

RALLY LEGEND - Extract from the Safety Ten

1. Roll Over Protection Structure

For original cars, the original Roll Over Protection Structure may be used to preserve the original design of the car.

When building a replica, the Roll Over Protection Structure must be used in accordance with the following regulation.

Roll Over Protection Structure

(a) For vehicles manufactured before the end of 1970, a minimum Roll Over Protection Structure, constructed in accordance with Appendix K FIA, Drawing K-1, Appendix V. A protective frame is considered to be a structure consisting of a main arch (see K 2013, Appendix VI, Article 8.1.2) and a pair of rear longitudinal braces, or a structure according to the current Appendix K FIA.

(b) For vehicles manufactured from 1 January 1971 onwards, a roll cage as defined in FIA Appendix K, Appendix VI, Article 8.1.3.) and therefore constructed according to one of the figures in Appendix K, Appendix VI, Article 8.1.3. K-8, K-9 or K-10 (see K 2013, Appendix V) or construction according to the current Appendix K FIA.

c) For vehicles manufactured from 1.1.1971 onwards, body reinforcement is permitted (the reinforcement must not form a hollow profile) and the use of reinforcements according to Drawing 253- 25 of Appendix J FIA ISC.

- in places where the helmet or the crew member's body may come into contact with the protective structure, the use of fireproof padding is mandatory.

d) Use of aluminium alloy Roll Over Protection Structure

Only certified factory-built Roll Over Protection Structure may be used and only on cars on which the structure has been demonstrably used or for which it was intended. The attachment to the bodywork must be made in accordance with the certification. The competitor has a duty of proof, i.e. he is obliged to provide a copy of the certificate or at least very convincing period photographs.

The Technical Committee has the right to veto the protective structure.

2. Seats

For Rally Legends it is possible to use either a proven period seat or a seat with FIA homologation (even expired).

3. Seat belts

It is mandatory to use a minimum of 4 point, undamaged seat belts according to FIA Standard 8854/98 with a valid service life. The fastening must comply with one of the variants of the current Appendix J.

Belt cutters are mandatory and must be within reach of the belted crew.

4. Fire extinguishers and Fire extinguisher systems

The vehicle shall be compulsorily equipped with either:

- one two-kilogram a hand-operated fire extinguisher, or
- two one-kilogram hand-operated fire extinguishers, or
- a fire extinguisher system in accordance with the current Appendix J (FIA Technical List N°16 and N°52), supplemented by one two-kilogram a hand-operated fire extinguisher.

Both the fire extinguishers and fire extinguisher systems bottle shall be attached in the prescribed manner in accordance with the current Appendix J.

In all cases, a valid revision (2 years) and marking of the location of the fire extinguisher or fire extinguisher system launch will be required as per current Appendix J.

5. Circuit breaker

The use of a circuit breaker with external and internal control is mandatory. There must be a general circuit breaker which must cut all electrical circuits and must also stop the engine.

The circuit breaker shall be accessible to the crew attached and shall be properly marked and located in accordance with the applicable Appendix J or K of the ISC.

6. Fuel tank

The fuel tank must either be stock with the original location retained, or conform to Appendix K at the time of the first vehicle test (with safety foam/D-Stop anti-explosion foil) or Appendix J (with any valid FIA homologation). The tank must be properly secured and separated from the crew compartment. The design of the fuel line installation must comply with Appendix K or J of the ISC.

7. Towing-eyes

All cars must have towing eyes and/or towing belts at front and rear. Internal diameter of at least 80 mm

8. Battery

The battery is optional. If the battery is installed in the cockpit, it must be protected by a solid, leakproof cover with ventilation outside the cockpit. The battery must always be fastened taking into account its weight, i.e. with sufficient and secure fastening (straps, clamps, etc.). It is compulsory to protect the positive terminal of the battery.

9. Additional fasteners

Additional fixing of the front bonnet is mandatory, additional fixing of the windscreen is strongly recommended.

10. Driver and Co-driver safety equipment

All drivers and co-drivers must wear protective crash helmets of min. specification "E", overalls, underwear, gloves (gloves are optional for co-drivers) and shoes of min. specification ISO 6940 on the closed rally section.

For safety equipment, it is strongly recommended to use equipment with FIA homologation (even expired). The crew is not required to complete a driver safety equipment card, but crew equipment is still subject to inspection and approval by the Technical Commissioners.