

2014 INCARACE CLASSIC HOT RODS

CAR CONSTRUCTION RULES AND REGULATIONS

INTRODUCTION

The objective of this formula is to produce competitive racing with a range of vehicles that were used as National Hot Rods up to the year 1976. The formula is now named Classic Hot Rods.

Classic Hot Rods have developed over the last two seasons from a just for fun format that was used to showcase drivers and cars of a particular era into a well-supported, very competitive championship and as a result the profile of the championship has to change in promotion, rules and regulations.

It is the vision of the Promoters to market it to a greater audience. It will visit different venues and if it is supported by current and new drivers the ultimate objective is that the Classic Hot Rods will have a World Final Event supported by a true contingency of multi-national drivers and teams to offer the race fans an opportunity to see a number of former stars return to the ovals.

The championship is marketed towards a particular era and as such drivers will be selected to suit. Gaining ownership of a car will not automatically give you the right to race it.

The competing drivers with their cars are in the entertainment business. When selected to join the championship it is expected that they will support the majority of events which will be competed over ? dates as it was in yester years. Most importantly race fans attending on a regular basis would expect to see their favourite drivers in action on those days.

The promotion and marketing of the championship will increase, there will be regulation changes to assist the transformation and it now has a road map for the future and needs everyone to support it to achieve its potential.

Final preparation of cars is paramount; they should be in showroom condition and if damaged should be repaired accordingly prior to racing at the next meeting. Any racing contact will be monitored carefully and strictly controlled – competitors should be aware that persistent/unnecessary contact may result in licences being revoked.

From 2013, new drivers will be required to complete an induction session, which will cover all of the ins and outs of racing a Classic Hot Rod. These sessions will be run on Wednesday evenings at Birmingham Wheels Raceway and need to be arranged with the Incarace office when a new driver licences. Please note that new drivers will NOT be allowed to take part in a race meeting without successfully completing the induction session.

The cars will look like Hot Rods from the 1960's/early '70's, and engines should sound like cars of the period. It is our aim to encourage a variety of types of car to appear. However, hatchbacks and other cars belonging to the 'hybrid era' (***Talbot Sunbeam's, Mazda 323's, Toyota Starlet's, Peugeot 205's etc are not permitted***) ***with the exception of the Vauxhall Chevette.*** All types of car are at the discretion of the organisers in any case, and must be in keeping with the spirit of the formula. The fact that a car "existed" in road going form during the period this formula represents, does not automatically mean it will be accepted for racing, unless it was ever actually used as a Hot Rod. Any enquiries regarding the building or modification of cars not covered by these rules, must be approved by the Promoters INCARACE (contact details below), BEFORE they are built or made.

VIOLATIONS

When referring to the engine, gearbox, differential, mechanical or construction, rules and regulations the principle will always be: Unless permission is specifically granted to make modifications, or any variation, nothing may be done to alter or change in any way the standard parts.

Unless these rules state you can do it, you CANNOT DO IT.

Cars, Engines and Fuel will be checked on a random basis and all drivers must be prepared to have their engine stripped for examination at any time.

If the driver does not have the expertise to do it, then he/she must provide someone to do it for them. Refusal to allow the engine strip may result in a ban of up to one year from all formulas.

Violations will result in an immediate suspension of all racing facilities and any refusal will also result in an immediate suspension.

All car and engine specifications will be taken from the Technical Service Data book for cars as published by Glass's Guide Service Limited.

It is the driver's responsibility to check the legality of their own car prior to competing.

NB: Drivers are reminded that scrutineer checks can be carried out at any time. If parts are suspected of being illegal, make sure you leave them with the promotion if you do not agree. If you refuse it will automatically make the parts illegal. It is the responsibility of the driver to prove to the promotion that the part is legal by the way of written proof of where the part originated. This must be done within 7 days, otherwise the part(s) in question will be deemed to be illegal and will result in immediate suspension from racing and referral for disciplinary action.

SCRUTINEERING

Arrival at the Raceway is required a **minimum of 1 hour** before the advertised start time to allow scrutineering to be carried out. You need to present your car to the scrutineering area to be checked, as soon as possible after arriving at the raceway. The driver must accompany the car, complete with racing overalls, crash helmet, race suit and race licence.

1 – TYPE AND BODY

Only pre-1976 saloon cars and engines are allowed.

Bodies must be steel. Bonnets, wings, doors, front and rear wheel arches and boot lid may be aluminium or fibreglass, **but not Kevlar**. Fibreglass "flip fronts" on Minis are allowed. No X-pack arches are allowed on Escorts. No aerofoils or wings may be fitted, with the exception of a small boot lid lip spoiler on Mk1 or Mk2 Escorts.

Panels that are damaged beyond reasonable repair and/or where there is no aftermarket replacement these panels/parts maybe replaced by a fabricated self produced copy made from the same material as the original, same thickness and of the same shape. These replacement panels must be attached in the same way and in their original position.

Door apertures may not be changed or reshaped and the aperture must accept a standard original manufactured panel even though an outer door skin is being used for the door covering.

The body shell sill panel and chassis with floor must be fitted as produced and may not be reduced in depth or length either in fitment or by wear and tear. (Technical Scrutineering will have templates to check the specification/conformity of the body)

The wheel base must be to standard manufactured specification to plus 50mm.

The body must not be cut and lowered, narrowed or shortened.

To determine the most rearward position of the engine, this is defined by a measurement from the V groove of the centre of the lower edge of the front windscreen to the rear of the engine block.

MK1/MK2 Escort	10 inches (229mm)
Ford Anglia	9 inches (229mm)
Vauxhall Chevette	11 inches (279mm)
Austin A40	7 inches (178mm)

For any other models a calculation will be made by the Technical/Inspecting Scrutineer. This calculation will take in to account the wheelbase of the car in relation to the above measurement set and the front and rear axle weight.

The Technical/Inspecting Scrutineer's decision will be final and it will then be documented in forthcoming regulations.

Engines must be kept in the centre line of the car from side to side and in original position.

2 – WEIGHT

The minimum weight pre-race/post race is 700Kg or 575Kg for Mini and Hillman Imps exclusive of driver and have a maximum right hand side weight of 52%. A Car can be weighed at any time during a race meeting.

3 – ENGINES

Ford Kent pushrod engines, limited to 1700 c.c. Lightening and balancing allowed. Steel crankshafts and con rods are allowed. Both cross-flow and pre-cross-flow motors permitted. NO BD or Lotus or Siamese blocks are allowed, however use of the 1500 block with a cross flow head is allowed.

Any other engine must be discussed prior to use. Engines must stay in original position. Cams are free. Vernier wheels are allowed. Offset dowels are allowed. Duplex timing chains are allowed. Cylinder heads must be of cast iron with only two valves per cylinder – otherwise free. Rocker gear may be modified, although roller rockers are not permitted. Steel rocker posts are permitted. Any type of modified push rods are permitted. Manifolds are free. Carburettors can be 40, 45, DCOE Webers (or Dellorto equivalents) but in any case must only have a maximum choke size of 36 mm. Only side draught carburettors may be used. **Dry sump systems are allowed.**

The 2000c.c. S.O.H.C. Ford ("Pinto") engine is allowed, to the following specifications. A maximum overbore of +60 thou is permitted. Cylinder blocks may be 'decked'. Any crankshaft up to Cosworth (steel coated) spec. is permitted, although the stroke must remain standard. Steel con rods are allowed, with competition bolts/studs and nuts. Lightening and balancing allowed. Pistons are free. Cylinder heads must be original (i.e. cast iron) but may be modified by skimming, porting and polishing.

Head gaskets are free. Valve guides may be replaced by the phosphor bronze type.

Valve sizes are not to exceed 45.5mm inlet and 38.1mm exhaust. Vernier wheels are allowed.

Camshafts are free. Manifolds are free. Dry sump systems are NOT allowed.

The maximum carb size will be 45 DCOE Weber or Dellorto equivalent, with a maximum choke size of 32mm.

You may also use alternatively a standard Pinto head (UNMODIFIED) on the above specification with a maximum choke size of 36mm.

Distributors and ignitions are free, **however these must not be mappable.**

Wet sumps may be baffled and pick-up pipes may be modified. Oil coolers are permitted, but for safety reasons, must not be fitted in the windscreen aperture. Ideally, these should be fitted within the engine compartment, although if this is not possible, fitment within or near the rear window aperture is permitted.

No superchargers, turbochargers or any other kind of forced induction, twin overhead camshafts or fuel injection allowed. No nitrous oxide or water injection.

A metal catch tank (**minimum 1 litre capacity**) which accepts surplus oil or fumes from the engine is to be fixed in the engine compartment with a hose or similar, conveying this oil from the engine into the tank.

Hillman Imp: No engine may be used which in overbored form exceeds 1500cc. The 1200cc Coventry Climax engine is not permitted. All other modifications as detailed for Ford's are allowed.

BLMC Minis: No engine may be used which in overbored form exceeds 1430cc. All engines must be based on original BMC A-series stock blocks, i.e. Cylinder heads must either be of the three-two port, side draught BMC design or may be of the cast iron seven port Minisport design, with four inlet and three exhaust ports, or the ARDEN 8 port head. These must remain of eight valve configuration only and use valve sizes not exceeding 37.7mm inlet and 31.0mm exhaust. Springs (not exceeding 220lb high lift specification) and valve gear must be as manufactured for use with this head by Minisport. These heads must bear the casting mark HEDMS 5034UL or (5030, 31 etc.) if the lesser specification head is used. Other downdraught or multi-port heads such as those manufactured by Arden (8 or 12 port) are NOT allowed. 'Split' Weber carburettors are allowed. Minnow or Reece Fish carbs. are NOT allowed. All other modifications as detailed for Ford's are allowed.

The Ford 1700cc Push Rod engine may be fitted into a Mini, but must remain front wheel drive and on the original Mini transmission.

4 – BUMPERS

All original bumpers must be removed as must all brackets. Where a seamed joint is left exposed these must be removed making the area flat. It is not permitted to add any reinforcing of any material behind the front panel other than as original design and in the same material.

5 – BRAKES

Pedal boxes – the only permitted pedal boxes are top swing type. No floor mounted pedal boxes are allowed. It is permitted to fit balance bar pedal box and proportioning valve in brake lines. Brakes must be effective on all four wheels, it is permitted to fit vented discs which may be spotted or grooved. All discs must be made of steel.

No four pot calipers are allowed.

Brake pad material is free.

ABS is not allowed, parking brake is not compulsory.

Minis may only use Metro brakes ie four pot cast caliper but no aluminium calipers.

During 2014 a development and evaluation programme will be implemented which will offer a more effective braking system, developed to suit the increasing speeds of the current cars and to eliminate the need to use recyclable obsolete components.

6 – DRIVES

Rear axles must be live Ford English of a maximum width flange to flange of 48½ inch 1231.9mm. The specification is:-

1. Standard banjo axle case as per Ford production with the optional extended differential cover and mounting brackets.
2. An aftermarket replacement axle case known as FAB 48½ supplied by Spedeworth Motorsport for any front engine RWD car.

These are the only options.

No axle may be modified to gain more than 3/4° of negative.

Clutch – The clutch is free but it must have drive plates with a minimum diameter of 7.25 inches. The clutch mechanism must only be foot operated except in the case of proven disability. The operation maybe cable or hydraulic.

Differential – housings must be a standard Ford (English) component manufactured in steel. The differential may be fitted with limited slip unit, power lock or spool configuration. The axle may have the rear cover extended to hold more oil.

Differential ratio are free.

Halfshaft – replacement shaft may be used it is not permitted to barrel bore the halfshafts.

Gearbox – Where the vehicle is front engine rear wheel drive the only gearbox permitted is Ford Rocket its original origin is Ford Cortina, Escort, Granada in four speed configuration.

The gearbox ratios are free. The gearbox internal must be placed in an original steel casting using standard tail shaft housing.

Gear selection must be made via the gear lever in an H pattern configuration. Gear lever may be replaced with

aftermarket replacement component.

Hillman Imp: Independent suspension is allowed. Jack Knight or similar transaxles are allowed. Imp's must remain rear engine and rear wheel drive.

Minis: Must remain front engine and front wheel drive. Cooper, Jack Knight or similar gearboxes are allowed but any type of sequential transmission is NOT. Straight cut gears are allowed. Locked or limited slip differentials are allowed. Van or automatic diffs are allowed.

7 - SUSPENSION

Front suspension – the original concept must be retained with the exception of compression struts or brake reaction rod can be added. Front anti roll bars can be replaced, repositioned, mounted differently but must not be used as torsion bar.

Steering box may be replaced with steering rack from an alternative vehicle, power steering is not allowed.

All cars must be fitted with a MacPherson front strut system, given this system was not fitted to this vehicle then the conversion must be carried out professionally using a chassis mounted cross member for the pick-up points to mount the suspension. No space frames allowed.

During 2014 for existing cars already requested to the championship and raced in 2013 an amnesty will be issued to these cars up to November 2014 and not beyond. These cars must be registered to the championship by 31 January 2013 the Technical/Inspector Scrutineer will check the authenticity of the claim before issuing amnesty documentation.

Where wishbones are fitted as standard and amnesty has been issued for 2014 these may be replaced to offer an alternative form of adjustment, any replacement component must fit to existing cross member and chassis pickup points. No space framing is permitted to aid fitment.

Shock absorbers – In 2015 there will be a one make shock absorber rule to control cost and performance and any front engine, rear wheel drive car will be required to fit a MacPherson front strut system.

Hillman Imp: The original concept must remain (i.e. independent all round). Replacement suspension arms may be fabricated from tube but must be mounted in the original suspension pick up points. These replacement arms must be mounted using rubber bushes, i.e. no nylon

BLMC Mini: As stated in Rule 6, a Mini may use a beam-type rear axle. An X-beam member with the standard radius arms may also be used. The original 'cone and trumpet' suspension may be used. Hydro-elastic suspension may be used. Gas and/or coil-over shock absorbers may be fitted to the front or rear.

8 – WHEELS & TYRES

Any steel or aluminium wheel may be used, with a maximum width of 10 inches. No wheel centres or rims may be reversed. Wheel spacers are allowed with a maximum thickness of 1 inch. No homemade wheel spacers allowed. Bodywork must cover the top of the wheel. Minis only: no wheel (front or rear) may exceed 13" (330.2mm) in diameter.

Replacement wheel studs are allowed, they must be a copy of the original specification. No welded in bolts are allowed. The wheel nut must be an open type and have a full nut of thread.

The only permitted is the Cooper Avon A10 tyre 9 x 20 x 13 supplied in slick and wet specifications.

Part no Slick/Wet - Avon A10 7168

These tyres may not be cut or altered in any way from that supplied by the manufacturer/supplier. No tyre may be buffed, refaced or trimmed by any mechanical device, tyre warmers, space heaters or similar devices for heating or softening the tyre compound are not permitted at any time. The use of any chemical mixture that is placed in the vicinity of or applied to the tyre that would restructure the compound of the tyre is not permitted.

It is allowed to use hand glove to remove deposited rubber, grit and dirt from the tyres between races.

A total of five tyres are all that are permitted to be used on race days throughout the event and of those five tyres only one is allowed to be new. The remainder must be selected from those declared at a previous 2014 Classic Hot Rod event and the relevant coding and designated numbers have been recorded on the documented tyre sheets registered to that vehicle and in the driver's name.

This information must be registered with the Technical Inspector/Scrutineer prior to practise and/or racing.

Each tyre has two number brandings one on either side of the tyre. Both the numbers must be entered on the declaration form at the time. When the numbers are unreadable the tyre is eligible to be used and there is no facility to bring in a replacement.

If the car is involved in an accident or incident which causes damage to the tyres it will be at the discretion of the Technical Inspector/Scrutineer as to whether extra tyres may be allocated for use. Additional tyres must be on a like for like basis. On the introduction of these tyres the original tyre will be destroyed by drilling through the side wall. Thereafter it is the responsibility of the driver to remove tyres from the circuit.

At certain championships the promoter of the championship may elect to offer the competitors the option of extra tyres, this decision will be made twenty eight days prior to the event.

Tyre 'blow off' (pressure regulation) valves are NOT permitted. This rule applies whether they be of the short or extended type.

The current regulations will be applied in 2014 but in 2015 there will be a single supplier for tyres and implementation of a one new tyre per meeting rule. The tyres will be branded and coded and tyre declaration documentation will be implemented to manage the ruling. This will also apply to wet tyres.

9 – TRACK WIDTH & RIDE HEIGHTS

Track width front and rear must not exceed 69" (1753mm) the measurement is taken from the side wall of the tyre, centre of wheel as it makes contact with the ground. Prior to this check tyre pressures are to be set at 1.4 bars or 20psi and the tyres must be covered with flared wheel arch extensions. Where trailer arches are used these must be gusseted back into the body or rounded off.

The ride height of the car is the clearance of the chassis rails or if there are no chassis rails the floor area between the front and rear tyres.

The ride height is 3 inches (76mm)

This can be checked at any time.

Prior to ride height checks beings carried out tyre pressures can be adjusted to a maximum pressure of 1.4 bar (20psi) in each of the four tyres. Regulation 1 to be applied.

If a wheel and/or tyre is damaged it can be replaced by one of a similar wear and tear prior to checking.

This test is carried out with no driver in the car.

10 – WINDSCREENS & GLASS

No glass is allowed in the window or screen apertures unless it is laminated safety glass, perspex or lexan. If a windscreen is fitted, working wipers and washers must also be fitted. In any case, no glass or similar material which would restrict access to the vehicle may be fitted to the driver's door.

Perspex or lexan visors are allowed for driver protection.

All other glass must be removed from the outside of the car, and headlamp and all other apertures must be blanked off using aluminium or maximum 18-gauge steel.

An upright metal support must be welded or bolted in position in the windscreen aperture one third of the way along from the driver's side to prevent loose bonnets or wheels entering the driver's compartment.

Mirrors: THREE mirrors must be fitted
• A driver's side external door mirror

- *A left (passenger) side mirror*
- *These must not protrude beyond the extreme body width of the car.*
- *They should be of a spring-loaded or shear type.*
- *An interior rear view mirror must be fitted.*

11 – DOORS, BONNETS, etc.

Bonnets and boot lids must have a secondary fastener to keep them closed when racing. No wire fasteners allowed. No Aerocatches are allowed.

All doors must be securely closed, and may be welded or bolted shut.

All rear doors must be bolted or welded shut. Where front doors can be opened, they must have a fastener or strap in addition to the door lock to keep the door shut.

All original door pillars must be retained.

An aluminium panel must be placed between the boot area and interior of the car for the purpose of a fire wall.

12 – SEATS

All seating and interior trimming must be removed except the driver's seat, which is free, but must be firmly fixed or bolted down. No wood or easily broken materials to be used for fixing. The only exception to the above is that a passenger seat may be fitted for use by media representatives or similar.

This must still be equipped with a safety harness of the same type as that stipulated for drivers.

Passengers may not be carried in actual competition.

The seat position is determined by its maximum rearward placement in the chassis from the centre of the rear axle tube to the rear of the seat, regulation 1, 5 and 11 are applied.

MK1/MK2 Escort	26 inches (660mm)
Ford Anglia	20 inches (508mm)

Any other vehicles will be evaluated by the Technical/Inspecting Scrutineer who will take in to account, in their decision, the wheel base of the model, the position of the front bulkhead and stature of the driver, submitting the vehicle for inspection.

The driver should decide on the vehicle he wishes to use taking in to account his stature and selecting a model accordingly.

13 – FLOOR

Where costs or supply prohibit obtaining original/replacement parts it is permitted to make up new floor and tunnel in CRGP sheet steel material of a thickness of no less than 0.8mm. Where the chassis rails meet the original floor members these must be retained in their original position.

Where the gearbox and axle areas have been modified the replacement material must be steel and a welded integral part of the body shell.

Spare wheel bowls may be removed and plated over in steel sheet. No floors may be modified to create better air flow or vented to create down force.

Floor may be modified to gain better exhaust clearance. A foot plate must be fitted under the drivers feet of 1.5mm thickness.

Four 50mm diameter holes are to be cut in the floor of the boot if the tank is fitted inside to allow any spillage of petrol to escape. There should also be extra holes anywhere fuel might lay, although the total of holes or slots must not represent more than 20 per cent of the boot floor area.

Hillman Imp: the term "boot" employed here, refers to the front luggage compartment.

14 – FUEL SYSTEM

Tanks are to be fitted in the boot if possible.

All tank filler caps must have a positive means of fixing to prevent cornering spillage. No rubber push-on caps or similar permitted. Fuel "cells" (such as those manufactured by ATL or JAZ) or so-called "bag tanks" are recommended.

A fuel shut off tap must be fitted in the fuel line within easy reach of the driver.

Fuel lines that run through the body or underneath must be made of metal and securely fastened. No rubber or plastic tubes permitted.

All fuel used must be readily obtainable from the common roadside petrol station, maximum octane rating not to exceed Shell Optimax or Super Unleaded.

Hillman Imp: the term "boot" employed here, refers to the front luggage compartment.

All tanks must be fitted with one way valves within the breather. Breather pipes must terminate below the lowest point of the fuel tank.

15 – COOLING SYSTEM

All radiators or cooling containers (please see separate rule under 3 Engines regarding oil coolers) must be fixed forward of the front firewall, otherwise cooling systems are free. Aluminium radiators are allowed but must remain in the original position.

A single overflow pipe must be fitted. It must terminate within 100mm of the floor and exit behind the right hand front wheel.

All radiators must have a pressurised cap fitted.

16 – BATTERIES & ELECTRICAL

a. Battery(ies) must be securely fixed and covered with a rot-proof material if they are not of a sealed type.

b. A battery tray/s with adequate clamps (no battery boxes)

c. Contact between the safety harness and battery must not be possible.

d. Battery must be a minimum of 152mm (6") from the fuel tank.

e. The battery position is free and a maximum of two batteries are allowed. Oversized batteries being used as ballast are not permitted.

f. A battery master switch must also be fitted in the area of the rear left-hand window, and must be clearly marked "ON/OFF", or have an Electricity Danger Decal.

g. If an electric fuel pump is permitted for your Formula, a switch must be fitted within easy reach of the driver.

h. A self-starter motor must be fitted, and in working order at all times & you may use a competition start motor

17 – EXHAUSTS

The preferred silencers to be used are either

1. The Simpson Race Exhaust Part No. MS500.
2. Edward Exhaust Spedeworth Part No. EDW21

Any exhaust silencing must be compliant with the environmental permits for the stadium being raced. The

environmental officer for the stadium has the right to exclude any car/competitor from a race and/or meeting for infringement of the stadium permits. The officer's decision is final for non-compliance.

The remainder of the exhaust is free, and may come out of the rear or the side of the car. Any part of the exhaust system which passes through the driver's cockpit must be fully covered by a metal shield.

18 – ROLL CAGES

All tubes must be made of steel (i.e. alloy roll cages are not permitted) and to full FIA specification or as detailed below with a minimum of:

- Two hoops, either running from front to rear or side-to-side.
- Two top hoop connecting bars.
- One rear hoop cross bar at shoulder height to mount seat support, or a seat brace hoop to mount seat support.
- One lower bar (recommended).
- One dash cross bar
- Two driver's side chicken bars (plus connecting bracing).
- Two passenger side chicken bars (plus connecting bracing)
- The roll cage hoop feet must be welded to four 3mm thick plates, 230mm square, welded to the floor, or a piece of tube or box (38mm x 38mm x 2.5mm minimum thickness) connecting front and rear hoop feet, welded to sill or floor. Two separate chicken bars are still required.

If the cage is to be self-built, it must use 32mm (3mm thick) or 38mm (2.5mm thick) tubing.

All joints must be welded over a minimum of 90% of the surface area of the joint.

Spedeworth certificated cages are permitted, built to documented specification.

It is important there are no large gaps between any part of the cage and the body shell. Roll hoops and connecting bars must not be dropped from the roof, and must support the A & B pillars. It is permitted to move the 'B' pillar hoop rearwards to protect the driver's head, though please bear in mind the seat should occupy its original position.

A 3mm hole must be drilled in the roll bars on the nearside front upright approx. 150mm above the floor and facing inwards so that an inspection can be made of the tube thickness and /or certification disc fitted. Where more than one size of tube is employed in the roll cage, then this will also have to be drilled in an accessible place to determine the thickness.

Any part of the cage which can come into contact with the driver's body must be suitably padded.

You may strengthen the rear of the turret with 2 bars supported to the roll cage.

Hillman Imp only: The cage may be extended from the dash cross bar to the top of the shock absorber/spring mounts in the "boot" area. The term "boot" employed here, refers to the front luggage compartment. These bars must conform to the same dimensions as the remainder of the cage.

19 – NUMBERS AND SIGNWRITING

The driver's allocated competition number must be displayed on both sides of the car. It must also be on the roof, with the base of the number at the nearside, or on the boot lid. Alternatively, a roof fin plate may be used. The minimum size of numbering (except fin plates) is 300mm high with 50mm strokes. Any colour can be used providing that it has a contrasting background. They must have a professional appearance.

The colour scheme/design should be in keeping with that of the original period.

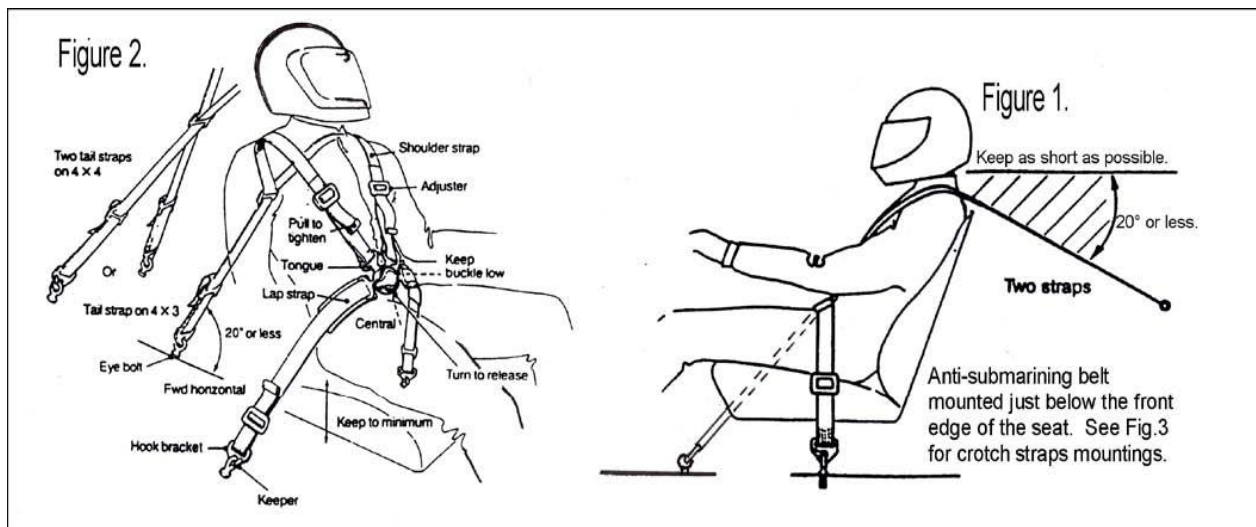
The driver's name must appear plainly on both sides of the bonnet or roof curvature, or across the sun visor, and all other signwriting must be confined to the sponsor's, mechanics' or owner's name. Professional motif paintings are allowed, **however, airbrushing is not allowed or a blend of colour graphics.** Advertising stickers or transfers are allowed. Stickers, drawings or wording which may be considered offensive are not allowed - the scrutineer or steward's decision is final as to what constitutes "offensive".

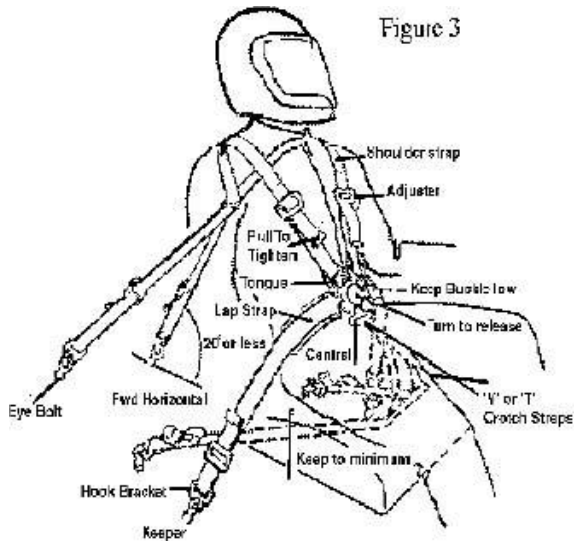
20 – SAFETY EQUIPMENT

• Helmets must be of a minimum standard as directed by British Oval Racing Safety Executive (B.O.R.S.E). These are 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. Your helmet must display the current ORCi (ORC10) sticker.

- Neck braces are recommended.
- Fireproof balaclavas are MANDATORY and must be marked appropriately.
- Fire retardant gloves are MANDATORY and must be marked appropriately.
- A minimum of 3" (75mm) wide safety belts (1.75" (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 driver's seat approx 4" 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.





- 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 driver's 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.
- 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.

21 – RULES OF RACING

Racing is to be strictly non-contact. Minor instances of contact, where deemed to be avoidable or deliberate, will be punishable by fines and meeting bans. Rolling starts shall be used.

Heats shall be of 15-20 laps duration, finals 20-25 laps, and meetings shall consist of two such heats and one final, all to be agree at the Promoters discretion. [The Championship can be of a longer distance.](#)

22 – RECEIVERS

From 1st March 2013, drivers must use the approved receiver communication system.

This system facilitates communication from the Race Steward direct to the driver via an in-ear headphone system.

The concept of this system is to reduce race damage, from two points of view. Firstly, drivers can be warned of stricken cars on the track to avoid crashed or immobilised cars being hit. Secondly, driver conduct can be monitored 'live' and drivers warned that they are being watched closely or subject to a penalty.

The approved supplier of the receiver system is Hoosier Tyres, contact number 01293 863 579. The cost of the system is £82, excluding headphones. You may supply your own headphones or purchase ones from Hoosier.

The system must be working at all times whilst you are in your car. If your system is not working for any reason whatsoever prior to the start of a race, then you are not allowed to take part,

23 – TRANSPONDERS

During the 2013 season, the mylaps race timing system will be in operation for Classic Hot Rods. It is not mandatory for drivers to fit a transponder in 2013, but this will be mandatory from the 2014 season.

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

For further information contact:

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**REVISED RULES FOR 2013 in BOLD/ITALIC PRINT
ITEMS MARKED STRIKETHROUGH ARE NO LONGER ALLOWED.
2013 Classic Hot Rod Technical Specifications, Issue 1, Dated 10th January 2013.**