

Motor Sports Council approves immediate rule change for Safety Roll-Over Structures

At the Motor Sports Council meeting of 8th March the regulation detailed below was approved for immediate application. The sections in red are new words and the sections struck through have been removed. We have only reprinted the sections that have changed here so you need to read these regulations in context with the whole of Section K1.3.

K1.3.1. Main, Front and Lateral Rollbars.

These frames or hoops must be made in one piece without joints. Their construction must be smooth and even, without ripples or cracks. The vertical part of the main rollbar must be as straight as possible and as close as possible to the interior contour of the bodyshell. The front leg of the front rollbar or a lateral rollbar must be straight, or if it is not possible, must follow the windscreen pillars and have only one bend ~~with its lower vertical part~~ unless a windscreen pillar reinforcement [K1.3.5(e)] is fitted.

The mounting foot must not be rearward of the foremost point of the rollbar.

Where the main rollbar forms the rear legs of a lateral rollbar (see drawing K6), the connection to the lateral rollbar must be at roof level. To achieve an efficient mounting to the bodyshell, the original interior trim may be modified around the safety cage and its mountings by cutting it away or by distortion. However, this modification does not permit the removal of the complete parts of upholstery or trim. Where necessary, the fusebox may be relocated to enable a rollcage to be fitted.

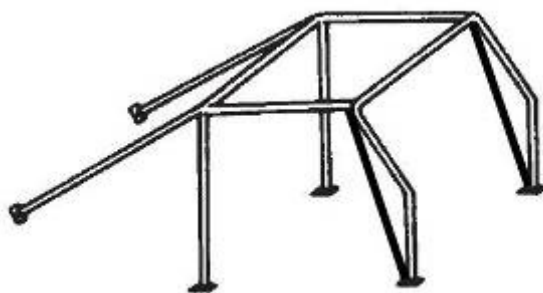
K1.3.5. Optional Reinforcement of Rollcage.

The diameter, thickness and material of reinforcements must be as defined in 1.3. They must be either welded in position or installed by means of demountable joints. Reinforcement tubes must not be attached to the bodyshell.

(e) Windscreen Pillar Reinforcement

A tube the upper end of which must be less than 100mm from the junction between the front (lateral) rollbar and the longitudinal (transversal) member and the lower end less than 100mm from the front mounting foot of the front (lateral) rollbar, as shown in drawing K62.

The tube may be bent on condition that it is straight in side view and that the angle of the bend does not exceed 20°.



Drawing No. 62

In applying these regulations there are a number of points to be considered.

- If a ROPS is homologated and complies with the detail of the Homologation Certificate then there is no requirement for it to comply with the restrictions that are applicable to "standard minimum requirements". Remember certificates may be issued by the MSA, the FIA or another ASN. MSA Certificates are printed on security paper, photocopies are not to be accepted.

- If the ROPS is not homologated and thus built in accordance with MSA “standard minimum requirements” but incorporates, in the front legs, bends additional to the one where the tube ceases to follow the windscreen pillar then a Windscreen Pillar Reinforcement is required.
- Note that the section of the front leg immediately above the floor mounting need not be vertical but the mounting is not to be rearward of the forward most point of the ROPS (Diagram 1), noting that any tubular members going forward from the front leg into the engine or luggage compartment are not considered for these purposes as being part of the ROPS.
- Remember that the regulations allow for the upper section of the front leg to follow the shape of the windscreen pillars. A Windscreen Pillar Reinforcement is only required if there is more than one bend additional to the one where the tube ceases to follow the windscreen pillar (as circled in Diagram 2).

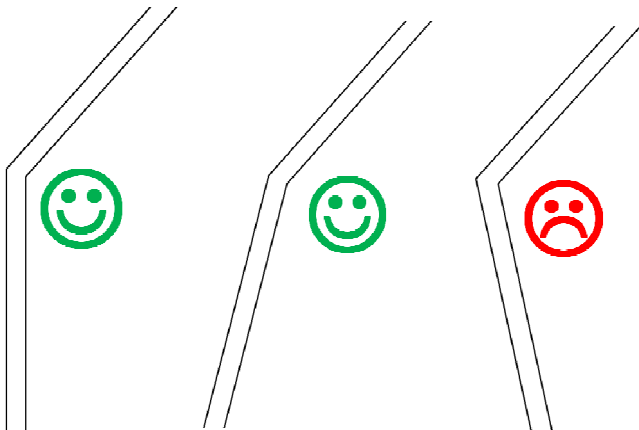


Diagram 1

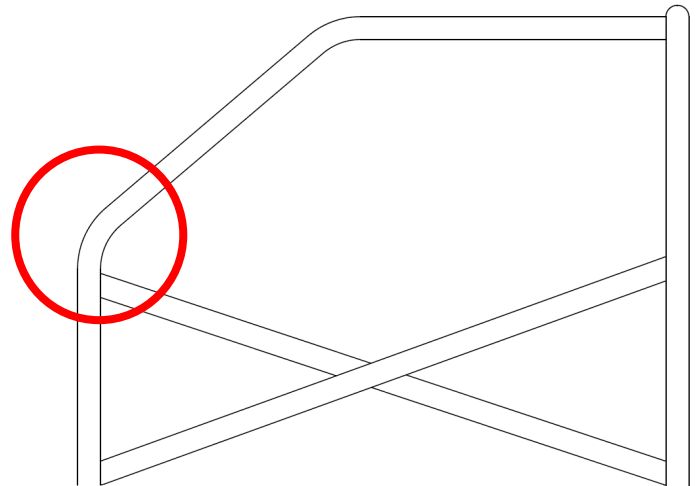


Diagram 2

- The Windscreen Pillar Reinforcement bar is permitted to have a single bend of no more than 20 degrees, but must be straight when viewed from the side.
- In the case of the Windscreen Pillar Reinforcement and the door bar(s) lying in the same plane then the door bar(s) can interrupt the Windscreen Pillar Reinforcement tube subject to that tube being fully welded to the door bar(s), the tubes may to be secured to each other by welded gussets (Image 1).
- If the door bars and the Windscreen Pillar Reinforcement are not situated on the same plane, the tubes may be secured to each other by welded gussets (Image 2).
- The lower part of the Windscreen Pillar Reinforcement bar need not be attached to the front leg, but must be mounted within 100mm of the front leg mounting foot. If fixed to the bodyshell it must have reinforcement plates as defined in K1.3.3.

Competitors have been advised of the regulation change by issue of a press release and through the website. If the car has a valid competition car log book then please, if appropriate note in the CCLB that windscreen reinforcement pillars are required so that next time the vehicle is presented for scrutineering the scrutineer is aware to check this particular point.

If you require further clarification please contact the Technical Department at Motor Sports House.



Image 1



Image 2