

## Provisional 2017 Reliant Robin Rules

### 1. Definition

This is a light contact fun formula, the object of which is to complete the specified number of laps in the shortest time – and, at times, drivers may be asked to be part of a show. Racing is in a clockwise direction.

### 2. Type of Car

You may use any three wheeled Reliant Robin, Regal or Rialto only.

### 3. Preparation

- a) You must remove all original interior and exterior trim, moulding and wiring.
- b) Cars must be brightly painted and signwriting must be of a professional nature.

### 4. Bodywork

- a) No armouring of the car (front or rear) is permitted.
- b) No lowering of the car by any means. Car must sit level.
- c) No ballast of any type
- d) Scrutineers are instructed to refuse any car which they consider to be unsafe, unsightly or in any way offensive.
- e) Any repairs to bodywork must either be with aluminium steel (maximum thickness 1.5mm), or fibre glass. Steel or steel supports are not permitted.

### 5. Engine & Gearbox

- a) The engine and gearbox must be original and must not be modified in any way.
  - b) Engines outside appearance must be standard
- Exception: The needle and jet may be modified, and air filter removed.

### 6. Rollcage

A full roll cage must be fitted, in support of A & B Pillars, consisting of a minimum of:

- a) Two hoops, either running from front to rear or side to side.
- b) Two top hoop connecting bars.
- c) One rear hoop cross bar, at shoulder height to mount a seat support, or a seat brace hoop to mount seat support. d) One lower bar.
- e) The four hoop feet must be bolted or welded to the main chassis rails.
- f) A single bar from front to back across the centre of the cage.
- g) One cross bar, at the lower front windscreen level, must be fitted. This may also support the steering column.
- h) Two driver's side door chicken bars and supports must be fitted.
- i) Two "chicken bars" in passenger doors must be fitted.

- j) The roll cage must be constructed of a minimum of 40mm x 40mm box section, or 32mm tube (2.5 – 3mm thickness).
- k) A minimum of 2.5mm gussets may be used to strengthen joints.
- l) No part of the roll cage should protrude beyond the body-shell.
- m) Any part of the roll cage which may come into direct contact with the driver's body must be suitably padded.
- n) an Anti snap bar car be fitted, welded or bolted to the cage and to the top bar above the front wheel ON PASSENGER SIDE ONLY. NO other strengthening allowed.
- o) Cage rear supports must be fitted and bolted / welded to the chassis. These must be no further back than the rear wheels. No extensions to the cage must pass the rear wheels.
- p) A full sized door plate to the driver's door area with padding to the top edge and bolted / welded to the two cage "chicken bars".
- q) A steel plate min 3mm thick must be welded across the complete roof area of the cage.

## **7. Gearbox / Final Drive**

- a) Gearbox must be as produced for the model of the car.
- b) No locked diffs except for shale tracks. No limited slip differentials.

## **8. Brakes**

Must remain as standard, as originally fitted to the model, and be working on all three wheels. Handbrake must remain and be in working order.. No modifications are permitted.

## **9. Wheels & Tyres**

- a) Any 10 inch wheel that fits without modification up to a max of 5 inch width, maybe used. b) No wheel spacers are allowed.
- c) Wheel weights must be removed.
- d) No Town & Country or deep treaded Mud & Snow tyres are allowed. No Yokohama or competition tyres are allowed. Tyre gaiters are allowed.

## **10. Cooling System**

Radiators or steam tanks may be used. These must be securely fixed under the bonnet hatch.

## **11. Exhaust System**

Exhaust must be standard

## **12. Battery & Electrical System**

- a) Battery must be securely fixed and covered with a rot-proof material if they are not of a sealed type.
- b) Only one battery is permitted (similar to original in weight and size)
- c) No battery box. Battery must be adequately clamped together with a secondary ratchet strap fastening.
- d) Battery is to be fitted within the roll cage area.

## **13. Fuel Tanks & System**

- a) Original fuel tank must be removed.
- b) Fuel tank must be metal only, or FIA approved, with a maximum 9 litre capacity.
- c) Tank must be fitted within cage area.
- d) All fuel tanks must have a positive means of fixing (metal straps or bolted).
- e) If there is a floor under the tank there must be at least four 50mm holes in the floor, in case of spillage.
- f) A fuel shut off tap must be fitted within easy reach of the driver.
- g) Fuel outlet must be from top of tank.
- h) Filler caps must be metal screw type
- i) A breather pipe, which must incorporate a one way valve, must be fitted (or a vent pipe, terminating below the tank, so it would prevent spillage if inverted).
- j) All fuel pipes must be inside the vehicle.
- k) Only road side fuel can be used
- l) The use of any additives (such as octane booster) is not permitted
- m) Using the fuel tank as ballast is not permitted, and the Scrutineer's decision is final.

## **14. Distributor and Carburetor**

distributor and carburetor must be original equipment , charging system may be removed

## **15. Camshafts**

Camshafts are free however the promotions reserves the right to impose a buying rule in the future

## **16. Back Axil Strengthening**

strapping of the axil allowed but this will be monitored during 2017

## 17. Numbers

The driver's racing number must appear on both sides of the car. Preferably these should be in large American style numbers on a contrasting background. Background must extend a minimum of 50mm (2") beyond the outline of the number(s). An additional number plate on the rear cage downright is recommended.

## 18. Driver's Name

a) A sun visor, to an approximate depth of 152mm (6") with your name or nick name clearly sign written, must be fitted.

## 19. Driver's Seat

- a) Seats should occupy original position where applicable.
- b) Competition type seats only.
- c) Seats must be securely fitted and provide a strong head restraint. Otherwise the head restraint must be an integral part of the roll cage.
- d) If you have an integral head restraint it must be fixed top and bottom to avoid your head being forced under or over.

## 20. SAFETY EQUIPMENT

### 20.1 CRASH HELMET

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. Your helmet must display the current ORCi (ORC10) sticker.

### 20.2 RACING OVERALLS

You must wear Fire retardant, clean, un-torn and brightly coloured Racing Overalls that are made of a fire retardant material and are clearly marked fireproof. Mechanics are also required to wear clean overalls and will not be permitted on to the track without them being on, when instructed to do so.

### 20.3 GLOVES

It is Mandatory to wear Fire retardant Gloves also clearly marked fireproof.

## 20.4 BALACLAVAS

Fireproof balaclavas are mandatory

20.5 A NECK BRACE is recommended but not compulsory, so to is a spine support.

20.6 WET WEATHER CLOTHING is also recommended and must be worn in addition to, and not instead of the racing overalls.

## 20.7 WINDOW NET

A cloth type Window Net with a maximum spacing of 76mm x 76mm, which must be fitted with a quick release mechanism is very strongly recommended

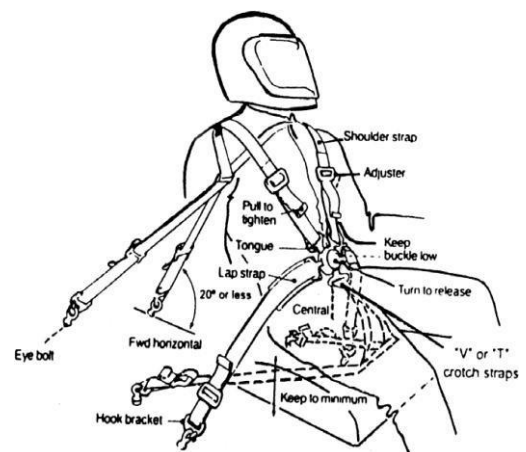
## 20.8 1kg FIRE EXTINGUISHER

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.

## 20.9 SAFETY HARNESS

The lap belt/straps and crotch straps should not pass over the sides of the seat, but through it, in order to wrap and hold the pelvic region over the greatest possible surface

It is mandatory to have a 5 point Safety harness with 3" shoulder straps, the lap & crutch straps can be either 2" or 3" in width.



All seatbelt connection points must be visible and no belts must pass through any firewall.

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

The lap belt crossing should be below the anterior-superior iliac spines (bony part of the hip).

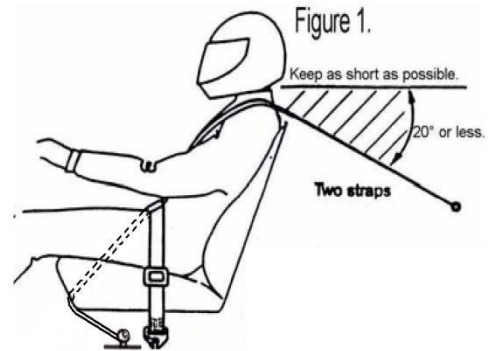
Under no circumstances should it be worn over the region of the abdomen.

Lap belt/straps must terminate vertically downwards, and not forwards or rearwards of the hip joint. Lap straps should terminate symmetrically about the wearer on either side of the seat, about 20" (500mm) apart. The distance between the seating surface and the anchorage point should be kept to a minimum to prevent submarining. The location of the crotch strap mounting should be to the rear of the driver.

Fig.1 shows the location for the tail straps, which should be horizontal to 20° below horizontal, and as close to the shoulder as is practical for optimum restraint.

Only safety belts comprising of separate shoulder, lap, and sub-straps will be permitted.

The sub-strap must be used at all times, and all belts must connect to the quick release buckle. The abdominal strap fixing point must be on the chassis, roll cage, or floor (for vehicles with no chassis), either side of the driver.



The shoulder straps must be supported at shoulder height. NASCAR type buckles must be fitted with lever on the right side of the driver. It is advisable to fit a secondary means of detent to prevent overall sleeves accidentally unhooking the buckle during racing. A small section of tube grip elasticated bandage, slid over the hooked buckle, serves the purpose.

Special attention must be paid to the condition of seat belt fixings once fitted. Information is available, from your Promotion, on the correct procedure to follow when fitting seat belts. *Remember - your life depends on them, and belts, once involved in a severe accident, should be discarded and replaced.*