

**You must read and understand the Swaffham Raceway Rules and Regulations and safety requirements prior to racing.**

SWAFFHAM RACEWAY HOT ROD RULES

The concept of the formula is to have FWD & RWD cars racing together. These will be of a “budget” type formula and not fully space framed national spec/outlaw hot rods.

This formula is **NON-CONTACT** and is for modified saloon and hatchback front wheel drive and rear wheel drive cars.

Races will be clutch start in graded order over a predetermined number of laps. The number of laps for the final may vary from the heats.

Qualification and grid positions for championship races will be pre-determined with drivers notified of the format prior to the championship meeting commencing i.e. two points scoring heats of reverse grids with the grid formed with the highest point scorer on pole.

Drivers and cars should be in the pits at least one hour prior to the advertised start time of the meeting for signing-on and scrutineering.

Drivers must attend the pre-meeting briefing(s).

 **THE FORMULA**

The cars which will be permitted are both front engined/front wheel drive and front engined rear wheel drive all based on a four seater saloon cars on standard steel production shells using a windscreen aperture of original dimension occupying its original position. The minimum length for a car when originally manufactured is 11' 6". Semi- space frame chassis arepermitted and must comply with roll cage specifications. The front sub-frame can be constructed in the engine compartment to take wishbone front suspension system or inner wings manufactured for MacPherson struts. No reinforcing is permitted for contact purposes.

Fully space framed cars are **NOT** permitted.

**SCRUTINEERING**

All cars **must** be scrutineered prior to racing commences. Cars which do not pass scrutineering will not be allowed to race until remedial works have been completed and the car has been re-scrutineered and passed.

The driver must accompany the car, complete with racing overalls, crash helmet, race-suit and race licence/log book.

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.

Drivers must make their cars available for post-race checks when instructed. It is normal for cars to be checked at Championship meetings especially both top three places and at random. Please be aware of this. Failure to make your car available could result in your car being removed from results.

**ENGINE**

Any 8 or 16 valve engine from 1400cc up to 2.0 is permitted – camshafts are free – flywheels are free, lighting and balance permitted - steel components are allowed and carburettors are free – Inc bike carbs.

**SILENCER/EXHAUST**

All cars must be silenced. If an internal exhaust system is fitted it must be fully covered with a heat shield.

**BRAKES**

Pedal boxes – the only permitted pedal boxes are top swing type. No floor mounted pedal boxes are allowed. It is permitted to fit a 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 callipers are allowed. Brake pad material is free. ABS is not allowed, parking brake is not compulsory. Minis may only use Metro brakes. i.e.: four pot cast calliper but no aluminium callipers.

**STOP LIGHTS**

Two brake lights (or one singular multi LED light) must be fitted and clearly visible, small marker type lights will NOT be allowed.

**FRONT SUSPENSION**

Any suspension configuration is permitted.
Anti-roll bars and mounting are free.

**REAR SUSPENSION – RWD drive cars**

The only rear axle permitted is the Ford unit as fitted to the Cortina, Capri or Escort. The half-shafts must be the semi-floating bearing type as fitted to the axle, in their original position & with the bearing retaining collars welded. 2-piece competition half-shafts may **NOT** be used.

On the occasion that a bent axle tube is replaced, a slightly larger diameter axle tub may be used to sleeve – minimum thickness 2.5mm.

The rear axle MUST be centrally fitted transversely in the car.

Central fitment is measured by taking the distance from the inner edge of the rear wheel rim to the outside edge of the main chassis rail. This distance MUST be equal on both sides of the car to within a tolerance of +/-10mm, i.e. the two measurements MUST be within 10mm of each other.

Differentials are free. Welded or limited slip diffs may be used.

**WHEELS &TYRES**

Any steel or aluminium wheel may be used, with a maximum width of 8inches. 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.

You may use any “used” slick racing tyre up to 8"wide. You may use “wets” at your own discretion and/or when the race is declared wet.

The spirit of the formula dictates that new slicks must not be used.

For the 2020 season you may use the Yokohama “control” tyre as introduced in 2019. This will be reviewed at the end of the way forward agreed for the 2021 season.

Aluminium wheel spacers are permitted.

**WHEEL NUTS/STUDS**

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.

**STEERING**

Cars fitted with a steering box as standard may convert to rack and pinion. All cars must use a standard production steering rack casing (specials are not permitted). “Quick” racks may be used.
Anti-roll bar and mountings are free.
Any configuration of suspension links is permitted.

**SUSPENSION JOINTS (Front and Rear)**

May be rubber-bushed or rose-jointed (rod ends).
All rod ends/rose joints must be steel.
All suspension arms and link arms must be steel.

**SHOCK ABSORBERS (Front & Rear)**

A total of four shock absorbers may be used, one per corner.
A Single and Double Adjustable type may be used.
Adjustable spring platforms may be fitted.
Any readily available shock absorber may be used including race shocks (i.e. Leda, Gaz, Pro Tech etc.).

**SPRINGS**

Competition springs may be used.

**WHEELBASE**

Wheelbase must remain standard, ± 50mm offside and nearside.

**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 “chicken” bars in the driver’s door aperture and two in the passenger door aperture. Chicken bars to fit between A & B post support down bars and no further. Bars that lay on the sills will not be classed as chicken bars. Alternatively to the chicken bars, a cross-brace design is permitted on the passenger side. - 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 the front and rear hoop feet, to the sill or floor. 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. The roll cage may go through the bulkhead and support the turrets from the side and the rear. The roll cage may also continue to the rear of the car with a protective loop designed to protect the rear of the car and fuel tank from severe impact (NB: The loop must be no nearer than eight inches from the rear panel.). 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.

**HELMETS**

Helmets must be of a minimum standard as directed by British Oval Racing Safety Executive (B.O.R.S.E). These are FIA8860-2004, FIA 8860-2010, FIA 8859-2015 Snell SA2005, Snell SA2010, SA2015, 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.

ADDITIONALLY Neck braces are recommended.

Fireproof balaclavas are **MANDATORY** and must be marked appropriately.

Fire retardant gloves are **MANDATORY** and must be marked appropriately.

**SATETY BELTS**

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.

**RACE SUITS/OVERALLS**

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.

**WINDOW NET**

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.

**FIRE EXTINGUISHER**

It is recommended that a 1Kg Dry Powder Gauge Fire Extinguisher is fitted within the race car. This should be in a tube with a spring top and should be within easy reach of the driver.

All tow vehicles/transporters **must** carry a minimum of a 2kg fire extinguisher dry powder or gas, which must be within easy reach of the driver and mechanics particularly when re-fuelling is taking place.

**BODYWORK**

**To be kept tidy and of a professional appearance at all times**

No armouring or reinforcing will be allowed. There must be no sharp or jagged edges. The removal of inner pillars and inner roof skins from the body waist-line up is not permitted.  On the Corsa C & Peugeot 206 car (not cc) & fiesta mk6, drivers are allowed to remove inner panelling above the waist line. Doing so, all internal/replacement panels, i.e. inner wings, floor, etc., must be no thicker than the original manufacturer’s item. These must have a 50mm diameter hole cut into them for Scrutineering purposes. External panels, i.e. wings, spats, skirts, front and rear panels, must not exceed 1mm thick mild steel.

**GRILL and LIGHTS**

All cars must if fitted with a grill as standard have either the standard grill fitted or a replica panel incorporating the headlights made of fiberglass which must remain the same dimensions so the vehicle silhouette is unchanged I.E if you were to remove the panel then the standard grill and headlights would fit in the aperture left

Light apertures front & rear may be covered, either with fiberglass panel, aluminium cover or steel. If steel is used no thicker than 1.0mm. If the rear lights are fitted in the roof pillars (i.e. Corsa C) as standard they may remain working and not be blanked off.

**ROOF COLOURS AND NUMBERS**

Roof colours must be displayed with a minimum of 70% of the roof covered. Door numbers must be displayed on both sides of the car. Roof numbers must be black numbers on a white background with a minimum size of 21cm tall and 30cm wide.

**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. Seats must also be secured at the top by drilling a hole and fitting a coach bolt through the seat at shoulder level and secured to a steel plate at the rear. No wood or easily broken materials to be used for fixing.

**FUEL SYSTEM**

The fuel tank and fuel pump must be fitted in the boot or by the back panel inside the car where the rear seat would sit. They must be covered by a fire wall. All tank filler caps must have a positive means of fixing to prevent cornering spillage. No rubber push-on caps or similar permitted.

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 are 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.

**COOLING SYSTEM**

All radiators or cooling containers 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.

**BATTERIES & ELECTRICAL**

A maximum of two batteries are allowed. No oversized batteries. The battery position is free. A battery tray/s or box with adequate clamps must be fitted. Batteries must be securely fixed and covered with a rot-proof material if they are not of a sealed type. Contact between the safety harness and battery must not be possible. Battery must be a minimum of 152mm (6") from the fuel tank. 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. As an electric fuel pump is permitted, a switch must be fitted within easy reach of the driver. A self-starter motor must be fitted, and in working order at all times. A competition starter motor is permitted.

**FITNESS**

Any driver who has suffered an injury may NOT be allowed to continue racing in a meeting.

**VIOLATIONS**

**1.**  When referring to the engine, gearbox, final drive, mechanical or construction Rules & 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 the Standard Parts in any way.*

**2.**  It is the responsibility of the Driver to prove to the Promotion that the part is legal, by way of written proof of where the part originated. This must be undertaken within 7 days, otherwise the item in question will be deemed illegal, resulting in immediate suspension from racing & referral for disciplinary action. **Unless the rules say you can do it, you cannot do it!**

**3.**  Presentation of a Vehicle for Scrutineering is a declaration by the entrant that the vehicle is eligible for that meeting/event.

**4.**  Car engines & fuel will be checked on a random basis. Violations or refusal to allow an engine check will result in an immediate suspension of all racing facilities.

**5.**  All car and engine specifications will be taken from either the manufacturers Technical Specifications or the Technical Service Data books as published by Glass’s Guide.

**6.**  Should a discrepancy occur between the specifications then the Promotion will exercise its judgement, and that decision will be final. Clarification on any one item may be sought from the Promoter.

**8.**  Each driver is permitted one car per meeting & each car is permitted one driver per meeting. And that combination of car & driver will be the one presented at scrutineering.