REGULATION CHANGES FOR CONSULTATION

<table>
<thead>
<tr>
<th>Committee:</th>
<th>Trials Committee</th>
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<tbody>
<tr>
<td>Date of meeting:</td>
<td>19th March 2014</td>
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<tr>
<td>Closing date for consultation:</td>
<td>23rd May 2014</td>
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<tr>
<td>Email for comments:</td>
<td><a href="mailto:trials@msauk.org">trials@msauk.org</a></td>
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Section T

Existing Regulation

No current regulation

Proposed Regulation

**HSTA Car Formula**

**T14.1** The Historic sporting Trials Car Formula involves four wheel vehicles complying with all Technical Regulations except J5.2.2, J5.2.3, J5.2.4, J5.2.6, J5.20.4, J5.20.6, J5.20.7, J5.20.8, J5.20.9, 9.1, and 9.8 including Period Vehicle Waivers (E to G) and Regulations T12 except T12.3, T12.4.6, T12.5, T12.6, T12.7, T12.8 and T12.9.3 but including T12.3.1.

In the following regulations, the term “Ford Sidevalve” refers to components from the following models: E04A, E494A, E4930A/B, E93A, E493A, E83W, 100E and 103E. The term “period” refers to 1/1/1931-31/12/70.

**Classes**

Vehicles will be divided into two classes, Historic and Post-Historic according to their technical construction in the following regulations.

**Chassis**

**T14.2** Must be of period design, constructed of steel tube and complying with the wheel base and track dimensions shown in Appendix 1 Chart 12.3.

**Body**

**T14.3** The chassis must be covered by an open body of period design constructed from Aluminium, Steel or Fibreglass.

**Engine**

**T14.4** Only the following engines are permitted:-

- Historic Class: Ford Sidevalve, BMC A Series up to 948cc, Austin 7, Reliant 600/700/750 OHV, Reliant 750 Sidevalve. A Maximum of 60 thou overbore is permitted, the stroke must be standard and the camshaft and valves must be in original position.
- Post-Historic Class: In addition to Historic Class approved engines, BMC A Series, Hillman Imp, Renault 16, Ford Kent Series (pre Crossflow and Crossflow) to a maximum of 1650cc.

**T14.4.1** At least one period European Carburettor must be fitted and in operation.

**T14.4.2** Forced induction is not permitted unless originally fitted to the vehicle.

**T14.4.3** Ignition systems must use a period distributor but the use of a contact breaker is not mandatory. Ignition mapping or any form or engine management system is not permitted.

**Suspension**

**T14.5** Historic Class vehicles must use transverse leaf front suspension. Otherwise, vehicles must be fitted with period leaf or coil spring systems. Only steel bodied dampers are permitted. Gas, remote reservoir or double adjustable dampers are not permitted. Independent suspension is not permitted.
No current regulation.

**Front Axle**

T14.6 Historic classic vehicles must be fitted with the front axle beam from an Austin 7 or Ford Sidevalve. Post Historic Class vehicles must be fitted with a steel front axle beam of period design. Cars in the Historic class must use a period steering box.

**Brakes**

T14.7 Disc brakes are not permitted.

**Wheels and Tyres**

T14.8.1 In Historic Class a control tyre specified in SRs must be used on the driving wheels. Front wheels must bolt onto the brake/hub.

T14.8.2 In Post Historic rear wheels must comply with T12.9 and the tyre on the driving wheels must be selected from current or previous versions of Tyre List III or be of both cross-ply construction and 16-18” in diameter.

**Gearbox**

T14.9 The vehicle must be fitted with a gearbox from a period series production car of period. The casing and gear ratio may not be modified other than the fitment of a Ford 100E input shaft to a Ford 8 gearbox. The gearbox must be bolted directly to the engine.

**Rear Axle**

T14.10 Historic Class vehicles must use a live rear axle from a period series production car.

T14.11 Cars must be prepared in the spirit of the period. The organisers of a historic sporting trial reserve the right to exclude any car that has a specification, component or modification (other than permitted specification modifications) that would not have been used in period. In all cases the onus of proving a specification, component or modification as being in period rests with the competitor who must submit the required documentary evidence.

**Miscellaneous**

T14.12 Fuel must be Gasoline/Petrol, as defined in Nomenclature and Definitions.

T14.12.1 The lowest overall forward gear ratio is 23:1.

T14.12.2 There is no minimum weight.

T14.12.3 No ballast may be carried.

T14.12.4 Electric Water Pumps and cooling fans are permitted.

T14.12.5 The fitting of a generator is optional.

**Reason:** To allow Historic Sporting Car Trial type cars to run in their period specification.

**Date of Implementation:** 1st January 2015.

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**T4.1.** During all Observed Sections and tests the seat alongside the Driver must be occupied in accordance with the requirements below (except as specified in 4.1.8):

**T10.9.3.** No wheel or tyre may be smaller than that recommended by the car manufacturer.

**Reason:** Text changed to italics. This gives Clubs the option of having passengers in Car Trials.

**Date of Implementation:** 1st January 2015.

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**T10.9.3.** No wheel or tyre may be smaller than that recommended by the car manufacturer.

**Reason:** Clarification.

**Date of Implementation:** 1st January 2015.