



**Bulletin 2018-8:
Miscellaneous Changes to the Technical Rules
12/1/2018**

The following rule changes go into effect immediately.

Strike 1.1.3 – 1.1.5.

Rationale. Helmet modification is a subject best left to the manufacturer documentation.

In 1.3.2, strike from “Embroidery” to the end of the section.

Rationale. Suit modification is a subject best left to the manufacturer documentation.

Add the following to the end of 2.2.2.3:

Effective 1/1/20, existing log booked rally vehicles with non-homologated roll cages built to the 2006 Rally America rules are subject to the following additional requirements:

1. A sill bar + at least one more door bar is required on each side.
2. Diagonals to each corner of the top of the main hoop, whether in the plane of the main hoop or the rear stays are required.
3. A Windscreen support from front cage foot (within 4”) to within 6” of the transverse windshield bar is required on each side.
4. Minimum size for these added elements is 1.5” x .095”.

Rationale. Ensure older vehicles meet current safety standards.

Insert the following as 2.2.15.6.3:

Shall not be mounted where it could be possibly crushed between a roll cage element and the body shell.

Rationale. Ensure line routings are not within a likely crush zone.

In 2.3.10, add “13 gallon plastic bag” to what the spill kit must include.

Rationale. Ensure teams have an appropriate container for used spill kit materials.

Strike 3.6.1 and 3.6.2.

Rationale. Canadian vehicles are not to be exempt from ARA safety regulations.

Change 4.1.9 to the following:

Unless noted herein as an exception the suspension, braking, gear change, clutch front and rear differential components may not be electronically controlled or actuated.

Active front differentials are allowed and subject to a 100lb weight penalty.

OEM electronic controls of OEM transmissions, clutches, and differentials may be allowed with prior approval from the ARA Technical Director.

A simple engine cut is permitted during a mechanically activated gear change.

Rationale. Clarification of the wording in Bulletin 2018-7.

Strike “Without the seal being in place” from 4.2.5.4.3 and 4.4.19.7.

Rationale. Clarify that it may be checked at any time, regardless of the presence of the seal.

Append “or appear on the list of approved alternate turbos, which are subject to a 100 lb. weight penalty” to the end of the first sentence of 4.4.19.1.

Rationale. Some older vehicle OEM turbochargers are unavailable or prohibitively expensive. This provision allows the Technical Director to specify a limited number of alternate turbochargers, with a weight penalty to ensure no performance advantage is realized by the substitution.

Change 1/4” to 1/8” in 4.4.19.4.

Rationale. Correction.

Add “but is subject to a 100lb weight penalty” to 4.4.26.

Rationale. Reduce the competitive advantage of using sequential shift.

In 4.6.15, change the e-mail address to ararallytech@americanrallyassociation.org.

Rationale. The e-mail address for handling these issues has changed.

In 5.6, the log books may, not shall, be retained by the Chief Scrutineer.

Rationale. It is now optional for log books to be held by events until after the rally.

Update Table A as indicated on the following pages with O4WD and L4WD boost reductions effective 3/1/2019 and further reductions effective 1/1/2020.

Rationale. Bring Open and Limited 4WD class boost limits in line with the international community for 2020 with an intermediate reduction for 2019.

Doug Shepherd
ARA National Series Manager

Table A – Class, Engine Type, Maximum Displacement, Restrictor, Minimum Weight

Effective 3-1-2019

class	engine	max disp	restrictor	min weight
Open 4WD	forced ind	2600	34 mm @ 27 PSI	2900
	nat asp	3300	none	2900
	nat asp	4500	none	3200
	nat asp	6300	subject to Technical Review of specific engine proposals	3200
Naturally Aspirated 4WD	nat asp	2500	none	2600
	nat asp	3300	none	2900
Limited 4WD	forced ind	3000	34mm @ 27 PSI	3100
	forced ind	3000	36mm @ 22 PSI	3100
	nat asp	2800	none	3100
	nat asp	6300	none	3300
Open 2WD	forced ind	1800	none	none
	forced ind	2600	none	2200
	forced ind	3500	none	2800
	rotary	2600	none	2200
	nat asp	1800	none	none
	nat asp	4500	none	2100
	nat asp	6300	none	2800
Limited 2WD	forced ind	1600	none	2300
	nat asp	2500	none	none

Table A – Class, Engine Type, Maximum Displacement, Restrictor, Minimum Weight

Effective 1-1-2020

class	engine	max disp	restrictor	min weight
Open 4WD	forced ind	2600	34 mm @ 22 PSI	2900
	nat asp	3300	none	2900
	nat asp	4500	none	3200
	nat asp	6300	subject to Technical Review of specific engine proposals	3200
Naturally Aspirated 4WD	nat asp	2500	none	2600
	nat asp	3300	none	2900
Limited 4WD	forced ind	3000	34mm @ 22 PSI	3100
	forced ind	3000	36mm @ 19 PSI	3100
	nat asp	2800	none	3100
	nat asp	6300	none	3300
Open 2WD	forced ind	1800	none	none
	forced ind	2600	none	2200
	forced ind	3500	none	2800
	rotary	2600	none	2200
	nat asp	1800	none	none
	nat asp	4500	none	2100
	nat asp	6300	none	2800
Limited 2WD	forced ind	1600	none	2300
	nat asp	2500	none	none