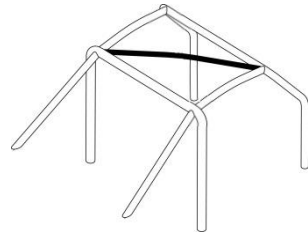
**Reason:** To mandate the use of roof reinforcement bars within Stage Rally vehicles, which help prevent intrusion from the roof panel. Additionally, due to the shallow angle of modern car windscreens becoming a vulnerable area, further reinforcement should be mandated to the windscreen pillars.

**Implementation:** 01 January 2019

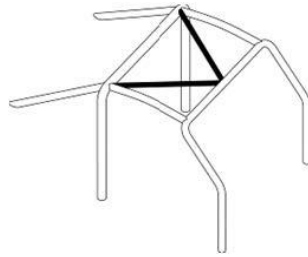
Accompanying Drawings to be added to Section K Appendix 2



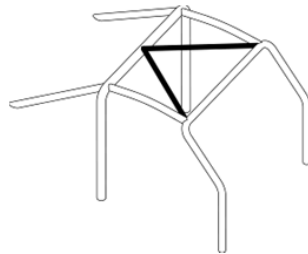
10 (a)



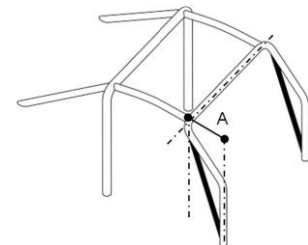
10(b) Bar may be fitted in either orientation.



10 (c)



10 (d)



63