

HOT-RODS SPECIFICATION

Windscreens must have wire mesh in front of driver

1. DEFINITION.

Hot-Rods are a non-contact formula using suitably modified small family saloon and Hatch back cars. Engines must be in front of driver, bulk heads can be moved back to accommodate engine but must be complete to make a firewall.. Cars and engines may be interchanged. It is important to remember to keep within the spirit of the rules. If you are in any doubt about something then ASK us via web site, we don't bite.

The Scrutineers decision will be final.

3. TYPE OF CAR.

You may use any right hand drive steel bodied saloon, coupe or hatchback The body must not be lowered, narrowed or shortened in any way.

SPACE FRAMING IS ALLOWED. Engines must be in front of driver, bulk heads can be moved back to accommodate engine. Cars and engines may be interchanged.

4. ENGINES.

THERE IS NO ENGINE SIZE LIMIT, all modification's allowed

TRANSMISSION

The gearbox, gearbox mountings and final drive are free,

The differential assembly may be locked by way of welding.

Limited Slip Diffs are allowed.

FWD/RWD Conversions

Gearbox mounts and propshafts can be fabricated. You may use an adaptor plate or an aluminum bellhousing to allow the fitment of the engine/gearbox installation. The method of clutch operation is free. The engine and gearbox must remain centrally positioned. Modifications to the bulkhead are allowed but must be complete to make a firewall. But engine must remain be in front of the driver.

Propshafts may be modified. Fly wheel and clutch are free.

Oil coolers may be fitted using a sandwich plate between the oil filter and block. An effective oil catch tank must be fitted. Oil coolers and oil catch tanks must be fitted within the engine compartment.

6. GEAR BOXES. Free

7. DIFFERENTIALS. Are Free

9. STRENGTHENING.

There is no restriction on welding to strengthen the car. You must cover the headlamp and tail lamp orifices. Wheel arches must be fitted to cover protruding wheels. No sharp edges are to remain on the wings. The following panels may be replaced with Kevlar or fibreglass - front and rear wings, front and rear panels, boots, bonnets and doors, no adding of materials.

No tubing, box or angle iron for armouring at the front of the car is allowed. Any panels changed or repaired must be replaced by metal of the same thickness as original. Replacement door sills should be no more than 6 - 8" high. No drilling of holes in the bodywork is allowed with the exception of the side skirts.

10. AEROFOILS AND SPOILERS.

Aero foils must not be fitted further forward than the rear axle. The aerofoil must not exceed 12in height above the roof line and must not exceed 18j" long from front to rear.

11. WHEELS AND TYRES.

Only one piece wheels may be fitted. Maximum wheel spacer size permitted is 1\4" all round. Wheel studs must protrude through the wheel nut.

Tyres are free.

Suspension components are free but must remain as original configuration i.e. struts to remain struts and wishbone to remain wishbone. You must also retain a cross member, chassis rails and inner wings.

Any bracing fitted within the engine compartment must not protrude further forward than the centre line of the front wheels. The rear of the car may be space framed from the rear seats backwards only.

13. BACK AXLE.

Free except no quick change rear ends allowed.

14. ROLL CAGE.

The minimum requirement is a six poster cage in support of the door pillars and front windscreen pillars made of steel and securely bolted or welded on all joints and back to the inner rear arches The minimum thickness must not be less than 1.5mm Max 3mm x 32mm diameter tube. Two chicken bars in the drivers and at least one chicken bar in the passenger's door is compulsory. Chicken bars must be attached to the roll cage. All roll cages must terminate at least 4" from the back panel. A bar must be fitted in the front windscreen aperture. Wire mesh to be fitted in windscreen in front of driver 1" by 1" squares.

15. BRAKES.

Must be effective on all four wheels. . The pedal box must remain in original position.

16. MIRRORS.

Interior driving mirrors must be used. Side view mirrors if fitted must not protrude outside the car.

17. DOORS.

The drivers door may be hinged and fitted with a secondary fastening. All other doors must be securely fixed shut. A window net on the drivers side is compulsory and must be detachable and not fixed to the door.

18. COOLING SYSTEM.

Oil cooling systems must be contained within the engine compartment , water radiators may be fixed inside car behind driver but driver must be shielded.

19. FUEL SYSTEM.

A maximum of a 4 gallon tank must be fitted behind the driver inside the car. The fuel outlet pipe must enter the tank at the top. A vent pipe must be fitted and either incorporate a one way valve or have a pipe attached terminating below the tank. An adequate firewall must exist between the tank and the driver. Fuel lines must be metal and a fuel tap must be fitted within easy reach of the driver.

19. FUEL

Permitted fuel specification from 1st January 2008 (this specification supersedes all previous specs).

1. All cars must only use fuel from roadside pumps as defined below.

Petrol (Motor Gasoline of the type on sale to the general public from roadside filling stations) BS 4040 (Leaded)

Subject to a valid permit for use. LRG (Unleaded), BS EN 228 (Unleaded), BS7800 (Super Unleaded).

20. ELECTRICAL SYSTEM.

Batteries must be bolted or clamped in position and completely covered with a rot proof material to prevent acid leakage and fitted inside the car. All wiring must be fully insulated. Electric starters must be fitted and in working order. Brake lights must be fitted on the rear panel shelf or hung from the roof and totally inside the car. Cars without working brake lights will be excluded from the meeting. Electronic ignition is permitted. An electrical cut out switch must be fitted to the rear near side corner of the car and clearly marked ON/OFF.

21. SAFETY EQUIPMENT

„h Helmets must be of a minimum standard as directed by British Oval Racing Safety Executive

(B.O.R.S.E). These are BS6658 Type A/FR, FIA8860-2004, Snell SA2005, Snell SA2010, SFI

Foundation 31.1A, SFI Foundation 31.2A. The E2205 European standard helmet may be used in

Fibreglass, Carbon or Tri-Composite form only i.e. **NO POLYCARBONATE** helmets are allowed.

It is important that the helmet fits the driver correctly. Shatterproof goggles/visors must be worn

although tinted visors are not advisable.

Neck braces are recommended.

Fireproof balaclavas are MANDATORY and must be marked appropriately.

Fire retardant gloves are MANDATORY and must be marked appropriately. Drivers must wear bright coloured racing overall type clothing of flame retardant Proban or a high specification material and this must be maintained in a clean and tidy condition in view of the public. N.B. If wet weather clothing is used this must be worn IN ADDITION TO and NOT INSTEAD OF the regulation flame retardant overall type of clothing described above.

A quick release cloth window net must be fitted to the drivers door window aperture. The netting should have holes not larger than 7.5cm or 3 wide. It should come down level with the steering wheel, and should be flexible and easily removable separate to the movement of the door. Mesh must be fitted in front of the driver in the windscreen 1” by 1”

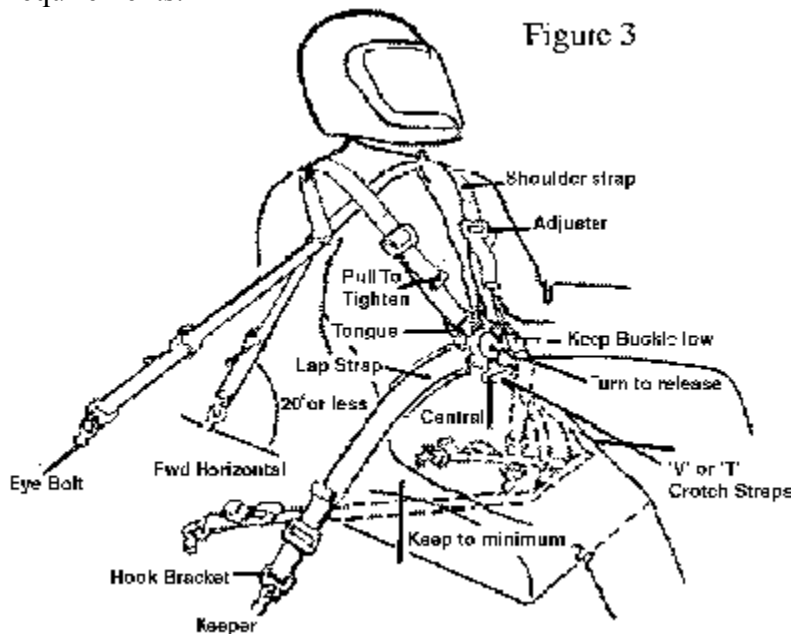
A 1Kg Dry Powder Gauge Fire Extinguisher is highly recommended and if fitted, this should be in a tube with a spring top and should be within easy reach of the driver. Old type BCF (green) type extinguishers are not allowed. All tow vehicles, must carry a

minimum of a 2kg fire extinguisher dry powder or gas, which must be within easy reach of the driver and mechanics at all times, especially when refueling.

A minimum of 3in (75mm) wide safety belts (2in) (40mm) sub-strap) are mandatory. This must be a full five point buckle release harness (including NASCAR type) with sub-strap and must be fitted and bolted to the floor and/or the roll cage. Shoulder belts with a sternum protection latch are highly recommended. The sub-strap must be used at all times and all belts must connect to the quick release buckle. In the case of NASCAR lever latch buckles it is advisable to fit a secondary means of detent to prevent overall sleeves accidentally unhooking buckles during racing. A small section of Tubegrip elasticated bandage slid over the hooked buckle serves this purpose. Special attention must be paid to the condition of seat belts and fixings once fitted. An extra bar is to be fitted to roll cage behind drivers seat approx 41" below shoulder height of driver. Your seat belts may be fixed to this bar. The bar is to be of roll cage material specification.

Following recent research made by leading safety harness manufacturers, new information has been made available with regard to the best way to fit your safety harness, which will further ensure your safety. Please study the diagrams below to ensure your safety harness is fitted correctly.

Please note that all of the above rules are subject to change in respect of Health & Safety requirements.



22. DRIVERS SEAT.

A racing seat must be fitted and must incorporate a head restraint and should be bolted or welded to the floor.

23. FINAL PREPARATION.

The external painting of the car should be to a high professional standard preferably in bright colours.

Any colour scheme is permitted and your name should appear on the sun visor. No childish drawings allowed. Race damage should be repaired after each meeting and painted accordingly

24. NUMBERS.

Your racing number should be painted on a roof fin also on the doors and in a contrasting colour to your car, your number must also be painted white on black on the rear near side of your roof.

25. ROOF COLOURS.

The roof must be 25% painted in your correct grade colour.

27. NOISE REDUCTION.

Exhaust systems are free but must be fitted with adequate silencers and comply with the promotions requirements at all times. If a silencer becomes ineffective during racing or practice, the car will be withdrawn from the event. If exhaust systems pass through the car they must be covered.

28. NOTES.

No rear engine cars allowed. The promotion reserves the right to exclude any car that it does not consider to comply within the spirit of the rules, if in doubt ask. The Promotion also reserves the right to exclude any car that it sees as scruffy or unsightly and detrimental to the Formula.

GENERAL

STARTING POSITIONS

Drivers must start in positions laid down by the Steward and in their correct grade (where applicable) at all times. Special dispensation to start at the rear of the grid will be made, only on application to the steward, in the case of a driver wishing to test a new car on the occasion of its first meeting or at the stewards discretion.

All race winners (where applicable) must start at the back of their grade for each subsequent race in any meeting. The onus is on the driver to take up this grid position and two places will be docked by the steward for each position out of the correct starting order, occupied at the start of the race. Championships with specific race formats will supersede this rule.

INTERPRETATION OF RULES

Decisions of Officials on interpretation of the rules pertaining to race procedures or lap scoring positions, shall be considered Final. At all times, while on the track, a driver shall be deemed to be under Racing Rules.

It is the drivers responsibility to ensure that current health and safety legislation is adhered to when in the pits area. Special attention should be given to the Risk Assessments produced by the promoting company of each track.

Competitor Health & Safety Guidance at Race Events

Oval Racing is the most exciting motorsport around, and as with all motorsport it is important that Health and

Safety issues are dealt with, so that we can go and enjoy the sport in safety.

It's vital that you understand the Health and Safety requirements at an Oval Race meeting, for your own sake as

well as those around you.

This leaflet will take you through many of the important Health and Safety Issues associated with our sport.

ARRIVE ON TIME

To enjoy a good day of racing, you need to arrive in plenty of time. Set off early, in order to get to the track with

sufficient time to park up, unload, and go through scrutineering.

Pre-meeting preparations should never be rushed. Make sure you and your pit crew are at the top of your game!

Don't come racing after a big night out, or if you're tired. If you or your crew are not up to it, others may get hurt.

The start of the day is a very busy time at a race track. Different tracks run their pit parking in different ways.

Some have designated areas for particular formulas, others work on a first come first served basis. Everyone is

working to ensure that drivers get parked up efficiently and safely. You need to help with this. Follow all Pit

Marshal's instructions, and be very aware of pedestrians and other vehicles. Children should be supervised at all

times and dogs must be kept on leads. No smoking is allowed in the Pit areas or any part of the Track.

When reversing always ensure that a member of your crew or a Pit Marshal is watching the rear of your vehicle

to make sure that you are reversing safely. Always obey the 5 mph limit in the pit area.

When unloading your car, you must ensure that there are no safety implications for your crew or members of the

public. It is your responsibility to ensure that your actions do not impact on the Health and Safety of others.

SIGNING IN

At all Raceways, you must sign a disclaimer before racing to make sure you do this soon after you arrive and

make sure you take your Log Book with you.

KEY PERSONNEL

There are two key personnel at every raceway, concerned with the safe running of an event. You need to know

their titles and be aware of their roles.