

2008 CARS RULE PROPOSALS

Attached are some of the rule proposals that have been submitted to CARS for consideration. Changes in text are indicated in **bold italics**. Your feedback is a critical part of the rules change process and will factor in the board's final decision on these rule proposals. We urge you to let your thoughts be known by filling out this form and returning it to the CARS office by mail 595 Elm Rd., Stouffville, ON, L4A 1W9, by fax 905-640-6444 or by email at rally.cars@sympatico.ca by **November 19, 2007**.

On the enclosed answer form, please indicate that you agree or disagree with the intent if the rule change as they are listed. Please circle the appropriate answer and make any comments you feel are appropriate.

1) NRR.I.A. Crew (Change of crew)

Current rule:

4. During a performance rally, no change of crew and/or vehicle as listed on the official entry form for the event is permitted and, further, the crew member listed on the entry form as driver shall operate the vehicle at all times while on special stages. Switching of duties during stages shall result in exclusion from the event, and the entry shall be recorded on the results as a DNF. See NRR IV N.

Change for / add:

- (a) During a **National** performance rally, no change of crew and/or vehicle as listed on the official entry form for the event is permitted and, further, the crew member listed on the entry form as driver shall operate the vehicle at all times while on special stages. Switching of duties during stages shall result in exclusion from the event, and the entry shall be recorded on the results as a DNF. See NRR IV N.
- (b) **Regional or lower events may allow a change of Co-Driver during the event, subject to the approval of Organizer and/or Steward of the event. There shall be no points or awards granted to the original or replacement Co-Driver.**
- (c) **Regional or lower events may allow switching of duties during the event, subject to the approval of Organizer and/or Steward of the event. Switching of duties during stages shall result in exclusion from the results, and the entry shall be recorded on the results as a DNF. See NRR IV N.**

Rationale for (b):

While an important part of region series Regional events are also training events for drivers. While the argument can be made that practice should be on test days [where available] there is no substitute for real world competition. Under current regulations replacement of Co-drivers is not permitted and a valuable training experience is lost to a driver.

Rationale for (c):

Many teams start out not really knowing if they will be good drivers or co-drivers. Allowing them to switch sides (if properly licensed) during an event give them the opportunity to gain experience and insight into each role. There are few stage events that teams can compete in these days. CARS and Regions should be doing everything possible to encourage people to find their place in the sport.

2) NRR.II.C. Safety Regulations

2. Roll Over Protection:

Current rule:

- (a) Roll cages are mandatory for all vehicles.
(b) Specific roll over protection is subject to the approval of the scrutinizer at each event.
(c) Basic design considerations.

The basic purpose of the roll over protection is [...]

Change to:

- (a) Roll cages are mandatory for all vehicles.
(b) Specific roll over protection is subject to the approval of the scrutinizer at each event.
(c) **All new vehicles with log-books issued after July 1, 2007 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) Alternate material to CDS (Cold Drawn Seamless):

Although FIA Article 253.8.3 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 tube dimensions:

main roll bar (drawing 253-39) or lateral roll bars and their connections (drawing 253-40), according to construction. Front roll bar or lateral half-roll bars and their connections and one continuous door bar per side will be at least 1.75"x.095"

(e) 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 by the first time roll cage builder.

Rationale:

This proposition allows us to be in-line with RA and also means that we don't re-invent the wheel with our cage rules, which are (mostly) effectively Art.253 anyway. It means that we follow an accepted international practice that presumably has some engineering basis behind it. It will also facilitate the eventual sale of rally cars between US and Canadian competitors.

DOM versus CDS: RA and myself (Ivan) have done some research regarding these two fabrication processes. As long as both tubes stay within their elastic limit (before permanent deformation under load) their mechanical properties are identical. Once you have passed this critical limit and the tube has entered into a permanent deformation, DOM provides inferior resistance resulting in less protection. Mechanical engineering considers CDS and DOM as equivalent because designs of mechanical structures usually meant to stay within the limits of elasticity. When it comes to roll cages we always hope to stay well within the elastic limit but far too often this is not the case.

Detailed sales bill or certificate of material ensures that competitors and roll-cage builders will ask questions about the material that is being used or supplied to build their roll over protection. This will also permit the verification of CDS versus DOM

Sample tubing for new or first time roll-cage builders. This is an easy way to see the tube used and be able to measure bend radius and tube deformation, two things very difficult to check in a fully assembled and painted roll cage.

Material proofing, detailed sales bill, certificate and sampling will make competitors and roll-cage builders more accountable for their workmanship and vehicle preparation.

3) NRR.II.H. Production class vehicles

6. Normal work and repair.

Current rule:

Except where authorised in these Regulations, the only work permitted is the normal maintenance or replacement of parts damaged through accident or wear. Except where specifically authorised, all parts must be identical to the original part and repairs must be according to the manufacturer's accepted service instructions

Add:

Except where authorised in these Regulations, the only work permitted is the normal maintenance or replacement of parts damaged through accident or wear. Except where specifically authorised, all parts must be identical to the original part and repairs must be according to the manufacturer's accepted service instructions. **Third party replacement parts of OEM specification are allowed.**

Rationale:

This will allow the use of same specification but non manufacturer parts "aka Jobber" parts as a part of normal wear and tear. Jobber parts are probably being used by most people anyway, but it should be put in writing to avoid potential protests.

4) NRR.II.H. Production class vehicles

8. Authorized Modifications

(k) Brakes

Current rule:

The replacement of worn linings is authorised and their system of attachment is free, provided the contact area of the friction surface does not exceed that of original equipment parts. The material of the linings is free. If servo-assistance is standard, the servo device may be disconnected and removed. If an anti-lock braking system (ABS) is standard, the ABS device may be disconnected, but

not removed. Rerouting and upgrading of brake lines and hoses is permitted. Dust plates may be removed. If the anti-lock braking system (ABS) is disconnected, the use of a mechanical rear braking distributor (e.g. pressure limiting valve) is authorized.

Change for/add:

Original brake components by the vehicle's manufacturer shall be present as specified for the particular bodywork variant. The replacement of worn linings is authorised and their system of attachment is free, provided the contact area of the friction surface does not exceed that of original equipment parts. The material of the linings is free. If servo-assistance is standard, the servo device may be disconnected and removed. If an anti-lock braking system (ABS) is standard, the ABS device may be disconnected, but not removed. Rerouting and upgrading of brake lines and hoses is permitted **but original destination of brake lines and original braking configuration (e.g. cross-over or diagonal circuit) must be maintained.** Dust plates may be removed. If the anti-lock braking system (ABS) is disconnected, the use of a mechanical **non-adjustable** rear braking distributor (e.g. pressure limiting valve) is authorized.

Rationale:

Clarification of the all too often controversial and debatable topic of downsizing STI brakes to WRX brakes (and now EVO brakes).

Clarification of rerouting: The intention was to move brake lines from under the car to in the car, from under the control arm to above, etc. for safety and protection, but not changing from diagonal to front/rear circuits, because to do so would change the destination of the lines, not just the route.

Proportioning valve: The intention was to rebalance (in a fixed way) the braking system after disconnecting ABS not giving full control over brake bias. Inboard adjustable brake bias should be reserved for Open classes. There are other ways to adjust bias in production cars. Pad compounds, non-adjustable pressure limiters (Volkswagen) etc. There should be no big problem for teams currently using adjustable proportioning valves to remove this device.

5) NRR.VI.C. Improper Procedure Penalties

Current rule:

6. Traversing a stage with the window(s) open (more than 2.5cm) and without window net(s) in place.

Change for/add:

6. Traversing a stage with the **driver's and/or co-driver's** window(s) open (more than 2.5cm) and without window net(s) in place. **Should a window become broken or the window mechanism become inoperable during a stage of a rally, the competing vehicle may continue to the next service without this penalty being applied. However, they may not continue in the rally until the organizer is satisfied that the broken window(s) has been replaced, the mechanism(s) repaired or appropriate window nets have been installed.**

Rationale:

Added clarification of which windows are subject to this penalty. The current wording of the rule is unclear as to when it should be applied. It is the opinion of the committee that a competitor should not have this penalty applied if the window is broken or the window mechanism becomes inoperable. We believe that the original intent of the rule involved the conscious decision of a competitor to lower windows past the regulated limit while in a stage and it was not the intention to have this rule applied when circumstances prevented a competitor from complying.

The rules committee also feels that the current wording is also very open ended and could be successfully challenged either at protest or appeal. We are sure some will remember the incident on North Eels several years ago when Peter Thompson almost had his drivers window broken by a well aimed snowball. Can you imagine if that had happened on last year's Tall Pines? We'd still be waiting for the Courts to decide.

6) Services

Minimum 30 minute services, not including optional refueling. Even the WRC have changed their rules so that they no longer have 20 min services!!

7) Belt Cutters

Two belt cutters must be carried on board at all times. They must be easily accessible for the driver and co-driver when seated with their harnesses fastened.

8) Permanent Door Numbers

J'ai une suggestion à te faire quant aux changements de règlements de CARS pour 2008 : adopter une fois pour toutes, comme ça se fait dans presque tout autre championnat national ou international, des numéros permanents pour la saison.

J'avais déjà fait cette suggestion à Terry il y a près de 10 ans mais son "board" avait refusé pour des raisons qui n'ont jamais été très claires. L'intérêt de cette méthode est d'harmoniser enfin avec ce qui se fait ailleurs et pouvoir diffuser une liste avant chaque événement qui permet d'identifier les compétiteurs. C'est aussi moins coûteux puisque les organisateurs n'ont à fournir des No. qu'à ceux dont c'est le 1er événement.

C'est simple et efficace, ça permettrait une meilleure identification dans les médias. Quant à l'argument totalement dépassé qu'avaient certains à l'époque que cela laisserait penser au public au bord des routes qu'il a manqué des concurrents parce qu'ils ne passent pas nécessairement dans l'ordre des numéros, que ces gens là aillent voir ailleurs comment ça se passe, il seront surpris de voir que ça ne crée aucune confusion !

Translation:

Adopt once and for all permanent numbers for the whole season, like it is done in every other national or international championship.

I made this suggestion to Terry 10 years ago, but the board refused for some unclear reasons. This would be equal to what is done everywhere else and would allow to publish a list and to be able to identify competitors in advance. It would also be cheaper because organizers would only have to give numbers to first time competitors.

It is simple and effective and allows better identification for the media...

9) Differentiating National and regional competitors

Differentiating National and regional competitors so that obvious national competitors cannot get trophies, money, or points in a regional competition. Regional competitors should be given the opportunity to excel at regional events, not national competitors. Rally America has a rule that once you compete in 2 national events, you can no longer compete in regional events, except for one in your area. I don't necessarily think we have to be that harsh but somehow we need to distinguish who can get points, trophies, and money. Maybe Seed 1, 2, and 3 drivers can't compete in regionals? Maybe if you compete in at least half of the nationals you can't compete in regionals? I'm open to anything, as long as the end result is the same. In essence, national competitors CAN register in regional events (in case they DNF one day and want to run the regional the next day or something).

10) Door Number Panels

Current Rule:

(i) An area 52 cm wide by 52 cm high, starting with the leading edge of the doors and from the top of the door panel downwards shall be reserved for exclusive use by CARS, its sponsors and the event organizers. Competitors are allowed to paint the required area white or mark it off with a painted outline if the car color is white.

I am proposing that:

The door number panels be changed to approximately 45 cm long x 18 cm high (18" long by 7" high).

That the door panels be Black in color and the numbers on them be either neon yellow or neon orange, and be 15 cm (6 inches) in height. In addition the door panels must be placed with the top of the panel being no more than 8 cm (3 inches) from the top of the door. I would also propose that an additional set of numbers be placed on the back windows of the car - also being in a neon yellow or orange color.

Reasons:

- 1) The current panels allow the number to be placed quite far down the door - which then makes it hard to see when muddy.
- 2) The current size of the numbers is 8" - which leaves 12" of height that is wasted space. This space can be used much better for sponsors / or series advertising.
- 3) The proposed size and color is similar to what is used in the WRC and many other International federations.
- 4) The addition of another set of numbers will make the cars number be very visible and will aid with identification at radio points.

Rule Change Response Form

Please return this form to the CARS office by mail 595 Elm Road, Stouffville, ON L4A 1W9, by fax 905-640-6444 or by email at rally.cars@sympatico.ca before **November 19, 2007**. Your opinions are important to us. Please circle if you agree or disagree with the rule change and add any comments you feel are appropriate.

Name: _____

1) NRR.I.A. Crew (Change of crew)

I Agree / Disagree with the sentiments of the above rule change.

Comments: _____

2) NRR.II.C. Safety Regulations

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Comments: _____

3) NRR.II.H. Production class vehicles

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