



Bulletin #2006-018 3 – September – 2006

Subject: 2007 Rule Changes

Overview: The purpose of this bulletin is to provide advance notice of upcoming rule changes and when they will become effective.

1. Effective January 1, 2007, driver and co-driver doors must remain as originally manufactured with regards to door structure or, if the original structure has been removed or altered, either a door panel that is compliant with FIA drawing 255-14 must be installed or the safety cage must include a sill bar plus 2 continuous door bars containing four vertical studs.

Why are we doing this? The stock door structure provides significant protection in the case of a side impact. Competitors who wish to remove or modify this structure have two alternatives for replacing that side impact protection.

2. Effective January 1, 2007 the safety cage in all *new* vehicles must either be built to FIA Article 253 specifications or be FIA homologated and accompanied by original certification documentation. Although FIA Article 253.8.3 specifies the safety cage material as CDS, Rally America will provide a table identifying minimum dimensions for DOM as an alternate material.

Why are we doing this? The Rally America PRR Article 5.5.C rules were continually being updated to remain similar to FIA Article 253, so rather than continue this game of catch up, it is simpler to just acknowledge that FIA Article 253 is the standard we are following.

3. Effective January 1, 2008, drivers and co-drivers in all Rally America National and Regional rallies, in all classes will be required to wear SFI 38.1 licensed head and neck restraint devices. Head nets are recommended.

Why are we doing this? There are two reasons for this rule change. First, this is good safety equipment which could save a life. Second, nearly every sanctioning body representing every form of motorsport has established a date when head and neck restraints have or will become mandatory. Non-conformance with such a basic form of competitor protection would leave Rally America unnecessarily exposed to litigation. So, we're doing it for your own protection as well as to protect the future of the sport.

4. Rally America strongly recommends the use of on-board fire systems; these may become mandatory in the future.

5. Rally America anticipates that as seat development evolves, there will be a new FIA and/or SFI standard in the near future. FIA compliant seats are recommended, particularly those designed to work with head and neck restraints and/or head nets.

Questions regarding this bulletin received by Rally America from licensed Drivers and Co-Drivers will be answered in writing.