



Approved Changes for 2008 NRRs

Part A: GCRs

#1) 10.4 (4th line) replace ‘they’ with “the steward(s)”

#2) 10.6 insert new paragraph at the beginning “Appeal boards shall be made up of three persons with one of them serving as the chair. All three shall have the right of vote.

#3) 10.6 Add new paragraph at the end: “The appeal may be held via a conference call or in person dependant upon the distances involved by the parties or for other reasons. The decision as to the method to be used rests with the CARS region or CARS board dependent on whether it is a regional or national appeal board and such decision shall be final and not subject to protest or appeal. No reason need be given for such decision.”

Part B: NRRs

#1) I.A.4 Change opening of first sentence to “During a national performance rally...”and call the section “(a).

Also add the following as (b) and (c)

(b) Regions may allow a change of Co-Driver during Rally Cross or Rally Sprint events, subject to the approval of Organizer and/or Steward of the event provided proper documentation is in place. Scoring and eligibility for awards shall be as per region/event regulations.

(c) Regions may allow switching of duties during Rally Cross or Rally Sprint events, subject to the approval of Organizer and/or Steward of the event and that proper documentation is in place. Scoring and eligibility for awards shall be as per region/event regulations.

#2) I.A.7 Head restraint

Effective January 1, 2009 Each competitor must wear a HANS head and neck restraint system which conforms to FIA standard 8858-2002. It is also strongly recommended to use homologated tethers which are identified by an FIA 8858-2002 label sewn on them.

For more details, “guide for the use of HANS in International Motor Sport” published by the FIA Institute for Motor Sport Safety, can be found on www.fia.com under the heading FIA Sport – Regulations – Drivers’ Equipment.

#3) I.A.7 Crew (driving suits)

Add to end of present rule:

“As of July 1st. 2008, all competitors shall wear at all times during the event, a one- or two-piece driving suit conforming to:

FIA homologation 8856-2000

FIA 1986 standards

SFI 3-2A/5

SFI 3-2A/1 standard with approved fire resistant underwear is acceptable.

FIA or SFI gloves and shoes are recommended. No other garments worn over driving suits are acceptable on special stages.

The suit and applicable undergarments shall be presented at technical inspection in a clean and presentable condition. Driving suits must effectively cover the body from the neck to the ankles and wrists and be in good condition, free of defects, holes, cracks, frays, etc. One piece suits are highly recommended.

#4) I.A.8 First Aid (Effective January 1, 2008, all licence applicants will have to have a valid first aid certification and a current medical.)

Remove all of (a) and reletter b and c to a and b. (remove double “are” from b)

#5) I.B Documentation for Registration:

1. For each crew, a signed, self declaration will be submitted upon registration that declares that the crew has:

- a) Provincial, or equivalent, driver’s licence for any crew member listed as a driver;
- b) Vehicle registration for the competition vehicle and any service vehicle;
- c) Third person liability insurance covering such vehicles.

The registrar may chose to verify compliance with any aspect of the self declaration

2. The following documents must be shown upon registration:

- a-g) present items listed in rule book 4-10

#6) I.D.1 Types, conditions and grades of rally competition licences

Replace opening preamble to: “All licence applicants must be a member of a CARS affiliated club and be a minimum of 16 years of age. For a licence other than Media or Basic to be issued, applicants must have a valid first aid certificate per NRR.I.A.8 and must supply a completed CARS medical form.”

#7) I.D.1.a.ii, add to the end: “To be eligible to obtain a Regional licence the applicant must first have participated in two (2) events, in any combination, from the list below:

- a) Rally Sprint

- b) Rally Cross
- c) Rally School
- d) TDS Rally

A regional licence may also be issued at the discretion of the Region Rally Director.

#8) I.D.1.a.iii, 2nd paragraph, last line: remove the word 'only' to leave 'co-driver licence'

#9) II.B.2 Model

Replace the current wording with: "A model is a basic manufacturer's designation (e.g.: Subaru Impreza, Subaru Impreza WRX, Subaru Impreza WRX STi, Volkswagen Golf, Volkswagen Golf GTI, Ford Focus ZX3, Ford Focus ZX5, etc.-a model is a specific vehicle not a general category.)"

#10) II.B.4 Original Equipment

In the first sentence change the word 'car' to "model"

#11) II.C.2 Roll Over Protection

(c) Add before the end of c and leave all the rest:

All new vehicles with log-books issued after January 1, 2009 must be fitted with a safety cage built to FIA Article 253 specifications or be FIA homologated under the latest international regulations and accompanied by original certification documentation (older homologated cages are not all valid for a newly built car). http://www.fia.com/resources/documents/994546964_AppJ_Art_253.pdf

(d) Add before the end of d and leave all the rest:

(d) Effective January 1, 2009, Alternate material to CDS (Cold Drawn Seamless): Although FIA Article 253.8.3.3 specifies the safety cage material as CDS (Cold Drawn Seamless), DOM (Drawn Over Mandrel) tubing may be used as an alternate material in respect to the following: Main roll bar, front roll bar, lateral roll bars, lateral half roll bars, their connections (drawings 253-1-3) and one continuous door bar per side will be at least 1.75"x.095". All other parts of the safety cage will be at least 1.5" x 0.095".

(e) Add before the end of e and leave all the rest:

(e) Effective January 1, 2009 Approval of roll cages: A material certificate or an original sales receipt detailing the material used to fabricate the roll cage must be presented. For every tube size used in the fabrication of the roll cage, an unpainted sample section, 45cm long and bent 60 degrees must be presented when the cage is documented in the vehicle's log book.

#12) II.C.12

Change title to “Seats and seat mountings”

Wording to follow from Technical Director.

#13) II.C.23 (new)

“It is strongly recommended that one or more belt cutters be carried in the vehicle within reach of both driver and co driver while safety harnesses are in place.”

#14) II.H.3: Production Class

Add after opening sentence: “Effective January 1, 2009, P1, P2 and P3 classes will be combined into one class.”

#15) II.H.3.b add to the end of the sentence “...for the particular bodywork variant of the model.”

#16) II.H.6 add to end of rule: “***Third party replacement parts of OEM specification are allowed.***”

#17) II.H.I: Group N:

a) add new opening: Effective January 1, 2008, Group N is removed as a class in the NRR.

b) cross out all provisions for Group N which follow and re-letter J to I

#18) III.A.4: verb and word order changes needed: -“Before any competitor is allowed to start a special stage, the following conditions should be met and be maintained until allthe rally.

(a) Communications should be established between the start and finish controls.

(b) The course should be cleared and kept closed to all non-competing vehicles.

(c) ‘must be present or on call’ should be “should be present or on call”.

#19) IV.E.4 and .5 In both parts replace ‘entrants’ to “competitors”.

#20) V.B.1 Add to the end: “When conflicts exist between times supplied by the organizer on the time card and in the route book, the times on the timing cards shall take priority.”

#21) V.C.2 The organizer, *after approval by the Senior Steward, ~~for safety reasons,~~* may place competitors in a different restart order than their scores would normally have entitled them. Such decisions are not grounds for inquiry.

#22)X.E.1 Distribution of results: minor wording changes...

...first class mail, e-mail “or” web-posting as options to organizers for the distribution of results.

#23) XI.B.1 The fourth sentence now reads (note change in italics): The organizers of a rally have the right, after approval by the Senior Steward, to place any first driver in a higher seed *or to place any first driver in a specific position in the Start Order to reflect their demonstrated speed in previous stage events.*

#24) XI.B.3

Reword to: Events that qualify for seeding points are recognised National Championship events. The onus is on the competitor to provide documentation of results outside of Canada to CARS for consideration.

#25) XI.B.12 Starting Order

Change to:

The starting order will be:

- Seed 1 Open Class and P4 combined
- Seed 1 Group 2 and Group 5 combined
- Seed 1 all other classes combined
- Seed 2 Open Class and P4 combined
- Seed 2 Group 2 and Group 5 combined
- Seed 2 all other classes combined
- Seed 3 Open Class and P4 combined
- Seed 3 Group 2 and Group 5 combined
- Seed 3 all other classes combined
- Seed 4 Open Class and P4 combined
- Seed 4 Group 2 and Group 5 combined
- Seed 4 all other classes combined
- Seed 5A all classes combined
- Seed 5B all classes combined
- Seed 6 all classes combined

#26) XI.B.13

Reword to: It is required that rally organizers hold a special briefing for all novice designated drivers (and their co-drivers) in seeds 5 and 6 before the start of the event.

#27) XI.B Starting Order -reword

#28) NNR XI.F.1 Technical Inspection:

Reword to: A technical inspection for all competing vehicles is to be held at the start of the rally. The technical inspection consists of: a self declaration on the road worthiness of the competing vehicle (as below), a check on compliance with CARS safety requirements and vehicle class eligibility.

For each crew, a signed, self declaration will be submitted at the technical inspection that declares that the competing vehicle is a) road worthy and b) that the following items are operating properly:

- a) Running lights;
- b) Horn;
- c) Wipers;
- d) Reverse light;
- e) Brakes;
- f) Exhaust.

The scrutineer may chose to verify compliance with any aspect of the self declaration.

#29) XV, XVI =quite a few missed 'reference' updates from the addition of a new section last year.

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|---------------------------------------|----------------------------|
| XV.E.2 reference should be XV not XIV | XVI.B.2 (2x) should be XVI |
| XV.F.1 same | XVI.C.2 & .3 same |
| XV.G.1 same | XVI.D.3 & .4 same |
| XV.I.1 same | |
| XV.J.1 same | |
| XV.K.2 same | |
| XV.L.2 same | |
| XV.M.1 same | |
| XV.N.2 same | |
| XV.O.2 same | |
| XV.P.1 same | |
| XV.Q.1.c same | |
| XV.R.1.b same | |

#30) XVI.A preamble: "Events counting for...in the CARS Canadian Rally Championship *and* RA's Rally America Championship."

#31) XVI New title: North American Rally Cup for 2WD

Insert new 1

1. The NARC cup for 2WD is designed to stimulate interest a combined championship for Drivers, Co-Drivers and Marques competing in Group 2 and Group 5 vehicles.

Combine the old 1 and 2 as a new 2 and change the final sentence to read: From 2001-2007, the championship was for Drivers, Co-Drivers and Marques competing in vehicles which met Group N specifications.

Change 3: “Scoring for the North American Rally Cup for 2WD will be per the scoring rules of NRR XVI.A and XVI.B where the overall event final placings of Group 2 and Group 5 are scored as one class.”

Part C: National Rallysprint Regulations

#1) Rally Cross Regulations, section 1.2.3 (a) (Page C-1) change wording to read: “Helmets conforming to NRR 1.A.6 or meeting Snell Memorial Foundation standards 1995 M or 1995 SA (or more recent) must be worn by all drivers and passengers.”

Part D: Rule Change Suggestions discussed by the CARS Board and rejected or continued.

#1) **NRR.IX.A.1 Posting requirements:**

Change: **Change 30 minutes to 15 minutes.**

Defeated –because there is a 30 minute window for receiving inquiries which ends 30 min after the check in time of the last car and then the window for inquiries opens for questioning the accuracy of the scores from the event.

#2) **NRR.I.A Crew (change of crew)**

This rule proposal would have allowed for the changing of co-driver as well as switching duties in a car during regional events only.

Defeated –the board felt this was a regional decision and that it is up to each region to address this for the particular region. The changing of co-drivers and switching duties was agreed upon for Rally Sprints and Rally Cross events.

#3) **NRR.VII.C Improper Procedure Penalties**

To allow for competitors to go to the next service after a side window is broken before penalties are given. Discussion indicates that window nets, properly mounted, are sometimes used, but are not particularly safe since they cannot be easily removed in an accident.

Defeated: The board felt that without side glass (or window nets in place), it is unsafe to continue without protection in place.

#4) **NRR.III.B.4 Service time**

The proposal is to make the minimum for a service go to 30 minutes from the present 20.

Defeated: The board felt organizers need the flexibility to determine the length of services. As well, it was possible organizers would omit some services they present have if the 30 minute requirement was put in place.

#5) **NRR.II.C.23 (new, regarding belt cutters)**

Two belt cutters must be carried on board at all times. They must be easily accessible for the driver and co-driver.

Defeated: The board opted to make this ‘highly recommended’ and not mandatory.

#6) **Permanent Door Numbers**

Adopting permanent door numbers for the season

Door Number panels

The suggestion is to reduce the door panel size, make the panel black in colour and have additional numbers on the car (back side windows) in neon yellow or orange.

Continued: Both suggestions were closely related. The suggestions were both defeated in part because of existing stock and time needed to put a comprehensive plan/costs on how to implement such a change. However, the board will be looking at the logistics and costs involved with such a program for 2009.

#7 **Differentiating between National and Regional competitors**

The suggestion is that top national competitors should be prevented from entering regional events.

Defeated: The board felt this was a regional matter best left to each region.

#8 **NRR I.A.6 Hardware on Helmets**

Current wording: "Hardware may be mounted on a helmet for FIA approved HANS devices..."

Modification: "Hardware may be mounted on a helmet for FIA or SFI approved HANS devices..."

Defeated: Has been rejected by the rules committee for the same reasons as last year... Only FIA approved H&N devices and hardware.

#9) **NRR VII.I Emergency Procedures**

The request asked for further clarification and more definition for different situations.

Continued: Despite attempts, there is no wording that meets a standard for inclusion into the rulebook. It was agreed to continue to work on possible changes to the wording during 2008..

#10) **Medical requirements (vision examination)**

An inquiry was made that questioned the need for some aspects of the vision test in the medical form as well as whether the age requirement for stress testing was legal.

Defeated: The board does not feel there is an issue according to present requirements.

#11) **List of rules changes on operations and timing of Cdn. rallies**

A lengthy list of rule changes on many aspects of the way CARS conducts and times our events was submitted. The total package as a whole was rejected by the Board.

The BOD recommended that proposer consider submitting a few that are related for consideration.

Part E

RULE PROPOSAL GUIDELINES
(To be put into the front of the 2008 Rule Book)

Effective January 1st 2008, CARS will be accepting rule change proposals at any time throughout the year.

It is important to mention that once you submit a proposal for a rule change, this proposal will go through various levels of discussion, translations and inputs from various groups which are stakeholders in our sport before the Board of Directors makes a final decision on your proposal. For this reason we ask everyone to understand that the whole rule change process from beginning to end could take several months.

To streamline proposals as much as possible, we ask that you follow the following guidelines when submitting a proposal

- a) Your Proposal should be sent via email to the our CARS Technical Director: mail to: technical@carsrally.ca
- b) While mentioning the present rule, your proposal should be composed in the form of a new rule suggestion or rule change with as much exact wording as possible of what you envision this new rule you propose should read like in the CARS Rule Book.
- c) It should include a “rationale” behind the proposal which would explain the reasons behind the proposed change. Please do not send long essays describing a problem without a specific change proposal, this could result on your request getting sidelined by other more specific proposals.
- d) Proposals should be sent via email, we will accept faxes but strongly recommend against them since your proposal will have to be transferred to a number of people in our organization and the quickest and most effective way is to do this electronically. Hand written proposals will not be considered.

We look forward to help you with your concerns, please help us do this job more effectively.

Jorge Dascollas
President of CARS