

RALLY/ROAD – NATIONAL RALLY CODE – APPENDIX F; ENERGY ABSORBING SAFETY FOAM

Bulletin Number: B17/006

Implementation Date: 2 March 2017

REFERENCE

CAMS Manual of Motor Sport, Rally, National Rally Code; Appendix F.

<https://www.cams.com.au/motor-sport/regulations/cams-manual/rally-road>

RATIONALE

The Rally, National Rally Code; Appendix F is amended by the addition of this regulation which will permit the use and fitment of energy absorbing safety foam to increase the side impact protection of cars within all the CAMS Rally Car Groups. This regulation is applied as non-compulsory, however highly recommended, and will permit the fitment of foam, in compliance with foam material regulations and fitment guidelines established by the FIA.

ACTION

The Rally, National Rally Code; Appendix F is amended and effective from **2 March 2017** by the following addition:

9. ENERGY ABSORBING SAFETY FOAM FOR SIDE INTRUSION PROTECTION

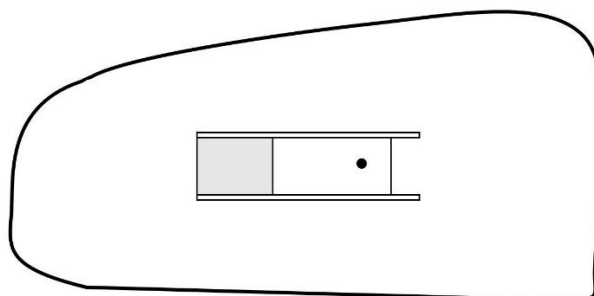
For each CAMS Rally Car Group it is permitted, and highly recommended, to install energy absorbing safety foam (foam), to protect against lateral collisions, in each door and for two door vehicles in the area of the bodywork immediately rearward of the door aperture. If fitted the foam must be fitted, as a minimum, to each front door of the vehicle. The installation of foam must be done in accordance with the FIA and GIMSS Rally Door Foam Installation Guidelines Version 0.6 (available from CAMS).

Each installation of foam must comply with the following:

- (a) Foam is only permitted where the vehicle is fitted with Safety Cage side intrusion members according to CAMS Manual Schedule J Drawings J-11, J12 or J13 (dual side intrusion members). The fitment of an additional side intrusion member to an existing vehicle with a single intrusion member is permitted in accordance with CAMS Manual Schedule J Article 4.
- (b) The minimum volume of foam in each application must be 60L.
- (c) Each foam used must be either listed on the FIA Technical List No. 58 or as approved by CAMS.
- (d) For the purpose of fitting foam it is permitted to (refer to FIA and GIMSS Rally Door Foam Installation Guidelines Version 0.6):
 - (i) Modify the interior part of the door or the aperture for the fitment of foam, provided that the structural and safety integrity of the door is not compromised. This may include the removal of window mechanisms and other door hardware. Any original manufacturer side intrusion fitted within a door must be retained.
 - (ii) Modify the internal door opening mechanism. It is not permitted to modify the original door latch mechanism.

- (iii) Additional foam may be fitted in the space between the inner door panel and each seat.
- (iv) If an FIA specification seat which incorporates a head protection element (such as a winged seat) is fitted, additional foam may be fitted to fill the void that exists between the side of the seat head protection and the side window or B-Pillar. In this case the foam shall be fixed to the seat side with Velcro® or similar, hook and loop fastener.
- (v) Each door or aperture fitted with foam shall have a trim panel fitted that consists of a minimum of six (6) ply carbon fibre or kevlar (or both) reinforced composite material.
- (e) It is the responsibility of the competitor to provide proof that the foam used is compliant with these requirements.
- (f) Where foam is fitted it is permitted to replace each side window with a clear and optically transparent polycarbonate material. Each replacement side window must be:
 - (i) in the original shape of the original window;
 - (ii) a minimum thickness of 3.8mm; and
 - (iii) able to be removed both internally and externally without tools in an emergency situation.
- (g) Where a replacement window is fitted it is permitted to fit a closable aperture, of the same polycarbonate material, using a sliding mechanism, within the replacement window polycarbonate material of each front door. (refer Drawing 3)

DRAWING 3: WINDOW, CLOSABLE APERTURE EXAMPLE



END