REGULATION CHANGES FOR CONSULTATION

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<th>Committee:</th>
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<td>Date of meeting:</td>
<td>30th March 2011</td>
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<td>Closing date for consultation:</td>
<td>31st May 2011</td>
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<tr>
<td>Email for comments:</td>
<td><a href="mailto:trialsconsultation@msauk.org">trialsconsultation@msauk.org</a></td>
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Please note that new regulations are shown red, deleted text shown struck through.

Section T

Existing Regulation

T11.12. Use only wheels of standard diameter or a maximum of ± 2in that originally specified for that make and model of the vehicle, provided they can be fitted without altering the hubs or anything attached to them.

T11.12.1. If standard wheels on older cars are no longer available, it is permitted to use in their place wheels that are no larger than the originals in either diameter or rim width.

T11.12.2. Where wheels are changed, diameters less than 15in are prohibited.

T11.12.3. Tyres of up to 155 section are permitted, unless a wider section was specified as standard.

T11.12.4. Cars originally fitted with wheels of over 15in diameter can use wheels of 15in diameter.

T10.9. Standard diameter wheels must be used, except for Classes 5(b), 7(a) and 8. In Classes 1 and 3 to 6, where any production car manufactured before 1960 was fitted with wheels of diameter greater than 15in by the manufacturer, Competitors may use smaller diameter wheels on both or either axles.

Proposed Regulation

T11.12. It is permitted to replace standard wheels. Use only wheels of standard diameter or a maximum of ± 2in that originally specified for that make and model of the vehicle, provided they can be fitted without altering the hubs or anything attached to them.

T11.12.1. If standard wheels on older cars are no longer available, it is permitted to use in their place wheels that are no larger than the originals in either diameter or rim width.

T11.12.2. Where wheels are changed, diameters less than 15in are prohibited.

T11.12.3. Tyres of up to 155 section are permitted, unless a wider section was specified as standard.

T11.12.4. Cars originally fitted with wheels of over 15in diameter can use wheels of 15in diameter.

T10.9. Wheels of up to the standard diameter wheels must be used, except for Classes 5(b), 7(a) and 8. In Classes 1 and 3 to 6, where any production car manufactured before 1960 was fitted with wheels of diameter greater than 15in by the manufacturer, Competitors may use smaller diameter wheels on both or either axles.

Date of Implementation: 1st January 2012

Reason: Amendment and simplification of regulations to provide clarity and remove contradiction.

Committee: Trials Committee
Date of meeting: 30th March 2011
Closing date for consultation: 31st May 2011
Email for comments: trialsconsultation@msauk.org
## Section T

### Existing Regulation

**T4.1.1** Passengers must be properly seated, i.e. both the Passenger and the seat back must be upright and facing forward.

**T12.4.6.** One handle must be fixed a minimum of 63.5cm forward of the centre line of the rear axle.

**T12.9.4.** Vehicles must carry at least one spare driving wheel as fitted on the car, fitted with any listed tyre.

**T1.3.12.** If possible, alternative routes should be planned in case of a change of weather conditions.

### Proposed Regulation

**T4.1.1** Passengers must be properly seated, i.e. both the Passenger and the seat back must be upright and facing forward. The passenger must not sit aft of the seat back.

Date of Implementation: 1st January 2012

*Reason: In Sporting Trials the nature of the competition requires the passenger to move their body weight about to assist traction and stability. This regulation is intended to limit the amount of movement permitted to keep the passenger within the extremities of the vehicle.*

**T12.4.6.** Any handle must be fixed a minimum of 63.5cm forward of the centre line of the rear axle must be fixed in accordance to dimension E as detailed in Chart 12.3.

Date of Implementation: 1st January 2012

*Reason: Clarification of regulations for passengers grab handles.*

**T12.9.4.** Vehicles must carry one at least spare only, which must be a driving wheel as fitted on the car, fitted with any listed tyre. It is not permitted to add ballast to the spare wheel.

Date of Implementation: 1st January 2012

*Reason: To stop competitors carrying ballasted spare wheels.*

**T1.3.12.** If possible, alternative routes should be planned in case of a change of weather conditions and to accommodate all types of cars eligible.

Date of Implementation: 1st January 2012

*Reason: To encourage the proper provision of routes to suit all vehicles entered.*
Section T

Existing Regulation

T11.1.1. Two Wheel Drive Production Cars, first registered on or after 12 years prior to 1st January in the current year, taxed for road use, carrying no ballast, no modifications and driven to the venue.

T1.3.24. A medium sized spill kit must be available at the start of each section. Exceptionally for Sporting and Car Trials, where sections are adjacent to one another a single medium sized spill kit may be deployed.

T9.8.3. All vehicles should carry a small spill kit complying with J.5.20.13. Mandatory for Classic Reliability Trials from 1st January 2012.

Chart 12.3.

B Minimum front track measured on C/L of wheel hub
c
C Minimum rear track measured on C/L of wheel hub

Proposed Regulation

T11.1.1. Two Wheel Drive Production Cars, first registered on or after 1.1.98 12 years prior to 1st January in the current year, taxed for road use, carrying no ballast, no modifications and driven to the venue.

Date of Implementation: 1st January 2012

Reason: 1.1.98 provides a suitable cut off point in vehicle design rather than a rolling 12 year limit.

T1.3.24. At single site events a medium sized spill kit must be available at each section or group of adjacent sections. At events which utilize the public highway each vehicle must carry a small spill kit at the start of each section. Exceptionally for Sporting and Car Trials, where sections are adjacent to one another a single medium sized spill kit may be deployed.

Delete

Date of Implementation: 1st January 2012

Reason: The reference to J5.20.13. preceded the definitions and is no longer necessary.

Chart 12.3.

B Minimum front track measured on C/L of wheel hub tyres contact patch
C Minimum rear track measured on C/L of wheel hub tyres contact patch

Date of Implementation: 1st January 2012

Reason: Using the centre line of the tyres contact patch is more appropriate than that of the wheel hub.

T6.2.5. The SRs will specify the location of the finish.

Date of Implementation: 1st January 2012

Reason: There is currently no requirement to define and specify the finish.
REFERRAL TO TECHNICAL ADVISORY PANEL

2011/10  STANDING ITEMS FROM COUNCIL.

b) Safety (General)
Mr Fack referred to Regulation J5.2.2. in particular fire proofing of bulkheads. There are vintage cars with wooden bulkheads. Mr Davis said that this regulation about flame proofing bulkhead has been around for a long time. The Chairman commented on it might be a worry if a situation arose. It was agreed that the Trial Committee ask the Technical Advisory Panel how they would prefer an exemption to be carried out.