



Rally New York Bulletins
July 8, 2010

Turbocharger restrictor sealing at Scrutineering

Beginning with the International Rally New York 2010, turbo and supercharger restrictors will be sealed at scrutineering and randomly checked during competition at all Rally New York events. Competitors are advised to check compliance with NRS, RA, CARS or FIA App J Article 254 and 255 regulations depending on vehicle logbook for restrictor mounting and sealing requirements to ensure the provisions that permit scrutineering to seal a restrictor to a turbo or supercharger housing are in place.

FIA homologated safety cage documentation requirement

EXISTING RULES REQUIRE presentation of the original homologation certificates at scrutineering and this requirement will be enforced starting at the International Rally New York 2010. This is to include at least one original overall engineering drawing and material specification list. Cages without valid homologation certificates must meet FIA App J Art 253, NRS, CARS or RA cage requirements depending on vehicle logbook.

Walter Clark
Chief Scrutineer
Rally New York



Bulletin: Use of studded tires at New York Winter Rally 2010

Date: November 28, 2009, as amended on December 4, 2009

The Policy for use of studded tires is as follows:

Any number of studs may be used on any tire of a competitors' choosing with the following restrictions.

- 1) Tires are free but all tires to be used at New York Winter Rally 2010 must be submitted for approval and marking at scrutineering. Compliance will be checked in multiple Technical Zones during the rally. The number of tires to be used by a team is free.
- 2) The studs used must be of the single flange type, identified by the manufacturer as passenger car and light truck tire studs and must conform to TSMI #11 through #17, utilizing nominal 8.8 millimeter flanges and 4.8 millimeter shafts, such as illustrated and referenced below.
- 3) The studs must be properly installed and no part of the stud may extend more than 3/32 inch (2.38 millimeter) above the tread surface of a new or used tire presented at scrutineering. As studs are known to completely or partially eject from a tire during competition, they may but do not have to be reseated or replaced by the competitor with the same size TSMI studs on the previously marked tires during the event. Checks at the Technical Zones will accept for competition what appear to be partially unseated studs on marked tires.
- 4) Amended December 4, 2009: Any objects, metallic or non-metallic, protruding from the tread surface of the tire, other than single flange studs TSMI #11 through #17, are prohibited.



More information on passenger car and light truck studs, proper installation, studs and stud tools for purchase may be found at the Bruno Wessel web site: <http://www.brunowessel.com/studs/index.asp>.

Note the BW recommendations regarding installation and seating of studs under section http://www.brunowessel.com/studs/instructions_for_studding_tire.asp including break-in at moderate speeds as this permits the rubber to settle properly around the stud flange and reduces the risk of the stud pulling out in use. BW has separately suggested that use of an epoxy when installing the studs would further improve retention.

This policy will be reviewed after New York Winter Rally 2010 based on the experiences from the event. Factors such as suitability of studs, road damage both on gravel special stages and on tarmac liaison sections, and competitor comments will be considered.

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Rally New York now requires hazardous material spill kits

August 15, 2009

Rally New York wishes to announce that beginning immediately all competitors will be required to carry a hazardous material spill kit in all competition vehicles and utilize the contents to contain and remove any fuel or oil spill caused by their vehicle within the capability of the kit.

The minimum contents will include:

Three 1 pound containers of Oil Absorbent and Bioremediation powder such as Oil Gator. "Kitty Litter" is not acceptable as its absorbency is not suited to leaching oil from soil.

Three Oil-only polypropylene absorbent mat. Minimum dimensions: 15" x 20" such as the PIG® Oil-Only Mat #MAT403

One pair non-latex gloves. Such as disposable 4 mil nitrile gloves.

One heavy plastic or vinyl closable bag suitable for transporting the contaminated contents of this kit when it has been utilized.

A kit that meets these requirements is available from Susquehanna Motorsports: <http://www.rallylights.com/detail.aspx?ID=3724> The kit from Susquehanna also meets the spill kit requirement for Rally America.

Competitors may increase the quantities or add to the minimum kit if they wish.

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Rally New York Announcement (revised) regarding Head and Neck Restraints for 2009 and beyond.

December 1, 2008

Original bulletin published Feb 29, 2008

This bulletin applies exclusively to Rally New York events and competitors while participating in these events.

The Rally New York organization previously announced that beginning January 1, 2009 all United States Rally Championship (USRC) national competitors and New York Rally Championship (NYRC) regional competitors will be required to wear FIA approved head and neck restraints. We wish to announce that we will now accept SFI 38.1 or FIA 8858 approved Head and Neck restraints for competition.

Head and Neck restraints must comply with the FIA requirements of Appendix L Chapter 3 that is current of January 1, 2009, or SFI 38.1. The FIA article requires that only devices listed in the FIA Technical List n° 36 be used. As of this writing only the HANS® system is listed. SFI approved restraints are available from multiple manufacturers and some retailers offer rent-to-purchase programs.

As a point of information, we have in the past and will continue in 2009 to permit SFI 3-2A/5 (or 3-2/1 when used with approved fireproof underwear) certified and FIA 8856-2000 (or FIA 1986) approved racing suits, and helmets with SFI 31.1A/31.2A, FIA 8860-2004, Snell SA2000/2005, or BS 6658-85 type A/FR approvals.

Further information regarding the FIA regulations on head and neck restraints may be found at:

http://www.fia.com/resources/documents/1797101136_Appendix_L_a.pdf

[http://argent.fia.com/web/fia-public.nsf/69D8C07075D7AFBAC12572FB00559224/\\$FILE/L36_approved_Head_restraint.pdf?Openement](http://argent.fia.com/web/fia-public.nsf/69D8C07075D7AFBAC12572FB00559224/$FILE/L36_approved_Head_restraint.pdf?Openement)

http://www.fia.com/resources/documents/1342748455_FIA_Stand_8858_2002_Hans.pdf

http://www.fia.com/resources/documents/826942018_List_29_App_Hans_system.pdf

For further information regarding SFI 38.1 approved restraints see:

<http://www.sfifoundation.com/manuf.html#38.1>

Explanation regarding Head and Neck Restraint tethers

December 1, 2008

Rally New York does not require the silver FIA label on the helmet. It will be assumed by us that the competitor had the Head and Neck Restraint posts installed in an appropriate manner.

Note that FIA labeled tethers are only a recommendation per Appendix L.

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Rally New York Announcement Regarding Head and Neck Restraints for 2009 and Beyond

Feb 29, 2008

This bulletin applies exclusively to Rally New York events and competitors while participating in these events.

The Rally New York organization wishes to announce that beginning January 1, 2009 all United States Rally Championship (USRC) national competitors and New York Rally Championship (NYRC) regional competitors will be required to wear FIA approved Head and Neck restraints in competition. This announcement is being made early to allow competitors to plan for and obtain required device(s) well ahead of when they will be required at Rally New York.

Rally New York events are conducted according to FIA INTERNATIONAL SPORTING CODE AND APPENDICES. Rally New York has chosen to follow Appendix L Chapter 3 Article 3 "Head Restraint" for events entered on the FIA International Sporting Calendar which stipulates an implementation date of January 1, 2009.

Head and Neck restraints must comply with the FIA requirements of Appendix L Chapter 3 that is current of January 1, 2009. This article requires that only devices listed in the FIA Technical List n° 36 be used. As of this writing only the HANS® system is listed.

The use of FIA approved Head and Neck restraint in competition is strongly recommended but it is NOT required during the 2008 calendar year.

Further information regarding the FIA regulations on this subject may be found at:

http://www.fia.com/resources/documents/1797101136_Appendix_L_a.pdf

[http://argent.fia.com/web/fia-public.nsf/69D8C07075D7AFBAC12572FB00559224/\\$FILE/L36_approved_Head_restraint.pdf?OpenElement](http://argent.fia.com/web/fia-public.nsf/69D8C07075D7AFBAC12572FB00559224/$FILE/L36_approved_Head_restraint.pdf?OpenElement)

http://www.fia.com/resources/documents/1342748455_FIA_Stand_8858_2002_Hans.pdf

http://www.fia.com/resources/documents/826942018_List_29_App_Hans_system.pdf

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Chief Scrutineer

Rally New York Announcement Regarding Roll Cages for the 2008 Season and Beyond

September 13, 2007

Rally New York organization wishes to announce that at all Rally New York events for the 2008 season and beyond, roll cage requirements will be as per FIA Appendix J Article 253. For the 2008 season the applicable article is dated March 29, 2007. In addition, DOM as well as CDS tubing material is permitted. Competitors should note that for purposes of cage requirements at Rally New York events, the dates of homologation in Article 253 Section 8.3 will be considered equivalent to the date your car was put in service (rally logbook issued).

We are making this early announcement to permit as much time as possible for any competitor who may need to add any components, such as added bracing to a fabricated cage, to be in compliance with the FIA Article 253 requirements, based on the year the cage was built and logbooked. It is worth noting that most fabricated cages built to SCCA/RA and NASA rules were or are also built to FIA standards.

This should ease concerns of some competitors who have currently accepted roll cages in vehicles with existing logbooks but may be hearing of possible US sanctioning body requirements for 2008 that might no longer grandfather certain fabricated cages.

In simple terms, existing 1.5" or 1.75" tubing cages WILL be permitted at RNY events. Bracing requirements will be as per Article 253 8.3.2 as defined therein for the year your cage was put into service (logbooked).

Competitors are encouraged to review FIA App J Article 253 document located online:

[http://argent.fia.com/web/fia-public.nsf/524E3B3747A94B3AC125730F00509B07/\\$FILE/AppJ_Art_253.pdf?OpenElement](http://argent.fia.com/web/fia-public.nsf/524E3B3747A94B3AC125730F00509B07/$FILE/AppJ_Art_253.pdf?OpenElement)

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