



## WOMZA TECHNICAL AND CONSTRUCTION REGULATIONS

These regulations shall be valid for valid for two (2) years, namely **2016 and 2017**

Clubs forming additional club classes for example, Bangers, Mini Class are obliged to submit regulations regarding these classes to WOMZA Admin for approval. All safety regulations shall be adhered to as per these regulations.

Vehicles that are being constructed should be done so in a manner that safety shall remain top priority and all items that can dislodge themselves in a race or in an event of an accident, shall be tightly secured preventing dislodging, this will include, batteries, weights etc.

**Anything not specifically mentioned is not permissible**

### **DIRT OVAL TRACK RACING**

#### **RACE VEHICLE ANNUAL SAFETY APPROVAL CERTIFICATE**

- \*All race vehicles will undergo an annual safety inspection;**
- \*A plaque with a serial number will be issued and pop riveted onto the right front post of the roll cage, following the successful approval;**
- \*All newly built vehicles have to first undergo the inspection before they would be permitted to enter their first event;**

**\*The Technical Consultant in your region as appointed will be the only person permitted to perform such an inspection.**

**NB: These inspections do not replace the duties of the scrutineers, it is merely to control substandard built vehicles and to ensure that all safety measures as specified in the regulations are adhered to.**

### **TC1 Protective clothing**

- 1.1 Full fire retardant **race** overalls are compulsory.
  - 1.1.1 Minimum requirement is a Level 1, single layer race suit;
  - 1.1.2 The composition of the suit even if small percentages are used may not be of a polyester, nylon or synthetic material;
  - 1.1.3 Mechanic overalls will not be permitted;
  - 1.1.4 Two piece race suites not permissible;
  - 1.2 No pushing up of sleeves permissible whilst racing;
  - 1.3 Fire retardant gloves are compulsory;
  - 1.3.1 Open finger tip gloves are not permitted;
  - 1.4 It is mandatory for Competitors racing with methanol to wear balaclavas;
  - 1.5 Neck braces/donut type shall be mandatory for all competitors;
  - 1.5.1 **DELETE**
  - 1.6 All helmets will be in a good condition, it will be highly recommended that full face helmets are used for Oval Track Racing;
  - 1.6.1 **The only helmet that will be approved has to bear the SABS or of a higher standard and a type that is suitable for highway usage;**
  - 1.6.2 Quad classes – it shall be mandatory for these riders to wear full face MX helmets;
  - 1.7 The Scrutineer may condemn a helmet or confiscate a helmet until after a race meeting, if, the visor is cracked, the helmet has a visible crack and if the helmet straps are in any way sub-standard;
- Recommended washing instructions of race suites:  
No Bleaches, No fabric softeners, no machine washing, no tumble drying, no ironing – hand wash only and drip dried – this method preserves the agents within the

fabric.

**TC2 Safety Regulations**

Applicable to all classes and vehicles

- 2.1 All sump, gearbox and differential drain and filler plugs have to be drilled and wired;
- 2.2 Oil filters have to be clamped or strapped;
- 2.3 A radiator water catch tank of a minimum capacity of **1 litres** shall be fitted to the cooling system;
- 2.3.1 A sealed radiator system will be exempted from the above regulation, for example Golf systems;
- 2.4 An oil catch tank, with a minimum capacity of 2 litres, capable of accepting surplus oil and fumes from the engine shall be fitted.
- 2.4.1 The catch tank shall be connected to each breather outlet by means of a flexible pipe or similar conveyance, designed to feed the oil or fumes to the tank.
- 2.4.2 The catch tank is to be emptied between races.
- 2.5 All joints and seams in the construction of the vehicle shall be properly mitered and be welded;
- 2.6 Methanol – it shall be mandatory that all methanol storage containers (Jerry can) be marked by a spray of paint or sticker, the letter M or in full Methanol, the colour to be used shall be red or orange;
- 2.7 All flammable items such as dashboards, plastics, carpets, upholstery and hood lining must be removed;
- 2.7.1 All bitumen cladding on the interior of the vehicle has to be removed;
- 2.7.2 All lights and windows must be removed from the vehicle, only the rear side windows may be replaced with clear lexan
- 2.8 Tar - vehicle may retain the windscreen, cracked windscreens shall be removed prior to the vehicle entering the race;
- 2.9 Under no circumstances may a vehicle compete without a secured bonnet, the purpose of this is to prevent the bonnet dislodging and secondly preventing, burns of any nature towards a competitor;
- 2.9.1 Bonnets shall be constructed and fit in such a manner that no open gaps will display when closed;
- 2.10 All piping (brakes and fuel) and wiring must be installed above the floor board or chassis;
- 2.11 All saloon vehicles shall be able to self start and self starters have to be in a working condition;

**TC3 Batteries**

- 3.1 It shall be mandatory for batteries to be bolted down;
- 3.2 Battery shall be bolted down by way of a cross bar or cross bracket;
- 3.2.1 Cross bar to be made of a flat bar with a minimum 5mm thickness; or
- 3.2.2 Square bar of 8mm x 8mm or round bar of a minimum 8mm in diameter;
- 3.2.3 The hold down bolts shall be a minimum of 8mm in diameter;
- 3.2.4 No side clamps or straps will be permitted to hold down the battery;
- 3.3 Batteries shall be covered by a non conductive material to prevent short circuiting in the case of an accident;
- 3.4 Batteries fitted in the competitor's compartment shall be mounted in a leak proof compartment, eg., boat battery box;
- 3.5 The use of battery box compartment shall still require the battery to be bolted down inside the box, in all instances the cover of the battery box must be secured, by way strapping ;
- 3.6 Batteries may be kept in their original positions and be affixed correctly;
- 3.7 In all instances batteries should be easily accessible for scrutineers to inspect;

**TC 4 Bootlids**

- 4.1 All boot lids must be retained, and may be replaced with fiberglass replicas with a minimum thickness of 2mm;

**TC 5 Brakes and Brake Lights**

- 5.1 Brakes are mandatory on all vehicles in all classes, see class rules for specifications;
- 5.1.1 All vehicles are to brake on all four wheels except in Midget and Sprints Classes, which have to brake on three wheels;
- 5.2 Brake lights are mandatory on all vehicles in all classes except open wheelers;
- 5.3 Brake lights must be red and be mounted in plain sight for competitors to observe without restriction;
- 5.4 Brake lights may not be fitted in the bodywork of the vehicle, it follows that all glass or plastic indicators and lights shall be removed from the body of the vehicle;
- 5.5 Brake lights to work off pedal operated switch;
- 5.6 No on/off switches permitted on brake light system;
- 5.7 LED Brake light of a minimum 200mm length is permissible and at least 75% of the LED's must be operational;
- 5.8 Brake lights round, shall be a minimum of 50mm in diameter and a maximum of 100mm and rectangular or square brake lights shall be a minimum of 50mm x 50mm square and a maximum of 100mm x 100mm square or rectangular;
- 5.9 Brake light appearance shall at all times remain bright, any dull brake light appearance may be rejected by the scrutineer;

**TC6 Bumpers: Midget, Sprints and American Saloons see own regulations**

**NB: All piping utilized for the purpose of bumpers shall remain in a single tubular form, it follows, that under no circumstances may any of these pipes be filled in any manner or have additional smaller tubing inserted to the inside of the larger pipe;**

- 6.1 Front and rear bumper specification for club status classes on Dirt;
- 6.2 Restricted to single pipe of material not exceeding OD 34 x 3 mm thickness;
- 6.3 All sharp ends have to be bent inwards into the body;
- 6.3 Bumpers may not protrude more than 50mm beyond the tyre or body work (American saloons);
- 6.4 **DELETE**
- 6.5 **Front bumpers**
- 6.5.1 **DELETE**
- 6.5.2 **Rear bumpers**
- 6.5.2 **DELETE**
- 6.5.3 **Internal bumpers**
- Internal bumpers – piping material used shall have a maximum outside diameter of 38mm and a maximum wall thickness of 2mm;
- The internal bumper shall be shaped in accordance of the vehicle's front silhouette. Additional radiator protection may be installed internally with no more than 4 mounting points;
- Vehicles that are manufactured with steel bumpers must be replaced with plastic or fibre glass, with a single 38mm x 2mm pipe inside shaped according to the bumper;

**TC7 Competition Numbers and advertisements on cars**

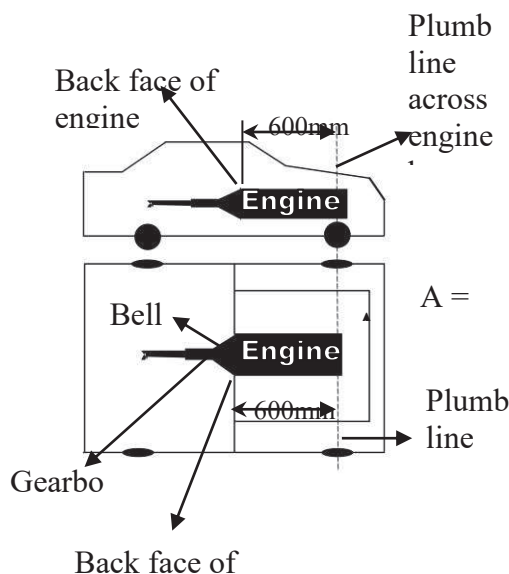
- 7.1 All numbers shall be displayed on a contrasting backing. It is recommended that numbers are preferably black letters on a white background, with a minimum size of 300mm high and 50mm readable font stroke;
- 7.2 Race numbers under no circumstances may be applied free hand in any method.
- 7.3 Only vinyl lettering or a professional sign writer application will be acceptable;
- 7.4 Advertisements/sponsors must not scramble the number of the vehicle;
- 7.5 Four displays of the numbers and prefixes are required:- on both sides of the vehicle, on the roof and on the visor; and additionally
- 7.5.1 It shall be mandatory for a number to be on the roof and/or on wing plates white background with black lettering, sizing 300 mm diameter;
- 7.5.2 Club Prefixes are mandatory to be displayed together with the number;

- 7.6 Advertisements and slogans may not be of discriminatory manner;
- 7.7 Numbers 1, 2 and 3 will be reserved for WOMZA Final Championships only;
- 7.7.1 No longer may clubs use 1,2 or 3 for Club Champions or zero numbers;
- 7.8 Methanol using vehicles shall all have an orange or red sticker displaying ME or lightning bolt, sticker size no smaller than 150 mm in diameter, displayed on either side of the vehicle;
- 7.9 The colour which is to be used as the display for the methanol sticker shall be of a contrasting colour to the colour of the car;
- 7.10 Only, rear side windows (which are to be replaced with clear lexan or polycarbonate) may be sign written, no more than 50% of the window may be covered with sign writing;
- 7.11 Competition numbers are also to be displayed on the right or left hand side of the visors. White background with black lettering;
- 7.12 **Competition numbers on windscreen aperture - visors**
- 7.12.1 **The visor fitted into the windscreen aperture shall be fitted from left to right, with a height of 12cm minimum. The competition number shall be placed on the right to left hand side of the visor, with the competitor name taking up the balance of the visor;**



**TC 8 Engine Positions:**

- 8.1 Rear mounted engine vehicles must be mounted behind the rear wheels, saloons class only, the positions of the engines may not be altered in any manner and must be retained in the original manufactured fitted position;
- 8.1.1 No midmount engines permitted in saloon classes;
- 8.2 The rear face of the engine is where the bell housing and the engine meet;
- 8.3 Measurements applicable to engine positions of front mounted engines, in rear wheel drive vehicles;
- 8.3.1 The back face of the engine will not be more than 600mm backwards from a line drawn across the centres of the two front wheels which will be determined by means of a plumb line using the method described as in the drawing;
- 8.4 The engine may not be fitted with a offset of more than 50mm from the centre line of the vehicle;
- 8.5 The vehicle must be built symmetrically when viewed/measured from the front or rear;

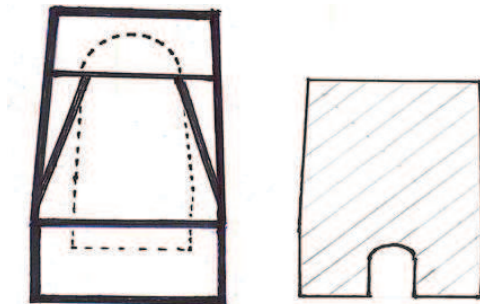


**TC9 Exhaust:**

- 9.1 Midget class exhaust specification see class rules, **exhaust rule applicable to all other classes;**
- 9.2 Exhausts fitted below the floor pan shall have saddles fitted at +- 33% and 66% of the vehicle to retain the exhaust in the event of exhaust breaking. Saddles are to be bolt on type;
- 9.3 Exhaust systems installed above the floor pan with tailpipes passing out through the side of the vehicle, shall do so at a maximum height of 450mm measured from the ground to the top of the pipe with the vehicle parked on a level floor, with driver seated and tyres measured at racing pressures;
- 9.4 Exhaust systems installed above the floor pan may not protrude more than 50mm beyond the body silhouette;
- 9.5 Exhaust noise levels may not exceed 108 decibels, this shall remain mandatory for health and environmental reasons;
- 9.6 A fitment of an exhaust and silencer box is mandatory to saloon and Midgets classes;

**TC10 Fire Walls**

- 10.1 All vehicles must have metal firewalls between the driver's compartment and engine, between driver's compartment and fuel cell or fuel tank;
- 10.2 All firewalls are to be constructed of metal only, plastic, fibreglass and rubber is not permitted;
- 10.3 Fire walls will in all cases may not have any holes, other than where pipes are lead through with precise fitment;  
Sketch - Midget Fire Wall behind the competitor;



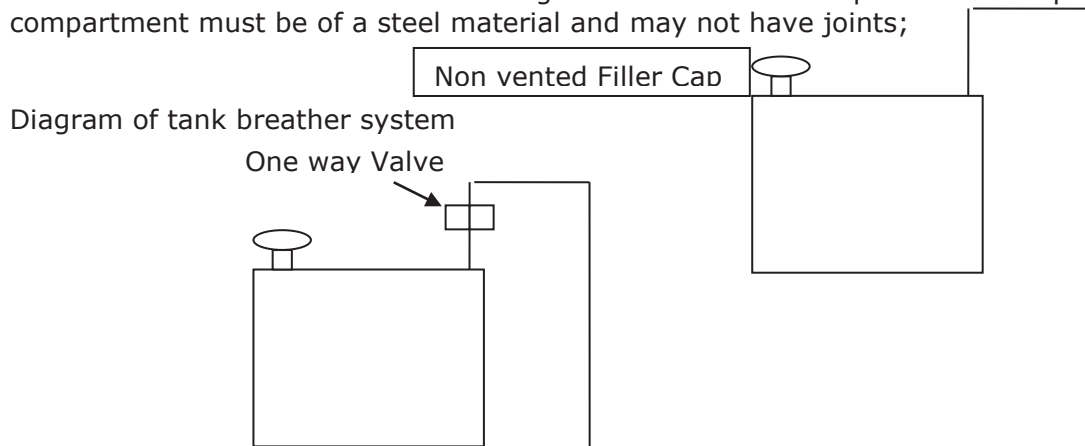
**TC11 Flywheels**

- 11.1 Cast steel/iron, Aluminium and metal fly wheels permitted;
- 11.2 Aluminium fly wheels are permitted in all classes except Sprint Cars, Midgets and 1600 Stock Rod Class;
- 11.3 It is highly recommended that the use of steel or Aluminium fly wheels are used for racing purposes;
- 11.4 When lightening fly wheels, keep the lightening limited for safety purposes;

**TC12 Fuel tanks and fuel pipes:**

- 12.1 It is highly recommended that properly designed and manufactured racing fuel tanks are used or bag type fuel cells which reduces the risk of fuel spillage from accident damage.
- 12.2 The wall thickness of metal fuel tanks shall be no less than 1mm;
- 12.3 A fuel tank breather, which shall vent externally, must be fitted to all fuel tanks.
- 12.4 A non-return valve shall be fitted to the breather.;
- 12.5 The non-return valve may not be airtight;
- 12.6 The fuel tank cap shall be the non-vented type;
- 12.7 Normal vehicles (tin-top) may not retain the original position of their fuel tanks, shall be removed from the original position;
- 12.8 The fuel tank shall be mounted in the bootspace of the car behind the fire wall;
- 12.9 Fuel tanks must be mounted in a separate compartment to the competitor;

- 12.10 Fuel tanks must be securely mounted to the boot floor or the chassis of the vehicle with bolts or metal straps;
- 12.11 A fire wall must be constructed to separate the competitor from the fuel tank and fuel pumps as well as the filler and breather system;
- 12.12 The fuel lines must run above the floor;
- 12.13 The section of the fuel line running inside the vehicle past the competitor compartment must be of a steel material and may not have joints;



### **TC13 Kill Switch**

- 13.1 All vehicles shall have kill switches made of non-flammable material fitted;
- 13.2 Kill switches to be marked red;
- 13.3 The fitment of the kill switch fitted shall be within the competitors reach and his sight when strapped in;
- 13.4 External switch shall be situated outside of the vehicle in order for Officials to easily reach;
- 13.4.1 If the internal kill switch cannot be reach by an official easily, it shall be mandatory for an additional external kill switch to be fitted;
- 13.5 The effect of the Kill switch/es is to isolate the battery power from the rest of the vehicle and to shut the engine off with immediate effect;
- 13.6 To break the ignition and electric fuel pump circuits;
- 13.7 Simply said, it has to cut all power and fuel simultaneously;

### **TC14 Mirrors**

- 14.1 Permissible only in saloon classes;
- 14.2 Maximum size of mirrors 100mm x 200mm;
- 14.3 Only one mirror mounted inside of vehicle permitted;
- 14.4 Exterior mirrors permitted;
- 14.5 Saloon Classes, mirror which are mounted to the side, may not protrude beyond the silhouette of the vehicle's width;

### **TC15 Mudflaps**

- 15.1 Mandatory on all dirt saloon classes;
- 15.2 Mud flaps to be fitted behind the rear wheels of rear wheel drive cars;
- 15.3 Mud flaps to be fitted behind the rear wheels and behind the front wheels of front wheel drive vehicles;
- 15.4 Mud flaps must be positioned directly behind the wheels and not more than 100mm from the back face of the wheels;
- 15.5 Distance of mud flap from ground level with driver seated, measured from the bottom of the mud flap to ground level is maximum 100mm and minimum 50mm, with the competitor seated and wheels inflated to racing pressures;
- 15.6 Mud flaps to cover the full width of the tyre and must be fitted as close to the tyre as possible;
- 15.7 Mud flaps not to drag on the ground;



- 15.8 Mud flaps must be made up of a firm but flexible material, metal material may not be used;
- 15.9 Mudflaps should be fitted in such a manner that it forms part of the body;
- 15.10 Mudflaps may not be part of the bumper, and mudflaps may not be fitted to bumpers;

**TC16 Oil Safety Control**

- 16.1 Oil filters are either to be clamped or strapped;
- 16.2 Sump, gearbox, axle's drain and filler plugs are to be drilled and wired;
- 16.3 An oil catch tank, with a minimum capacity of 1litre, capable of accepting surplus oil and fumes from the engine shall be fitted. The catch tank shall be connected to each breather outlet by means of a flexible pipe or similar conveyance, designed to feed the oil or fumes to the tank;
- 16.4 Catch tanks are to be emptied between races;

**TC17 Prop Shaft/Drive Shaft/Running Gear Protection**

- 17.1 General Prop shaft protection hoops:
- 17.1.1 Drivers must be protected from open running prop shafts by two steel bands, with a minimum width of 50 mm;
- 17.1.2 These bands shall at least be 5mm thick and be bolted or welded to the chassis;
- 17.1.3 These bands are to prevent a broken shaft from lifting and coming into the cockpit area;
- 17.1.4 The one band shall be a maximum of 150 mm behind the front yoke measured from the front of the prop shaft;
- 17.2 Prop shafts running below chassis:
- 17.2.1 Vehicles shall have a collar/hoop that would prevent the front end of the running gear (prop shaft or torque tube) to lodge into the track should it break while the vehicle is in motion;
- 17.2.2 The hoop should be approximately 25% along the distance of the shaft as measured from the front of the prop shaft;

**TC18 Race Seats**

- 18.1 Race seat minimum specifications for the purpose of oval track racing: Race seat shall have holes where seat belts can be let through, one on each side of the seat for lap belts and two on the back rest at shoulder height for the belts to exit to its mounting points;
  - 18.1.1 It is highly recommended to fit a FIA approved seat;
  - 18.2 Only bucket race seats permitted, no adjustable back rest reclining road car or race styled seats will be permitted;
  - 18.3 Fibre Glass Seats have to be bolted with tear plates;
  - 18.3.1 Tear plate specification shall be a 100 mm x 100mm x 2mm thick, each bolt shall receive such a tear plate;
  - 18.4 Seats are to be mounted with a support bar across the back with tear plates of 100 mm x 100mm, behind the backrest of the seat, just below shoulder height;
  - 18.5 Fibre glass seats have to be padded and covered with a non-flammable material;
  - 18.5.1 Fibre glass seats, wall thickness - minimum thickness of 8mm;
  - 18.6 Aluminum seats are permitted;
  - 18.6.1 Aluminum seat, wall thickness - minimum thickness of 2.5mm;
  - 18.7 Vehicles that have cracked and broken seats shall automatically be excluded from the event, without any further negotiations;
- All fiberglass seat have to be approved by the TC's; see seat belt fitment diagram at the end of TC Regulations**

**TC19 Radiator Safety Control**

- 19.1 Radiators applicable to all classes – a water catch tank with a minimum capacity of 1litres shall be fitted to the cooling system, exempted will be sealed water systems;
- 19.2 Under no circumstances may a water catch container be replaced with a pipe

- 19.3 allowing steam or water (overheating) being directed outwards;  
All joints that are not flared shall be double clamped, flared pipes may have one clamp only;
- 19.4 All piping to and from the radiator, other than the joints and the overflow pipes shall be of steel;
- 19.4.1 The pipes must be mounted securely between the firewall and the radiator and at a height not higher the sissy bar;
- 19.4.2 All joints are to be enclosed by a rubber sock and all hoses are to be double clamped;
- 19.4.3 Radiator shield protectors are mandatory with the following regulations applicable;
- 19.5 A fitment of a shield in lexan or Perspex shall be fitted to protect the competitor from a burst water pipe;
- 19.5.1 The shield could be made up in two designs namely:
- 19.5.2 A straight up shield covering and protecting the competitor in full whilst seated, this to be the full range of the radiator and competitor;
- 19.5.3 An upright shield with a hood covering the top of the radiator to form an airflow tunnel so not to restrict air intake, being the full width of the radiator, protecting the competitor whilst seated;

**TC20 Safety Nets / Protector Plate – open wheel**

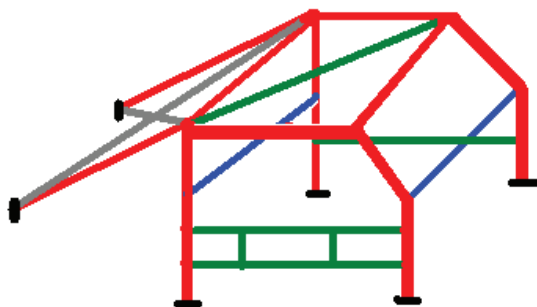
- 20.1 Safety Nets are optional on all saloon vehicles;
- 20.2 Fitment of safety net requirements:
- 20.2.1 Saloon cars – to the driver side of the door
- 20.2.2 It shall cover the full window area from the rear of the driver’s seat to the front of the seat;
- 20.2.3 The net shall be mounted to the roll cage above the driver’s head, with quick release clasps, which shall be fixed to the sissy bar, it follows that the net shall be released from the sissy bar;

**Protector Plates for open wheeled vehicles:**

- 20.4 It shall be mandatory for all open wheeled vehicles to have a protector plate to the right hand side enclosing the cockpit up to the height of the competitor’s shoulder when seated and not to obscure the competitors vision;

**TC21 Safety/Roll Cages**

- 21.1 The safety cage know as a roll cage is a structural framework designed to prevent serious bodysshell deformation and bodily harm in the case of collision or a car turning over;
- 21.2 It is compulsory for all vehicles to have a fully constructed roll cages;
- 21.3 Great care has to be taken that roll cages are constructed in the fashion, that in an event of an accident, no metal piping could break off causing bodily harm. The roll cage has to be designed so to protect the competitor;



**21.4 Diagram of Roll Cage**

- 21.4.1 The example shall be a mandatory minimum requirement;
- 21.4.2 The cross bar behind the driver seat (blue) shall be mounted flush directly behind the backrest of the seat in order to support the backrest. This cross bar shall be just below the shoulder of the driver when seated;
- 21.4.3 Additional cross bars may be added to the cage;
- 21.4.4 Where the roll cage has lost strength due to bends, triangulated bracing to reinforce the cage would be necessary;



- 21.5 All welding points to be welded 100% and the less accessible areas no less than
- 21.6 75%;
- 21.7 Round tubing shall have a minimum outside diameter of 38mm and a minimum wall thickness of 2mm;
- 21.8 A maximum of two 8mm inspection holes on the left hand and right hand side of the cage shall be made for easy inspection;
- 21.9 Where the driver's helmets could come into contact with the safety cage, a non-flammable padding should be provided for protection
- 21.9 Sissy bars shall be fitted in such a manner that the competitor's hips and knees are completely protected when he/she is strapped into the seat. The sissy bars should be constructed in such a manner that in an event of a T-bone incident the other vehicle would collide with the sissy bar;

**TC22 Seat Belts**

- 22.1 Quick release seat belt and shoulder harness are mandatory;
- 22.2 Seat belts must have a minimum of four points;
- 22.3 No hand stitching or home made alterations permitted to belts;
- 22.4 Only SABS or International standard belts permitted;
- 22.5 Safety belts and driver seats must be secured to the roll cage or frame (not to the floor pan);
- 22.6 Fitment of Seat Belts:
- 22.6.1 The shoulder belt will exit through the backrest of the seat horizontally to the rear mounting point with a maximum of 10degrees upwards and maximum of 20degree downward from the exit point;
- 22.6.2 The lap belts will exit through the side hole fitment of the seat, and form a vertical line to the mounting points with a maximum of 30degrees rearward;
- 22.6.3 The crotch belt application – it shall exit through the seat downward vertical viewed from the side with a maximum of 20degree rearward towards the mounting points;
- 22.7 If the fitment of the shoulder belt cannot fit as above, the fitment of the shoulder belt may be taken down to the chassis, but must be supported with a crossbar behind the back rest of the seat at the same height of the seat belt exit holes in order for the crossbar to function as a support for the belt going down in order for the bar to take the downward pressure of the shoulder belt and not the seat back rest;
- 22.8 Existing vehicles that have seat belts and seats mounted to the floor pan have to be supported by 50mm x 50mm washers or 75mm x 2mm in diameter tear plate;
- 22.9 See drawing for belt installation;
- 22.10 The installation of the cross bar as per TC18.4 it shall be mandatory for this fitment;

**TC23 Space Frame / Purpose built / Semi-space Vehicles**

- 23.1 **Space Frame Vehicle definition:**  
A space frame vehicle is a tubular frame constructed of square or round tubing to form the chassis and roll cage as a unit and has a detachable body shell. The body work must be detachable;
- 23.2 **Flexi Vehicle (American Saloon) definition**
- 23.2.1 A Flexi is built from a tubular frame constructed with round, square or rectangular tubing and clad with metal sheeting or composite material panels to take on the appearance of a sedan motorcar in silhouette;
- 23.3 **Space framed** vehicles under construction – Once the competitor has completed the frame prior to them fitting the body panels, they are obliged to contact the vehicle construction safety team (these appointments have been made at each club) in order for them to inspect the carcass framework.
- 23.3.1 The inspection in particular will include the checking of the welding, roll cage, suspension and various mounting points;

- 23.3.2 The team will similarly note in the scrutiny book of the competitor that the vehicle had been inspected and has safely been passed.
- 23.4 **Purpose built and Space framed vehicles** – competitor entry and exit into the driver cockpit;
- 23.4.1 It shall be mandatory for all competitors to gain access through the “driver door” side;
- 23.4.2 Should the height of the door impair access it shall not be cut away but shall have a hinge arrangement whereby it folds, at or near the top sissy bar;
- 23.4.3 Doors may be made fully removable, provided they are securely fitted during races.
- 23.4.4 The securing pins shall be removable from the outside;
- 23.5 **All semi-space frame, space-frame or purpose built vehicles** shall have a reinforced floor area for the driver’s seat and feet;
- 23.6 No alterations to the roof of tintops or standard car bodies permitted;
- 23.7 **DELETE**

**TC24 Tow Hooks**

- 24.1 All vehicles are to install tow hooks to the front and back of the vehicle;
- 24.2 These may not protrude beyond the bumpers of the vehicle;
- 24.3 It should be clearly marked in red, yellow or orange for tow-vehicle crew to tow the vehicle with the least delay;

**TC425 Weights**

- 25.1 Vehicles which require to increase vehicle weights shall do so by fitting ballasts:
- 25.2 Ballasts, is a non-functional material added to increase vehicle weight.  
Any ballast must be permanently fixed to the structure of the vehicle by means of bolting, wiring and strapping of ballasts is prohibited;
- 25.3 All ballast must be clearly marked by a contrasting colour to the interior of the vehicle;
- 25.4 Championship events – once vehicles have been weighed the Scrutineer shall have the right to wax seal ballasts;
- 25.5 Fitted fire-extinguishers shall be removed or it’s weight reading shall be taken into consideration and be excluded for weighing purpose;
- 25.6 No weight tolerances will be permitted;
- 25.7 A vehicle may be weighed at any time during the event and remains the responsibility of the competitor to ensure the vehicle in which he is competing complies to the class weight regulation;

**TC26 Welding**

- 26.1 All joints and seams in the construction of the vehicle are to be properly mitered and shall be welded.
- 26.2 All visible welding shall be 100%.

**TC27 Wheels and Tyres**

- 27.1 No double wheels permitted;
- 27.2 No plastic rims permitted;
- 27.3 Tyres/wheels may not protrude beyond the wheel arches or bodywork in saloon classes;
- 27.4 Tyre identification – under no circumstances may the tyre manufacturer’s original extruded side wall markings, indicating manufacturer’s details, size, profile, country of origin, ratings, serial numbers and batch codes be removed or altered;
- 27.5 All wheel studs, nuts and bolts are to be fitted and in place;
- 27.6 Only open ended nuts may be used;
- 27.6.1 In all instances the stud has to protrude the nut;
- 27.7 Wheel bolts eg., like most German vehicles, the bolt has to fastened at least by the diameter of the bolt in depth;
- 27.8 One beadlock will be permitted on one tyre/wheel only;

**TC28 Wheel and Body Protector**

- 28.1 Wheel and body sill protectors are fitted between the front and the rear wheels at sill height and may be fitted to all saloon vehicle classes, with the exception of the 1600 Standard Saloons;
- 28.2 The wheel and body protector must be straight and only curve inwards at each ends once mounted;
- 28.3 The material used shall not exceed 2mm thickness. The protector may not protrude more than 30mm beyond the wheel and must be flush with the bodywork;
- 28.4 No sharp edges or open round piping permitted, as these shall be rounded back to the chassis or mounting points;

**TC29 Windscreens and Glass Windows**

- 29.1 All windscreens and glass windows shall be removed if vehicle is being campaigned permanently on dirt;
- 29.2 Only the rear side windows may be replaced with lexan or polycarbonate;

**TC30 Wings**

- 30.1 Wings are permissible in all classes except the, 1600 Stock Rod Class; Refer to the individual class regulations regarding wings;

**SEAT / SEAT BELT FITMENT**

