



Technical Regulations for Hillclimb classes at Rally New York tarmac events.

January 9, 2012

The 2012 Rally New York season will feature two events held on tarmac, specifically the events scheduled for April and August. In addition to USRC (United States Rally Championship) and NYRC (New York Rally Championship) rally car categories, these two events will be opened to competitors driving vehicles that conform to NEHA (New England Hillclimb Association) regulations.

The hillclimb classes are open to all competitors, aged 18 or older, possessing a valid state drivers license. Competitors will be required to obtain a Rally New York season competition license for \$50. Co-drivers are highly recommended but not required. The competitor(s) and vehicle must conform to the Technical Regulations (2011) and Classification (2011) for NEHA Street Prepared and Prepared (refer to <http://www.hillclimb.org/rulesregs.html> for rules and classes) plus the additions detailed in this bulletin. Drivers interested in competing in the Hillclimb classes with vehicles built to other than NEHA rules are encouraged to contact the RNY Chief Scrutineer at the number or email below to determine vehicle eligibility.

1. Clothing. NEHA Rule 1 applies with the following additions.

1.B is Not Applicable

1.BB. Outer clothing must be FIA 1986 or 8826-2000 approved or SFI 3-2A/5, or SFI 3-2A/1 (single layer) with SFI/FIA labeled long underwear.

1.C. Helmets may also be BSI BS6658-85 approved.

2. Chassis. NEHA Rule 2 applies with the following changes.

2.C. And 2.CC. Tires need not be DOT. Must conform to "Rally New York Rules for tarmac tires as of 2011" bulletin <http://www.rallynewyork.net/linked/bulletins.pdf> .

3. Body and Frame. NEHA rule 3 applies with the following change.

3.B. Door numbers, number panels, start numbers and mandatory decals supplied by RNY and according to RNY Supplemental Regulations.

4. Cockpit. NEHA rule 4 applies with the following additions.

4.A.6. SFI or FIA approved FHR (Frontal Head Restraint or head and neck restraint) device must be worn by every competitor while on stage.

4.C. OEM or aftermarket 2 piece (e.g. folding back) seats are not permitted. Seats NOT carrying an FIA label must have the back braced to the vehicle structure or cage.

4.D.2. Vehicles must carry a secured spare wheel/tire and jack, approved First aid kit, approved spill kit, tow strap and at least three safety triangles. All but the tow strap may be obtained from Susquehanna MotorSports at <http://www.rallylights.com/SearchResult.aspx?CategoryId=1436> .

4.E.1. Is Not Applicable.

4.E.2. ALL cars require a roll cage meeting or exceeding 4.E. 4. through 4.E.11.

4.E.5 Cage padding must meet or exceed FIA 8857-2001 or SFI 45.1. This is also available from Susquehanna (see above link).

Miscellaneous

A) Engine air inlet restrictions. No restrictor required.

B) Noise restriction. See RNY bulletin <http://www.rallynewyork.net/linked/bulletins.pdf> .

C) Vehicle registration. Not required.

D) Navigation Aids are unrestricted.

E) Transits. No rally rules for transits. Cars may be driven without escort (if legally registered) or by instructions TBD, escorted en masse by officials, or trailered by the competitor or crew between special stages or between service and special stages.

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Rally New York Rules for tarmac tires as of 2011

Starting February 18, 2011, and for future RNY events the enforcement of tire requirement as stated in the FIA Regional Rally Rules Appendix IV will be amended to permit inclusion of more domestically available tires as follows:

- 1) The minimum moulded tread depth requirement of 5.5mm (7/32") is waived. In its place scrutineering will accept for measurement of the 17% void requirement any tread depth greater than 1.6mm (2/32").
- 2) The in use minimum tread depth requirement in Appendix IV under section 3.1 *During the Event* that they "*not be less than 1.6mm over at least three quarters of the (original) tread pattern*" still applies to all tires.
- 3) 1.6mm will be considered equal to 2/32" by Scrutineering, which will be the basis for measurement and acceptance.
- 4) Measurement of voids on a given tire by RNY scrutineering will follow the Appendix IV 1.2 description with slight addition. Scrutineering will select two straight test lines (1 parallel and 1 tangent to the rolling axis of the tire) within the areas defined by Appendix IV 1.1. The measurements will be taken where each test line crosses voids representing the major tread pattern of the tire. This modified approach means tires utilizing features such as a continuous center "band" or small areas of non-overlapping tread pattern will thus not automatically be disqualified on that account alone. Tires carrying *only* voids parallel to the tire rolling axis (e.g. cheater slicks) will be disqualified.
- 5) Tires do not have to be homologated or carry a DOT label.
- 6) Appendix IV is available from the Secretary of the Rally or at [http://argent.fia.com/web/fia-public.nsf/440E1C8EE1541DACC12577FC005FE97C/\\$FILE/2011_RRR_Regs&Appx.pdf](http://argent.fia.com/web/fia-public.nsf/440E1C8EE1541DACC12577FC005FE97C/$FILE/2011_RRR_Regs&Appx.pdf)
- 7) Any single tire used at this event must be approved by the Chief Scrutineer during the pre-event scrutineering of competition vehicles.
- 8) Any question by a competitor on the acceptability of a tire model for RNY prior to the event should be directed to the Chief Scrutineer – email is preferred.

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Rally New York Bulletin Governing Vehicle Sound Checks

Effective November 14, 2010

Vehicles competing at Rally New York events are subject to vehicle engine exhaust noise level limits.

A competition vehicle exhaust sound check may be performed at scrutineering and at any time during an event by Rally New York scrutineers.

The test method used will be ISO 5130:2007, with a limit of 105dBA. Sound will be checked on a stationary vehicle with the transmission in neutral, and the engine running steady at at least 2500 RPM. The meter will be positioned at the same height as, 18 inches from the tip, and 45 degrees either side of the tail pipe centerline. The area behind the vehicle will be clear of obstructions for at least 50'. Turbo anti-lag systems may be turned off for the test. The maximum permitted reading is 105 dBA.

Vehicles failing these checks will be required to correct the problem before being permitted to enter or continue with competition.

The method is similar to that used by FIA and Rally America.

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Rally New York Bulletin Governing Studded Tires and Tire Studs

Effective November 8, 2010

Studded tires for reconnaissance and competition at the New York Winter Rally will be permitted but are not required.

Reconnaissance:

Any tires with single-flange passenger car and light truck studs, TSMI type (approved for US highway use) with no greater protrusion than 2.38mm above the tread surface, are permitted.

Competition:

Tires. The number of tires is free so long as the tires fall within the maximum diameter of 650mm (25.6"), not including studs, and the maximum width of 230mm (9") per the FIA Appendix J, Article 255.

Studs. Passenger car or multi-flange rally studs that extend no further than 4.5mm above the tread surface will be permitted (see description below for details). The number of studs is free.

Approval. All studded tires must be submitted to scrutineering for approval and marking. Compliance will be checked throughout the rally.

Information: *Proper snow / ice tires and tire studding services are available from Rally New York official partner TreadZone, contact Joe Specht at 866-208-6551, www.treadzone.com as well as from other suppliers.*

Description of approved studs:

Passenger car (and light truck) studs:

- Same as permitted at 2010 New York Winter Rally
- Single-flange type.
- Nominal 8.8mm flanges and 4.8mm shafts.
- Conform to TSMI #11 thru #17, as illustrated and referenced below.
- These requirements are met by the TSMI series studs available from Bruno Wessel
 - <http://www.brunowessel.com/catalog/index.asp?display=all&categoryid=4>



Rally studs:

- Same type as used at Rally Sweden, illustrated below.
- Shape is cylindrical and tip flat-cut.
- Cross section of the studs must form a full circle at every point.
- Body of the stud must be homogenous and is not allowed, under any circumstances, to form a tube, hollow or a hole beyond that required for the metal core.
- May have multiple flanges.
- Maximum diameter of any flange is 9 mm.
- Maximum diameter of the metal (normally tungsten carbide) core in the middle of the stud is 2.6 mm;
 - It must be cylindrical, homogenous and flat-cut
- Length of the stud is limited to 20 mm.
- Weight of the stud is limited to 4 grams each.
- These requirements are met by the TSC series stud available from Bruno Wessel
 - <http://www.brunowessel.com/catalog/index.asp?display=all&categoryid=1>



Information: *The 13 mm rally studs will fit into 9 mm predrilled holes in snow / ice tires commonly available in the US. This is the recommended least-cost option and the available tires are very good. The 16.6 mm and 19.6 mm rally studs may require the use of special winter rally tires that may have to be sourced abroad.*

All rally studs, regardless of the overall length, are designed for the same maximum protrusion of 4.5 mm above the tread surface.

Stud installation for competition:

- The studs must be mounted into the tires from the outside.
- The maximum protrusion permitted is 4.5 mm.
- It is recommended that studs be installed at least 24 hours ahead of competition to permit them to seat thus improving retention. The studs may be installed along with an adhesive to improve retention.

Walter Clark
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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
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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.

Walter Clark
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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>

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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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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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