

2008 BUXTON HOT FORDS

CAR CONSTRUCTION RULES AND REGULATIONS

Note: Text changes/additions from last year's 2007 rules are highlighted in ***bold italic*** text.
Deleted items are struck through ~~thus~~.

INTRODUCTION

The HOT FORDS formula features low cost, well turned out cars competing on a STRICTLY NON-CONTACT basis. The formula is designed primarily for those drivers with some racing experience who wish to compete in Oval Racing without the substantial financial investment or high level of commitment of our other present formulas.

Drivers who have raced in any other senior formula may compete. The Promoter will review all licence applications and it must be understood that applications may be refused if it is considered that the prospective driver is too experienced or inexperienced for this formula.

Strictly no "NEW (i.e. novice) DRIVERS" will be permitted to race in Hot Fords at Buxton. All applications to race in Hot Fords at Buxton must be made in advance with the Promoter and his decision is final. Any drivers permitted to join Hot Fords may start their first three meetings from the back of the grid.

NOTE: Hot Ford racing is individual racing for points. No team racing is allowed and neither are team colours (cars painted the same or similar will be classed as team colours). Team names are not permitted

Please refer to Section 22 "General" regarding racing lines and mechanical defects

VIOLATIONS

When referring to the engine, gearbox, differential, mechanical or construction, rules and regulations the principle will always be: Unless these rules state you can do it, you CANNOT DO IT.

Unless permission is specifically granted to make modifications, or any variation, nothing may be done to alter or change in any way the standard **Ford** Parts. Any requests must be made in writing to the Raceway Office, which will be presented for consideration by the Board of Control. If, in the interest of the formula a change is appropriate, notification will be given via the newsletter, pending formal inclusion in the Rules at the next up-issue.

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 his or her own car prior to competing. This is particularly important in view of the history of some XR2/XR3/sports models.

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 (seven) 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 minimum 1 (one) 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, ***having first signed in at the Pit Office.***

The driver must accompany the car complete with race licence, helmet, race overalls, fireproof gloves and fireproof balaclava. If you choose to use a neck collar, this must also be taken to scrutineering. These items are listed in Section 17.

Drivers arriving late for scrutineering may still be allowed to race but will have to start at the back of the grid and will not score any points that day. This will also be the case for drivers who arrive but have not booked in by the required deadline of Tuesday midnight prior to race day. Drivers who book in to race but do not arrive, and do not cancel their booking will start from the back of the grid in all races at their next meeting and will not score any points at that meeting. If your roof colour is incorrect, you will have to start all your races from the back of the grid and will not score any points until your roof colour is corrected

1. CARS ELIGIBLE

Any front wheel drive Ford Fiesta, Escort or Orion only. The only engine allowed is the Ford CVH unit up to 1600cc (plus overbore – ref. Section 6) in any of the three above vehicles. Late model Fiestas that were only fitted with Zetec / 16v engines are allowed but such engines must be replaced by the CVH engine.

Crossflow engines are NOT permitted. No fuel injection, but injected cars may be converted to conventional carburation if available in that manufacturers range. No turbos or superchargers allowed. In all cases, only 2 valves per cylinder are allowed. Estate cars and vans are not allowed, nor are cars with competition type engines i.e. Cosworth etc. No diesel engines.

2. PREPARATION

- Remove all exterior mouldings/headlamps/rear lamps/door handles.
- Remove all glass, interior trim, dashboard, head linings, door linings, floor coverings, and passenger seats.
- All window mechanisms must be removed.
- It is recommended that all obsolete wiring be removed.
- Remove spare wheel carriers and tow bars if fitted.
- Grilles must not be removed. No replacement, “home-made” grilles allowed.

3. BODYWORK

- All panels must remain as standard Ford (or steel pattern types) no home made panels, i.e. fibreglass, plastic or similar replicas. Door inners may be trimmed to remove old glass runners, and to enable internal protective door bars to be fitted, but main door carcasses must remain. This applies to bonnets, boots and hatchbacks also.
- The driver's door may be left operable on its standard hinges for entry/exit, but must have a secondary spring loaded locking device i.e. shoot bolt to the satisfaction of the Scrutineer.
- All other doors must be secured shut by welding (tack welded only - 1" in 4") or bolting, not by chaining or taping etc. **If using bolts instead of welding, there should be a maximum of 2 x M10 per door.**
- Passenger doors may not be folded down.
- Standard external door mirrors must be fitted on both sides. For safety, the glass must be taped to the housing. Mirrors may be fitted inside.
- A hole (round or square) must be cut in the bonnet near to the carburettor to enable a fire extinguisher to be used without the need to open the bonnet. Minimum size 2". Maximum size 6",
- OPTIONAL: An air scoop may be used on the bonnet, which doubles up as (but not in addition to) the fire extinguisher hole. To minimise risk to track and medical staff, this must have no sharp edges or corners nor be greater than 2" above the bonnet line. It may be up to 6" square.
- Bonnets may be secured with up to 4 bonnet pins, (2 front, 2 back). The pins shall be ½" (12mm) maximum diameter and 1 ½" long maximum above the bonnet. These bolts must not pass through the chassis or be attached to the suspension bed. Front bolts must go through the slam panel or the inner wings. Front bolts must be no further forward than the slam panel. Maximum size of washer is 1½" x 1½" x ¼".
- Triangular corner plates may be fitted between the wing top and scuttle. These must be a maximum size at the wing top or scuttle of 120mm and a maximum thickness of 1mm.
- Headlight and tail light apertures must be filled in with aluminium or steel, maximum 1 mm thick and maximum overlap of 1". They may be tack welded with a maximum of 4 x ½" tacks
- Sunroof apertures must be plated over (riveted or welded) with sheet steel - minimum thickness 1 mm.
- No foam filled panels.
- No roof spoilers or aerofoils allowed.
- A roof fin shall be fitted to each side of the car at gutter level at the top of the rear "C" pillars. (not a single fin mounted in the middle of the roof). Each fin shall be a 12" x 8" rectangle (A4 paper size) mounted horizontally, painted white with black numbers 6" high x 1" brush strokes. The plates shall be securely welded or bolted in place.
- Boot spoilers may be fitted if standard to the car.
- Standard bumpers as fitted to the model only. No homemade bumpers of box section, angle iron etc. In view of this being a NON-CONTACT formula, bumpers may be removed altogether provided that the scrutineer is satisfied that the car looks neat and tidy. On later cars where the larger bumper mouldings dominate the overall appearance, e.g. Mk4 Escort, bumpers should be left on to avoid Banger like appearance.
- All holes in the front bulkhead must be filled to provide a firewall between the engine and driver.
- No welding for strength.
- No armouring.

3. BODYWORK Contd.

- ***To prevent passive rear end damage, you may fit a steel tube (1½" diameter max) horizontally, across the inside of the boot, at bumper level. Welded to each end of this, going forward to the rear suspension turret shall be a piece of steel tube also 1½" diameter max. This item is equally acceptable made from one piece of steel tube of the same diameter with appropriate bends.***
- Bright colours for bodywork are requested and a good overall appearance is a MUST but no team colours permitted. Cars may be sign written.
- The driver's name must appear on the sun visor and be of professional appearance.
- The words "HOT FORD" should appear on the rear nearside corner of the car.
- The whole roof * shall be painted according to the driver grading and at least one flashing amber light fitted for Superstars. (*see also Section 19 - Racing Numbers). These flashing lights should be normal indicators (e.g. side repeaters) only. No rotating beacons.
- The reigning Hot Ford Points Champion shall paint their roof Silver and may (optionally) use #1 instead of their usual race number
- The reigning Hot Ford British Champion shall paint their roof Gold.
- If a driver has won both of the above Championships, the roof shall be painted both Silver and Gold in a diagonal split.

SCRUTINEERS WILL FAIL CARS THAT ARE NOT IN A CLEAN & TIDY CONDITION

4. SUSPENSION

- Any standard Ford spring (or non-competition after-market eg Monroe) from Fiesta, Escort or Orion is permitted.
- These may be cut or heated to lower.
- Adjustable springs or shock absorbers and competition items (e.g. Koni, Spax, etc) are NOT permitted.
- Standard Ford gas filled shock absorbers (or non-competition after-market) provided they are non adjustable ARE permitted
- Wheelbase of cars must be within +/- 1" from one side of the car to the other. To be clear, this means the distance between centre of front wheel and centre of rear wheel on one side of car must be within +/-1" of the same dimension on the opposite side of the car
- Repairs to damaged cars can be carried out by patch plating after cars are pulled straight but ONLY steel of the car body thickness may be used otherwise this will be considered to be illegal armouring.
- **Due to an inherent weakness on Mk2 Fiesta suspension mountings, it is permissible to strengthen the area surrounding the track control arm mounting pocket by welding or bolting of additional steel. Modifications shall be kept modest and to the discretion and satisfaction of the Scrutineer whose decision will be final.**
- Camber may be altered to improve car handling. However, standard Ford suspension components must be used and may NOT be modified to achieve this. Drivers are requested to keep this within sensible safe limits to the satisfaction of the Scrutineer, whose decision will be final.

5. ROLL CAGE

1 A) Single Hoop (minimum requirement)

- No aluminium roll cage or part cages are allowed.
- The minimum steel roll cage protection you must fit is a single "hoop" roll bar in support of the door pillars, securely bolted to the roof and floor.
- The bottom of each upright must be bolted to the floor via its load spreading plate by a minimum of 2 (max 4) bolts. Bolts shall be minimum M10 (preferably M12) with suitable washers.
- Load spreading plates must be minimum 4" square / maximum 5" square
- The top of EACH upright must be bolted to the roof via the top crossbar by a minimum of 1 (max 2) bolts. Bolts shall be minimum M10 (preferably M12) with suitable washers.
- The hoop may be one piece comprising two uprights and a top crossbar.
- At least one additional crossbar is compulsory (maximum of two).
- The roll bar (single hoop) must not have any rear supports, which are only permitted in the optional section below.
- Maximum size for roll bar is 3" box or round tube. The minimum thickness of the roll cage material is 1¼" OD 10swg (3mm) tube 1½" OD 12swg (2.5mm) tube 1½" x 1½" 10swg (3mm) box iron.

5. ROLL CAGE Contd.

- Square end plates must be fitted to crossbars to act as load spreaders, maximum size 5" (120 mm) square. (These end plates may not be necessary if the main hoop uprights are fitted against the door pillars. No scaffold clamps allowed, all adjustable feet must be welded to the cage.
- NO ACROWS, scaffolding or scaffolding clamps permitted.
- Roll bars may be welded IN ADDITION to bolting as above.
- Two internal door bars (chicken bars) *must* be fitted inside the drivers side front door, pass through the A & B posts and be welded in place. Material must be minimum 1½" (38 mm) diameter steel tube, or square box section.
- A metal upright (tube, box section or angle) minimum ¾" x ¾", maximum 1 ½" x 1 ½" , MUST be welded or bolted into the windscreen aperture, 1/3 to 1/2 way along the driver's side. Mesh (optional) is permitted in the front windscreen aperture on the drivers side between this metal upright and the A pillar only.

1 B) Full roll cage (optional)

- Instead of a single hoop as described above, a full roll cage may be fitted.
- This must be constructed of minimum 1½" (38mm) (10 gauge) square or round section tube.
- The cage shall consist of two hoops: one behind driver and one in support of the windscreen with connecting bars in the roof.
- All four uprights must have a steel plate on the base bolted to the floor no less than 100mm square minimum, 3mm thick.
- Two chicken bars must be fitted to the roll-cage on the driver's side and one on the passenger side.
- A horizontal bar must be fitted across the roll cage pillars at shoulder level behind the driver and at scuttle panel.
- This bar must be a minimum size of 2" x 1" or 1½" x 1½" or tube equivalent.
- All roll cages must terminate within the vehicle.
- The cage may be extended to form a six-post roll cage by addition of diagonal tubes from the rear hoop down to the rear suspension strut tops (rear wheel arches). Size and grade of material must be the same as the rest of the cage specified above.

6. ENGINES

GENERAL

- The only engine allowed is the Ford CVH unit up to 1600cc, 2 valves per cylinder in any of the three stated vehicles.
- No Cross flow engines permitted.
- No RS1600i engines or components thereof are permitted. This includes manifolds.
- A 3mm hole must be drilled through the flange of the rocker cover and cylinder head close to No.1 spark plug (cam belt end). This is to allow locking wire to be fitted by Officials to seal the engine.

BLOCK

- Only a Ford standard manufactured block may be used with a standard bore of 79.96mm maximum. This may be re-bored to a maximum of +1.5mm
- Piston stroke must be as manufactured 79.52 mm.

PISTONS

- Pistons must be standard Ford production – no modifications allowed. No forged pistons allowed. Piston and rings may be size matched with the appropriate overbore as specified above.

CON-RODS

- Only standard Ford production con-rods allowed. No balancing or machining allowed. No steel con-rods allowed.

CYLINDER HEADS

- Only standard manufactured CVH cylinder head allowed.
- Head may only be skimmed within the Ford limits. Half moon indicator must still be visible.
- A conversion plate may be fitted to convert from injection to carburettor.
- Cylinder heads may be de-carbonised but not highly polished - no removal of casting marks is allowed.
- Only single valve springs allowed
- No solid lifters allowed.
- Anti-pump tappets may be fitted

6. ENGINES Contd.

FLYWHEEL

Flywheels must be standard – no lightening allowed.

CRANKSHAFT

- Only standard Ford production crankshafts are allowed.
- No steel or off-set crankshafts allowed
- Crankshafts may be balanced

CLUTCH

- Clutch must be standard Ford or equivalent aftermarket.

AIR FILTER

- Air filters are free or may be removed

CATCH TANK

- The engine must be fitted with a metal catch tank of 1 litre minimum capacity connected to the engine breather system.

CAMSHAFT

- Only standard Ford Camshaft allowed, or a replacement item with the same geometry (lift, duration etc)

INLET AND EXHAUST MANIFOLDS

- The inlet and exhaust manifolds must be standard Ford only. These may be de-carbonised but not highly polished or ported ie. No removal of casting marks etc. This also applies to the cylinder head ports.

SUMPS

- 1.6 CVH sumps may be baffled to prevent oil wash away from oil pick up point. Optionally, 1.8 CVH sumps may be fitted to increase oil capacity. If this option is taken up, it is permitted to change the DIRECTION of the standard down pipe to clear the sump.

DISTRIBUTOR

- Only standard Motorcraft or Bosch allowed. No competition parts allowed
- No modifications allowed to the vacuum or advance mechanism.
- Vacuum pipes may be blanked off

7. GEARBOX/DIFFERENTIAL

- Any standard gearbox (other than RS) as fitted to a Fiesta, Escort or Orion may be fitted to any of the three vehicles.
- No locked differentials or limited slip differentials are allowed.
- In the event of minor damage to suspension / front chassis, it is acceptable to fit a small wooden packing block of appropriate thickness between the gearbox and inner wing as a repair, to prevent a potential incident through sudden loss of drive. This is ONLY permitted as a REPAIR to damaged cars, NOT new undamaged cars. Maximum size of wooden block 4" x 3". The Scrutineer's decision on this will be final.

8. CARBURETTOR

- Up to 24mm/25mm maximum choke size from Escort, Fiesta or Orion only.
- No twin 40's etc or any other carburettor from any other car.
- Cold start devices may be removed.
- Re-jetting is permitted.

9. FUEL SYSTEM

- An electric fuel pump may be fitted but it must be wired to the main cut off switch. An additional switch must also be fitted within easy reach of the driver when belted in
- The original fuel tank must be removed and replaced with a fuel tank featuring a fuel outlet at the top of the tank, a secure screw-on metal cap and a breather which must terminate below the bottom of the tank. The maximum capacity is 3 gallons.
- The tank must be fitted in the rear passenger seat well, not behind the driver and must be securely bolted to the floor/roll cage.
- A firewall between the fuel tank including filler cap/pump and driver must be fitted. This can be a complete wall between the driver and the tank, or the tank itself may be completely enclosed.
- A mechanical shut off tap must be fitted within easy reach of the driver when belted in. The shut off tap must be clearly marked "ON/OFF"
- All fuel lines must be routed away from electrical wiring (see also item 12).
- Fuel pipes must be metal or metal covered (braided).

9. FUEL SYSTEM Contd.

- Flexible non-metallic fuel lines may be used to connect metal fuel pipes to carburettor and fuel tank (maximum length 6" (150 mm). In all cases, fuel lines shall be suitably clipped to prevent damage or being tripped over. However, it is recommended that some allowance for movement of the fuel lines should be made in the event that the car body shell is distorted which may cause damage to the fuel line. (e.g. kinking)
- In case of fuel spillage inside the car when re-fuelling, drain holes must be present in the floor and/or rear seat area (dependent on location of tank) to prevent fuel pooling. Minimum hole size 1/2".
- Only standard pump fuel up to and including 100 octane rating is permitted (Unleaded, 4 star or LRP).
- No Avgas (aviation fuel). No special mixes, Methanol blends, Nitrous Oxide or octane boosters are permitted.

10. COOLING SYSTEM

- Radiator must be fitted in original position.
- No steam tanks allowed.
- Thermostat may be removed.
- No heater matrix permitted inside the car. If retained, the original matrix must be relocated under the bonnet.
- No additional oil or water coolers permitted, except as originally fitted by the manufacturer.

11. EXHAUST SYSTEM

- No car will be allowed to race without an exhaust system
- The manifold and down-pipe must be standard but the rest of the system is free and must be suitably silenced. **(No RS manifolds)**
- As stated in Section 6, the direction of the STANDARD down pipe may be changed to clear the sump
- The system must terminate **towards** the rear of the car. ***It does not have to reach the extreme rear of the car***
- The exhaust may NOT be routed through the car interior.
- All drivers must be aware that if your car is above the required noise level you will not be allowed to race. The Stewards decision is final.
- The exhaust must have at least one silencer box.

12. BATTERY AND ELECTRICAL

- If the original position of the battery is either front corner of the car, the battery must be moved to the passenger seat area, but not behind the driver, and must be securely bolted to the floor/roll-cage. In all other cases the battery may remain in its original position under the bonnet. ***In either case, it must be covered with a leak proof material to prevent the spillage of acid.***
- All wiring must be fully insulated.
- An electrical cut-off (battery isolator) switch must be fitted to the R/N/S corner of the car and be suitably marked ON/OFF. This should interrupt the cable running from NEGATIVE battery terminal to chassis. This is a requirement of the Oval Racing Council (ORCi)
- The alternator may be removed but disconnected wires must be insulated or removed.
- If alternator is retained, it must be wired such that the above mentioned Isolator not only stops the engine but kills all other electrics on the vehicle. Due to backfeed from the alternator, it may be necessary to fit an isolator with advanced features. These are available from race equipment suppliers.
- An electric fuel pump may be fitted but it must be wired to the main cut off switch (isolator). An additional switch must also be fitted within easy reach of the driver when belted in.
- The use of a rev counter and other such instruments is permitted.
- Electrical starters must be fitted and be in working order.
- Two stop/brake lights must be fitted onto the rear parcel shelf or window aperture and a minimum of 30 inches apart facing rearwards.
- Lamps must be in working order and must be operated by the standard stop light switch as fitted to the particular model of car. No other switches or modifications to switches to be made. Bulbs to be of 21-watt intensity.
- For round type lamps: minimum 3", maximum diameter 4"
- For square type lamps: minimum 3" square maximum 4" square.
- Electrical wiring and petrol pipes must not be run side by side. When running parallel through the car interior, they should take separate routes as far away from each other as possible but as a minimum, 12" apart.

13. BRAKES

- Must remain as manufactured per model (e.g. Escort for Escort) and working on all four wheels.
- The handbrake must be in working order.

14. WHEELS & TYRES

- Any standard steel or alloy road wheel is permitted subject to the following:
SIZES
- Maximum rim width 6 inches
- Tyre width **up to 195mm** only
- Minimum tyre profile ~~60~~ **55** (higher profiles may be used)
- Only 13", 14" **or 15"** diameter rims and tyres allowed
- Front and rear axles may be different from each other. (e.g. 14" front, 13" rear)
- On a particular axle, the same diameter, offset and width of wheel must be used.

MARKINGS

- All tyres must have markings in the conventional format consistent with standard road tyres. These markings with respect to width, aspect ratio, construction, diameter, load index and speed rating must be in the format E.g. 165/70R13 79T. Any other format is NOT acceptable
- Any tyre with buffed markings will not be accepted.
- New tyres must display the "E" mark as per EEC regulations
- Retreaded/remould tyres must display the BSAU144 mark.

EXCLUSIONS

- No competition tyres of any kind whatsoever.
- No rally type or off-road tyres. (although standard road tyres designated as "mud and snow" marked "M&S" or "MS" are permitted)
- No Toyo Proxies (R888), Avon 7.3's, Avon Turbospeed, Yokohama's, Colways (except road remoulds), knobblies, or slicks.

GENERAL

- Hubcaps and wheel trims must be removed.
- All balance weights must be removed.
- It is strongly advised that drivers do not take to race meetings any other wheels / tyres which are deemed outside the rules for the avoidance of doubt.

You will be aware that tyre changes were brought in for the 2008 season. These changes were primarily intended to reflect the changes in the tyre market from 185/60s generally fitted to cars as standard in the 1980's. We are aware that their availability has been continually reducing and their cost, where available – increasing.

As fashion has changed through the 1990's it was felt that we should move with the times and help drivers keep costs down by using tyres that are readily available on donor cars.

Since issuing the rules for 2008 ie: up to 195mm width, up to 15" rim and DOWN to 55 profile, further research has shown that 195/50x15's are more cost effective than 195/55x15's so with immediate effect, drivers are permitted to use 50 profile tyres.

Please Note: You do NOT have to use this specific size. You may still run 185/60x14, 185/60x13 etc as per the old rules.

Any questions, please do not hesitate to contact me (Gruff) on 07793 755082

Note: The Promotion reserves the right to review the regulation relating to wheels and tyres at any time.

15. DRIVER'S SEAT

- A seat with a head restraint must be fitted. The seat must be securely mounted at shoulder height to the cross bar or to the rollover bar and bolted securely to floor. Racing seats are permitted. Homemade seats are not allowed.

16. DRIVER'S HARNESS

- A 5 Point safety harness must be fitted and must be anchored on at least four separate anchor points. (No home made harnesses are allowed)
- Minimum width of harness straps is 3" (75mm). Width of crutch strap must be minimum 1-1/2" maximum 2".
- It is recommended that the shoulder straps be anchored to the roll cage, NOT the original rear seat belt points to prevent the straps becoming loose in the event of a rear end collision.
- It is recommended that safety belts comprising of separate shoulder, lap and sub-straps be fitted.
- The crutch strap must pass through the seat base and be anchored rearward of the leading edge of the seat base.
- The sub-strap must be used at all times and all parts must connect to the quick release buckle.
- In the case of the NASCAR Lever Latch buckles it is advisable to fit a secondary means of detent to protect overall sleeves accidentally unhooking buckles during racing.
- A small section of tube grip elasticated bandage slid over the hook buckles serves the purpose.

16. DRIVER'S HARNESS Contd.

- It is strongly recommended that once involved in a serious accident, the harness should be discarded and replaced. The harness manufacturer's instructions must be followed regarding this issue. In case of any difference between the two, the manufacturer's instructions shall take precedence.
- Shoulder pads are strongly recommended.

17. HELMETS & SAFETY EQUIPMENT

- Crash helmets must be of a minimum standard as directed by British Oval Racing Safety Executive (B.O.R.S.E.). These are BS6658/85 Type A, BS6658/85 Type A/FR, FIA 8860-2004, Snell Foundation SA2000, Snell SA2005, SFI Foundation 31.1, and SFI Foundation 31.2.
- The E2205 European Standard Helmet may also be used.
- Buxton Raceway insists that helmets should be made of fibreglass or Kevlar with no thermoplastic or polycarbonate helmets allowed.
- ***Helmets must be a good fit and the securing strap correctly adjusted. It shall not be possible to pull the helmet off when fitted correctly***
- Protective goggles or visors must be worn at all times during racing and practice.
- Tinted visors are not allowed
- Drivers must wear clean fire retardant race overalls, minimum Proban requirement.
- Neck collars are recommended
- Fireproof balaclavas are MANDATORY and must be marked appropriately
- Fireproof gloves are MANDATORY and must be marked appropriately
- On wet meetings, waterproofs may be worn as over garments
- A cloth "quick release" window net must be fitted to the drivers door; the netting should have holes no larger than 7.5cm or 3" wide.
- Suitable padding shall be applied to the steering column, and any vulnerable places around the driver's head area. Sharp areas on the driver's inner door shall be suitably padded also.
- Mechanics must wear bright coloured racing type overalls and must remain in a clean and tidy condition when in view of public.

18. FIRE EXTINGUISHER

- A fire extinguisher is highly recommended .
- If fitted, this should be securely mounted (not taped) within easy reach of the driver.
- Specification of extinguisher is minimum 1Kg (2.2lbs) either dry powder or CO2 gas, fitted with a sight gauge .
- Old type BCF (green) fire extinguishers are not allowed.
- ***In line with the Rule Book, (Safety Information - Drivers. Section 4), it is a requirement for all Race Transporters to carry a fully operational 5kg Dry Powder Extinguisher, and this must be readily available at all times when the car is being refuelled.***

19. RACING NUMBERS

- Your racing numbers **MUST** be displayed on both front doors in **BLACK** numbers (16" high x 2" wide brush strokes) on a white panel, with at least 2" of white border showing around the numbers.
- Additionally racing numbers must appear on the roof fins on each side of the car to aid lap scoring. These must be 6" high x 1" brush strokes black numbers on a completely white background. See section 3 BODYWORK for dimensions of roof fins.
- The whole of the roof must be painted according to the driver's grade colour. If your roof colour is incorrect, you will have to start all your races from the back of the grid and will not score any points until your roof colour is corrected
- In the case of the doors, the rest of the door may be painted in line with the car's colour scheme.
- If your race numbers are not presented as above, you will **NOT** be lap scored.

20. DRIVERS ELIGIBLE

- Each driver is only permitted one car per meeting, in Hot Fords and each car is only permitted one driver per meeting.

21. PENALTIES

Stiffer penalties for "deliberate" contact have been introduced in a determined effort to improve the formula. Two responsible officials will be equipped with black flags down on the track and will be empowered by the Promoter to use them to exclude cars in the event of "deliberate" contact. Note the black cross will still be used as a warning that a driver is under observation from race Control. Drivers guilty of "deliberate" contact will be loaded up for the day. On a second offence, the driver will be similarly loaded up and receive an automatic two meeting ban. In the event of a third offence, the driver will be loaded up and referred to the Board of Control for action.

22. GENERAL

Hot Fords will score points according to Tier 1 as described in the Rule Book

Number of racing laps generally are:

Normal Heat 12 laps.

Final Race 15 laps.

Championship Races 20 laps.

Maximum number of cars per heat will be 24 subject to the discretion of the Racing Manager / Clerk of the Course. 1/3rd - 2/3rds format will be adopted thereafter.

When overtaking a vehicle on the same lap, it is your responsibility as a driver to ensure the whole of your car is completely past the car being overtaken before taking the racing line. It is **NOT** the responsibility of the driver already on the racing line to brake and let you in. Such offences will be penalised.

Many different types of mechanical problems - damaged suspension, tyres, ineffective brakes, etc, have caused incidents. If your car is not handling properly or suffering such problems, you should pull off to the safety of the centre green as soon as possible to avoid danger to other competitors and/or damage to other cars (including your own!)

ALL races (heats & finals) will be **CLUTCH STARTS**, not rolling starts. It is the responsibility of all drivers to line up within their grade and drivers at the front of each grade to leave an appropriate distance between themselves and the rear of the grade ahead. This shall be 5 car lengths unless indicated otherwise by the Steward / Clerk of the Course. In the case of races being run in "closed grid" order (i.e. qualified positions), drivers should follow the instructions of a marshal in order to form the grid correctly. e.g. British Championship, Northern & Midland (N&M) Championship, CFC **and I and L Taxis** Challenge, and Sheppardswood Cup.

NOTE, The main N&M Championship race is open to the top 24 qualified positions only. Non-qualifiers do not participate in the main race. (This is in line with the General Rulebook Page 20). There may be other restrictions regarding Championship races and you should refer to your Rule Book for this information.

Drivers "jumping" the green flag will be docked a minimum of 2 (two) places from the final result.

DO YOU NEED ANY FURTHER ASSISTANCE OR GUIDANCE?

All queries connected with any aspect of Hot Ford racing or car construction should be directed to Gruff (Gareth Davies) who will be happy to assist you. His contact details are as follows. All he asks is that you contact him at reasonable hours (not after 9pm please) Mobile 07793 755082 Email garethdavies@buxtonraceway.com

The Promoter can be contacted on 01663 741353 during business hours.
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