

## RALLY LEGEND – extract from the regulations

### NSR Chapter K – Historic Cars

#### 7.2 Crew participation

A crew consisting of a driver and co-driver may participate – holders of a driving licence for passenger cars and one of the sporting licences issued by AS AČR, but at least a one-off driver's licence. A national driver's licence of NREG grade is strongly recommended.

For vehicles that can be classified in classes J1D, J2D, Categories 5 and 7, only drivers who are not listed as beginners may drive. Vehicles in Categories 5 and 7 may only be driven by drivers holding at least a national 'NTD' licence.

*Vehicles in accordance with NSR Chapter K – Historic Cars, Article 3.3 Listed Categories and Classes*

<https://www.autoklub.cz/disciplina/rally-historickych-automobilu/>

#### 7.3.1 RALLY LEGEND vehicles

7.3.1.1 Original historic competition vehicles or their replicas tested for demonstration runs, and competition vehicles in accordance with Article 3 of Chapter K of the NSR homologated by 31 December 2000, may take part in demonstration runs. The historic car must represent the history of competitive sport, i.e. a historic car of this type should have been classified in a rally-type event in the past.

7.3.1.2 Furthermore, historic vehicles with specific modifications for events such as rallies in special locations, marathon rallies, etc., may take part in demonstration runs. The participation of period prototypes is permitted. The condition is originality - proof of the vehicle's participation in the event.

7.3.1.3 Competition cars from the groups specified in Articles 1.2 and 2.2 of Chapter F of the NSR may also take part in demonstration runs. All vehicles must faithfully correspond in appearance to their historical models and, in terms of technical specification, to the relevant FIA Appendix J and homologation certificate - therefore, vehicles with, for example, tuning modifications will not be permitted to start. Vehicles in accordance with Articles 1.2 and 2.2 of Chapter F of the NSR will be

#### 7.3.1.5 Sports Car Licence

Vehicles registered in the Czech Republic may only take part in the RL if they hold a valid AČR Sports Vehicle Licence.

#### 7.3.1.7 Vehicle origin

Original historic competition vehicle: these are true legends (original vehicles) representing a make and era, which comply with the technical and safety regulations of the period (in force at the time), with emphasis placed on the quality (degree of wear and tear) of the vehicle's safety equipment. Safety equipment must comply with at least the Rally Legend safety guidelines.

Replica: this is a vehicle identical in appearance to the historic model, complying with homologation. Safety equipment must comply with at least the safety guidelines for Rally Legend

When building a replica for Rally Legend, the bodywork colour scheme must correspond to the period or factory specification.

The event organiser will clearly indicate (e.g. on the starting list) whether a vehicle is an original or a replica.

## RALLY LEGEND – TEN SAFETY RULES

### 1. Roll cage

For original cars, the original roll cage may be used so as to preserve the car's original design. When building a replica, a roll cage must be fitted in accordance with the following regulations.

Roll cage/frame (safety structure)

a) For vehicles manufactured up to the end of 1970, a protective frame manufactured in accordance with FIA Appendix K, Fig. K-1, Annex V is required as a minimum. A protective frame is defined as a structure consisting

of a main roll bar (see K 2013, Appendix VI, paragraph 8.1.2) and a pair of rear longitudinal struts, or a structure in accordance with the current FIA Appendix K.

b) For vehicles manufactured from 1 January 1971, a roll cage is required, as defined in FIA Appendix K (Appendix VI, paragraph 8.1.3) and therefore manufactured in accordance with one of the figures K-8, K-9 or K-10 (see K 2013, Appendix V) or a design in accordance with the current FIA Appendix K.

c) For vehicles manufactured from 1 January 1971, body reinforcement is permitted (the reinforcement must not consist of a hollow section) and the use of reinforcements in accordance with Fig. 253-25 of FIA Appendix J. Furthermore, the following applies to points (a) and (b):

- the main roll bar (a single-piece tubular roll bar, positioned across the vehicle immediately behind the front seats) must not have an inclination of more than +/- 10 degrees relative to the vertical.
- the angle of the rear longitudinal brace must not exceed 60 degrees relative to the horizontal plane.
- The protective structure must be secured to the bodywork; all pillars and struts defined in points (a) and (b) must be secured using at least 3 bolts (minimum diameter 8 mm, ISO 8.8 grade) or, alternatively, welded joints or a combination of both types of connection may be used. The mounting points must be reinforced to the bodywork by a welded steel plate with a minimum thickness of 3 mm and a minimum area of 120 cm<sup>2</sup>.
- The roll cage/frame may be supplemented with optional reinforcements. A reinforcement measuring  $\varnothing 38 \times 2.5$  mm for securing seat belts must be welded into the cage/frame.
- Material and dimensional specifications (also apply to optional reinforcements):  
Tube material: cold-drawn carbon steel with a minimum tensile strength of 350 N/mm<sup>2</sup>.

Min. dimensions:  $\varnothing 38 \times 2.5$  or  $\varnothing 40 \times 2$  mm

- In areas where the helmet or the crew's body could come into contact with the protective structure (to be assessed by the technical commissioner), the use of protective lining made of non-flammable material is mandatory.

- All welds must be of high quality and must always run the full circumference of the welded parts.

- The use of certified or homologated structures is preferred, and any alteration to their specifications is prohibited.

d) Use of protective structures made of aluminium alloys

Only certified factory-made protective structures may be used, and only on cars on which the structure has demonstrably been used or for which it was intended. Attachment to the bodywork must be carried out in accordance with the certification. The competitor has the burden of proof, i.e. they are obliged to provide a copy of the certificate or, at a minimum, highly conclusive period photographs for the structure.

The Technical Commission has the right to veto a protective structure.

When building replicas of vehicles corresponding to classes E4, E7 and E10, a protective structure from manufacturers included in the AVOK list must be used

## **2. Seats**

For Rally Legends, either a verifiably period seat or a seat with FIA homologation (even if expired) may be used. The use of modern so-called club seats without FIA homologation is also permitted. There is a strict ban on the use of split production seats. Every seat must be properly secured.

## **3. Seat belts**

It is mandatory to use at least 4-point, undamaged seatbelts in accordance with FIA Standard 8854/98 **with a valid service life**. The mounting must comply with one of the variants in the current Appendix J. Seatbelt cutters are mandatory and must be within reach of the buckled-in crew.

## **4. Fire extinguishers (FE) and fire suppression systems (FSS)**

The vehicle must be equipped with either:

- one 2-kilogram fire extinguisher, or
- two 1-kilogram FAs, or
- a fire suppression system in accordance with the current Appendix J (FIA Technical Regulations Nos. 16 and 52), supplemented by one 2-kilogram FF.

Both the fire extinguisher and the fire suppression system cylinder must be secured in the prescribed manner in accordance with the current Appendix J.

In all cases, a valid inspection (2 years) and marking of the HP location or HS activation point in accordance with the current Appendix J will be required.

### **5. Electrical power cut-off switch**

The use of a power cut-off switch with external and internal controls is mandatory. The switch must reliably cut off all power sources and stop the engine. The switch must be accessible to the secured crew, must be properly marked and positioned in accordance with the current Appendix J or K of the ISC.

### **6. Fuel tank**

The fuel tank must either be the standard production tank in its original position, or must comply with Appendix K at the time of the vehicle's first test (with safety foam/D-Stop film) or Appendix J (with any valid FIA homologation). The tank must be properly secured and separated from the crew compartment. The installation of the fuel lines must comply with Appendix K or J of the ISC.

### **7. Towing eyes**

Front and rear towing eyes, marked in a contrasting colour, are mandatory. The eyes must reliably secure the towing of the car and their internal diameter must be at least 80 mm.

### **8. Battery**

Any type of battery is permitted. A battery located in the passenger compartment must be covered by a rigid, non-conductive and impermeable cover, fitted with ventilation outside the passenger compartment. The battery must always be secured in a manner appropriate to its weight, i.e. with sufficient and secure fastening (strapping, bolts). Non-conductive covering of the positive terminal is mandatory.

### **9. Additional fastenings**

Additional securing of the bonnet is mandatory; additional securing of the windscreen is strongly recommended.

### **10. Safety equipment for driver and co-driver**

The crew/driver must wear protective helmets on closed rally stages or during Hill Climb, meeting at least the expired FIA or SNELL standards, and overalls and boots meeting at least the specifications of Standard 8856-2000 (even without a hologram) or 8856-2018. For safety equipment, it is strongly recommended to use equipment with FIA homologation (even if expired).

The crew/driver is required to complete the Rider safety equipment form.

The crew's equipment is nevertheless subject to inspection and approval by the technical commissioners.