

FWD Dirt Rod Rules & Specification

Our aim is to create a cheap Hot Rod formula, where no modifications are allowed. You will be allowed to nudge in to the corners and lean on other cars in the bends to gain race position. This is the only contact allowed.

NO SPINNING OTHER CARS OUT, NO PUSHING IN TO THE BANKING

Radiators must be in original position. 1 inch box in front of the radiator is allowed to protect the radiator. Armouring is allowed rearwards of the rear shock absorbers, maximum 2 inch box 2 running down the chassis rails & 1 across the back inside of the car. And this is the only armouring allowed. H frame Banger roll cage and drivers & passenger door plate must be fitted, All doors must be bolted or welded shut.

A 2inch bar in the centre of the windscreen aperture running from roof to floor or bulkhead is highly recommended. Corner plates must be used as bonnet hinges can snap.

A 6 post cage with chicken bars to hot rod spec is allowed, and then driver's door can be left opening. See below for details.

NO OPEN FACE HELMETS ALLOWED

1) TYPE OF CAR

a; front wheel drive up to 1600cc saloon or hatchback, estate constructed of steel.

MONDEOS, COUGARS ARE NOT ALLOWED.

B Body shells must retain their original silhouette.

C; 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.

2) BODYWORK

a; The body must not be altered. Except front wings can be cut back to give more clearance.

B; No fibreglass or Kevlar panels allowed.

C; All panels must be steel.

D; Bonnets must be secured by two extra fixings at the front, up to 13mm studding, corner plates must be used as hinges can snap.

E; Doors must be bolted or welded shut. Drivers door is an exception if 6 post cage used.

F; The external paintwork must be of professional appearance at all times, and race damage must be repaired.

G; Front and rear bumpers must have extra securing, so they cannot be knocked off.

H; Seam welding is allowed from the front A pillar to the rear of car. the original body work can be welded anywhere on the car but not using extra metal.

A 2inch bar in the centre of the windscreen aperture running from roof to floor or bulkhead is highly recommended. Corner plates must be used as hinges can snap.

3) ENGINE

a; Front wheel drive Any 4 cylinder, with a maximum capacity of 1600cc, using the original stroke plus 1mm oversize.

B; No engine swaps allowed.

C; The engine must remain standard. The block and head must be the original combination.

D; No modifications are allowed to the engine.

E; Standard cast exhaust manifolds and exhaust systems, as fitted by manufacturer, with a minimum of one silencer must be used.

F; Only standard **SINGLE** carburettor or fuel injection as originally fitted by manufacturer may be used, **without any modifications.**

You may change the fuel injection to a single carburettor.

4) ROLL CAGE and Other Safety Parts

National Banger type H frame roll cage with fuel tank and battery box fitted. Electrical cut of switch must be fitted to nearside of roll cage in a position so marshals can reach it. Switch must be wired through the earth Negative.

A 6 post cage with chicken bars to hot rod spec is allowed, and if fitted, drivers door can be opening.

If H Frame is used Banger type door plates must be fitted to drivers & passenger door, A steel plate 10" to 15" deep 3/8 . thick must be bolted over the drivers door. This must be fitted with a minimum of 3inch and a maximum of 6" past the A & B pillars securely bolted with a minimum of 4 bolts. There must be at least 1 bolt through the A pillar and one must be through the B pillar or through the roll cage.

The bolt size must be at least 16mm studding or bolt (Only flat plate is allowed, no channel, angle or corrugated steel allowed). 8mm is the smallest size bolt allowed on all other bolts except A & B pillar. For 2 door cars (no B Pillar), the door plate MUST be bolted through the roll cage.

All doors must be bolted or welded shut.

Seam welding is allowed from the front A pillar to the rear of car. The original body work can be welded anywhere on the car but not using extra metal.

Radiators must be in original position.

Armouring is allowed rearwards of the rear shock absorbers, maximum 2 inch box 2 running down the chassis rails & 1 across the back inside of the car. 1inch box in front of the radiator is allowed. And this is the only armouring allowed

A metal upright, to a maximum of 2 inches, box or tube, is recommended welded or bolted to the centre of the front windscreen aperture, and 1inch wire mesh is recommended in the windscreen in front of driver.

All fuel pipes must be inside the car. Fuel lines must be metal or metal covered, no rubber fuel lines are permitted. A fuel shut-off tap must be fitted within easy reach of the driver.

STRIPPING

- . The dashboard can be left in and you can run the car on the ignition.
- . Remove all glass and interior trim including door linings, head linings and all floor covering.
- . Any air bags and charges MUST be removed and the steering wheel nut should be accessible.
- . Remove all seats except the driver's. Remove all exterior trim, chrome and plastic strips, door handles, wheel trims and weights
- . Plastic front and rear bumpers must have extra securing bolts.
- . Remove any towing bar or towing attachments, spare wheel carriers
- . Original fuel tanks must be removed. If however, the tank is an integral part of the body you must remove as much as possible.

5) GEARBOX / DIFFERENTIALS

a; Both must remain standard as fitted by the manufacturer that includes the drive shafts.
B; NO welded differentials.

6) BRAKES

Must be effective on all four wheels. Bias braking is not permitted.

7) SUSPENSION

1: Must be standard as manufactured.

4: Must remain in original position as fitted by manufacturer.

8) WHEELS AND TYRES

a; Alloy or steel wheels may be used, **but they must fit inside the arches.**

B; Any Tyre is permitted

9) WINDSCREEN / GLASS

a; All glass must be removed.

C: 1inch wire mesh is recommended in the windscreen in front of driver. A metal upright, to a maximum of 2 inches, box or tube, must be welded or bolted to the centre of the front windscreen aperture, this is compulsory.

10) STOP / BRAKE LIGHTS

Either two stop/brake lights (minimum of 762mm (30") apart), or a centrally fitted single stop/brake strip-light, must be fitted onto the parcel shelf, or hung from the roof in hatchbacks. Lamps must be operated by the standard switch as fitted to the car. Bulbs must be 21 watts or LED.

12) FUEL TANKS & SYSTEMS

a; Fuel tanks must be securely fixed to the roll cage.

B; A maximum of two gallons capacity is permitted.

C; The fuel outlet must be from the top of the tank.

D; All fuel pipes must be inside the car. And a return pipe must be fitted.

E; Fuel lines must be metal or metal covered, no rubber fuel lines are permitted.

F; A fuel shut-off tap must be fitted within easy reach of the driver.

SAFETY EQUIPMENT

B; a full 5 point buckle release harness, complete with a crutch strap must be fitted and bolted to the floor and/or the roll cage, with a minimum strap width of 50mm (2"), but 75mm (3") is recommended. Safety belts/harness must not pass through the firewall. All connections must be visible.

C; Drivers must wear racing overalls of fire-retardant proban or similar specification material.

D; Fire retardant gloves, balaclavas are recommended.

E; Neck braces or Hans type devices are recommended.

F; An operational fire extinguisher, with a sight gauge, **may** be securely fitted (not taped or cable tied) into the car, and must be within easy reach of the driver. The size should be 1kg and have a dry powder content. **If not fitted in the car it must be easily and readily available from the transporter**

14) HELMET

NO OPEN FACE HELMETS ALLOWED

A Crash Helmet having a minimum specification as detailed by the British Oval Racing Safety Executive (BORSE). Visors or Goggles must be worn for racing or practice.

Polycarbonate (Plastic) helmets of any type are not permitted.

Helmet minimum (as detailed by		
FIA	1	8860- 2004
British Standards	2	BS6658 – 85 Type A
<i>Great Britain</i>	1	BS6658 - 85 Type A FR
The Snell	2	SA2000 - SA2005
USA:	1	SF1 Foundation 31.1 or
The European E22	2	With Serial Number
:		Fibre Glass or Fibre

UNLESS THESE RULES STATE YOU CAN DO IT

YOU CANNOT !!!