

REGULATION CHANGES FOR CONSULTATION

Committee:	Historic Committee
Date of Meeting:	26 th March 2024
Closing date for consultation:	27 th May 2024
Email for comments	historicconsultation@motorsportuk.org

Section R – Rallying

18.5.10. For events taking place wholly between half an hour before sunrise and half an hour after sunset 18.5, **18.5.5**, 18.5.7, and 18.5.9. do not apply.

19.8.2 For events in accordance with 18.5.10, retro fitted gas discharge or LED headlamp units are permitted.

Reason: To permit the use of retro fitted Gas discharge or LED headlamps for daylight events only. Changes in MOT regulations mean that it is now legal to retrofit LED headlamp units, this is a popular modification for classic car owners where original headlamp performance is poor, such cars that may be used for occasional historic road rallying, are currently prevented from competing in daylight events.

For PR reasons the proposal retains the restriction for events that run-in darkness.

As a relaxation of existing rules, we can apply immediate implementation.

Date of implementation: Immediate

19.7.6. The fitting of a dual master cylinder, or any other type of device providing a simultaneous action on all four wheels and divided action on two wheels, is permitted, provided the original brake pedal and pivot point are used and ~~they cannot be adjusted to affect brake balance by either the Driver or the Co-Driver when normally seated in the car~~ **it must be possible under all conditions, running or stationary, for 25% minimum braking effort to be applied by the driver through the braking system to each axle. For Cars in Category 1 the adjustment of brake balance must not be possible by either the Driver or the Co-Driver when normally seated in the car.**

49.10.5. The fitting of a dual master cylinder or any other type of device providing a simultaneous action on all four wheels and divided action on two wheels is permitted, provided the original brake pedal and pivot point are used and ~~they cannot be adjusted to affect brake balance by either the Driver or the Co-Driver when normally seated in the car~~ **it must be possible under all conditions, running or stationary, for 25% minimum braking effort to be applied by the driver through the braking system to each axle. For Cars in Category 1 the adjustment of brake balance must not be possible by either the Driver or the Co-Driver when normally seated in the car.**

Reason: To permit the use of brake bias adjusters operable by the vehicle occupants as this is a period evidenced modification for Category two onwards.

As a relaxation of existing rules, we can apply immediate implementation.

Date of implementation: Immediate

49.1.4. Historic Category 4a Rally Cars: Cars homologated in Groups A, N and B between 1 January 1982 and 31 December 1985 excluding any cars that were regulated out by the FIA in period from rallies for safety reasons. Cars in Category 4 must comply with their Homologation forms and Appendix J of the 1985 FIA Yellow Book.

Cars ~~homologated in Group B~~ with an effective engine capacity exceeding ~~1600~~ 2000cc must have been issued with a valid FIA Historic Technical Passport (HTP), be in compliance with this document and the current FIA Appendix K at all times.

49.1.5. Historic Category 4b Rally Cars: Cars homologated in Groups A, N and B between 1 January 1986 and 31 December 1990 excluding any cars that were regulated out by the FIA in period from rallies for safety reasons. Cars in Category 4b must comply with their Homologation forms and Appendix J of the 1990 FIA Yellow Book and **Cars with an effective engine capacity exceeding 2000cc** must have been issued with a valid FIA Historic Technical Passport (HTP), be in compliance with this document and the current FIA Appendix K at all times.

49.5. A validated ~~Historic Rally Vehicle Identity Form (HRVIF) must be obtained from~~ **issued by Motorsport UK, or FIA Historic Technical Passport (HTP) issued by an FIA registered ASN, as appropriate, must be and** presented at scrutineering. This will be the definitive document for the technical specification of the vehicle for which it has been issued.

Reason: To relax the requirement for an FIA HTP for small capacity Category 4 cars, the HTP is considered an unnecessary expense to the competitor and the specifications can easily be controlled through the FIA homologation papers and issue of a Motorsport UK Historic Rally Vehicle Identity Form (HRVIF).

The proposal retains control through the HTP review process for the more complex turbocharged four-wheel drive cars.

As a relaxation of existing rules, we can apply immediate implementation.

Date of implementation: Immediate

Wheels, Tyres, **Suspension** and Brakes

49.10.6 Dampers must be in accordance with 49.6. For Categories One, Two and Three, Monotube dampers must not have any external gas inlet ports or adjusters, including plugged or blanked-off ports or adjusters.

Reason: To control the increasing technology creep in damper specifications for Historic Stage Rally cars. This regulation proposal clarifies what is permitted in terms of the period specification for dampers with regards to external adjusters and gas inlet ports. Removing the ability for the dampers to be adjusted on the vehicle in-situ which is correct to the period specification of dampers in Categories One, Two and Three.

Date of implementation: 1st January 2025