

2019 BUXTON HOT FORDS

CAR CONSTRUCTION RULES AND REGULATIONS

Last Updated 4/12/18

Note: Text changes/additions from last year's 2018 rules are highlighted in bold and marked @@
Deleted items are struck through ~~thus~~.

30/11/18: Michelin Pilot Tyre now permitted.

30/11/18: Roll Cage changed from 38mm to 32mm.

21/8/18: Driver rep changed, to add Martin Maguire

21/8/18: Suspension springs MUST be Ford, No modification to spring cups.

INTRODUCTION

The HOT FORDS formula features low cost, well turned out cars competing on a STRICTLY NON-CONTACT basis.

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.

Novice Drivers will now be permitted to race in Hot Fords at Buxton. Any new drivers permitted to join Hot Fords must 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

@@ IMPORTANT: Drivers will need to make a booking for each meeting they are planning to attend before the Tuesday midnight deadline before a meeting, this is vital to allow us to plan the event.

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 reissue.

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 will 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. Please see Section Arrival at the Stadium in the General Rules at the start of the rulebook. 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, fireproof balaclava and neck collar. These items are listed in Section 17.

All drivers must attend the driver briefing prior to the start of racing [when requested to do so], wristbands *MAY* be issued to drivers to show they have attended and these will be checked as drivers go on track.

SCRUTINEERING

Golf Ball System: Drivers will be asked when entering the track for a Heat race or Final race to pick a random Golf Ball from a bag, there will be one that is coloured, if the coloured ball is picked you are required to attend post race scrutineering – when exiting the track immediately after the race you **MUST DRIVE DIRECTLY TO THE SHED WHERE CHECKS WILL BE CARRIED OUT ON YOUR CAR TO ENSURE COMPLIANCE WITH THE RULES** - not specifically for engines.

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, Puma, Ka, Focus or Orion. The only engine allowed is the Ford CVH unit up to 1600cc (plus overbore – ref. Section 6) in any of the above vehicles. Any of the cars above 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. 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 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.
- Internal door protection must be fitted, door bars are to be part of the roll cage.

3. BODYWORK

- “Stock Rod” style arch and sill extensions are permitted, these must protrude no further than 60mm from the body in each given area.
- 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.
- Doors must 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.
- A post must be fitted into the front windscreen area from the bulkhead to the top of the opening to prevent a stray wheel from entering the drivers compartment, this bar may be part of the roll cage, the drivers side may have steel mesh in the aperture.
- 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.
- 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 1 ½ " 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 which must be maintained during the season. No team colours permitted. Cars may be sign written, cars with any offensive words will fail scrutineering.
- 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 18 - Racing Numbers). These flashing lights should be normal indicators (e.g. side repeaters) only and must be working. No rotating beacons. **LED Lights are permitted**
- 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 Black and White Chequered.
- Winner of the Gold Roof Championship must paint the whole of the roof Gold.

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

4. SUSPENSION

- Standard Ford Springs are the only springs that should be fitted.
- 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.
- **The spring cups must not be modified and must remain in the original position on the strut as manufactured.**
- 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 on 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. Passenger side wheelbase may have a lead of 1 inch.
- Negative camber is allowed on nearside front wheel only to 6deg, no positive camber. NO camber on rear wheels. However, standard Ford suspension components must be used and may NOT be modified to achieve this. Re-drilling of chassis/suspension components is permitted to achieve the required level of camber.
- Driveshaft's in the Mk4, Mk5 Fiesta, Puma and Focus may be extended to get required amount of camber.

5. ROLL CAGE

Full Roll Cage

- A full roll cage [minimum 4 post] is the only type of roll over to be used.
- This must be constructed of minimum (~~38mm~~ **32mm**) (3mm) 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.
- Rear Cross Members may be used but these should be an integral part of the roll cage and not fitted directly to the strut tops.

6. ENGINES

GENERAL

- In HOT FORDS The only engine allowed is the Ford CVH unit up to 1600cc, 2 valves per cylinder in any of the six stated vehicles. Engine mountings can be fabricated to fit these to Zetec cars.
- No engine cradles allowed and no excessive strengthening.
- No Cross flow engines permitted.
- No RS1600i, or ST 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.
- No Megajolt or similar ignition modules are allowed.

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

FLYWHEEL

Flywheels must be standard —no lightening allowed.

- **The STANDARD Flywheel may be lightened by way of machining, [aftermarket or billet flywheels are NOT 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. Gearbox mounts can be fabricated to allow you to fit a CVH box into a Zetec car.
- No ~~locked differentials~~ or limited slip differentials are allowed.
- **The differential may be welded.**
- 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

- Any standard 1600cc Ford CVH Carb round top may be used. Square top may also be used with a venturi size of 24-25mm only, No 34 DMTR are allowed.
- 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.
- **The fuel tank itself must be completely enclosed.**
- **IMPORTANT! A non return valve must be fitted to the fuel tank breather pipe.**
- 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).
- 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 be routed through the car interior but must be away from the driver and fuel lines, also the exhaust must be suitable covered to the satisfaction of the scrutineer and must terminate to the rear of the car.
- **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

- The battery must be moved to the rear seat area, and must be securely bolted to the floor/roll-cage. In either case, it must be covered with a leak proof material to prevent the spillage of acid. Gel Type Batteries are permitted.
- All wiring must be fully insulated.
- As a general rule, all unnecessary wiring (lighting, ancillaries, etc) shall be removed where possible. Essential wiring may remain but these looms should be secured neatly to prevent any fire and/or trip hazard.
- 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).
- **Alternators are permitted, but if fitted must be wired via an FIA kill switch, this kill switch MUST kill the engine when turned off.**
- 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 AGM (Absorbed Glass Mat) type batteries, which are often mistakenly referred to as gel-type batteries, e.g. Varley Red Top, and Odyssey Extreme, is permitted.**
- 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. LED Bulbs are permitted.
- 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" (75 mm), maximum diameter 4" (100 mm)
- For square type lamps: minimum 3" (75 mm) square maximum 4" (100 mm) square.
- **Electrical wiring and petrol pipes must not be run side by side** i.e. 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" (300 mm) apart.

13. BRAKES

- Must remain as manufactured per model (e.g. Escort for Escort) **and working on all four wheels.**
- No brake bias valves are permitted.
- The handbrake must be in working order.

14. WHEELS & TYRES

- Any standard Ford 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 50 (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.
- No aftermarket wheels allowed.
- The only tyres that are permitted to be used are; Toyo T1R, Toyo CF1, Kingpin, Falken, Uniroyal, **Michelin Pilot.**

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 or any tyre not designed specifically for road use.
- 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.
- No wheel spacers are allowed.
- All wheel 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.

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 fastened 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.
- **At any point during a meeting the safety officer can refuse you to race if your seat is not secured properly or the fixing are rusted/ corroded.**

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 at shoulder height,
- The seatbelt anchoring are NOT to be in 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.
- 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

Overalls

Drivers must wear bright coloured racing overall type clothing of flame retardant Proban or a higher specification material and marked accordingly. Overalls must be maintained in a clean and tidy condition when in view of the public. If wet weather clothing is used this must be worn in addition to, and over the top of, and not instead of the regulation overall type clothing described above.

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, Snell SA2005, Snell SA2010, SFI Foundation 31.1A, SFI Foundation 31.2A. The E2205 European standard helmet may be used in Fiberglass, 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 sticker

@@ The ORCi have reviewed the current safety specification standards for driver helmets, and now issue the following additions/changes to existing ORCi rules for the 2017 season, effective immediately.

Adult Helmets (Drivers aged 16 and over)

- **Change** – Helmets certified to the **Snell SA 2005** specification will **continue** to be **accepted** for use during the 2017 season. This acceptance will be reviewed again at the end of the year, in line with other motorsport sanctioning bodies.
- **New** – Helmets certified to the following newer standards are permitted for use in all ORCi formulas. These are **ADDITIONAL** permitted standards to those currently allowed.
 - Snell EA2016 [For Elite Automotive sports]
 - FIA 8860-2010 [Updated version of 8860-2004]
 - FIA 8859-2015 [Premium Helmets]
 - SFI 31.1 [Updated/merged version of 31.1A and 31.2A]

Neck Collar

All drivers must use neck collars.

Gloves

All drivers must wear fire proof gloves, minimum Proban.

Balaclava

Balaclava's are mandatory for all Buxton Raceway Formulas.

Window Net

In Hot Fords a quick release cloth window net must be fitted to the driver's door window aperture and is a mandatory safety requirement. 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 Extinguishers

A one kg Dry Powder gauge fire extinguisher is highly recommended and if fitted, 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 2 kg fire extinguisher, dry powder or gas, which must be within easy reach of the driver and mechanics at all times, especially when refuelling.

18. RACING NUMBERS

- **@@ for attention: 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 may be painted according to the driver's grade colour with a minimum of the front 12 inches. If your roof colour / grade 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.

19. DRIVERS ELIGIBLE

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

20. 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. 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. If a driver is found to make "deliberate" contact in the final then he/she will not be permitted to race at the next meeting as his one meeting ban.

21. GENERAL

Hot Fords will score points as follows:

Heat Races / Allcomers Races: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

Finals / Championship Races: 20, 18, 16, 14, 12, 10, 8, 6, 4, 2

The British Championship and Gold Roof Championship will be the first race of the day, none qualifiers may start at the back of the qualified grid with a gap of 6 car lengths or as advised in the drivers briefing, following will either be 2 x Heats and a Final, or depending on competitor numbers 2 Allcomers races.

Number of racing laps generally are:

Normal Heat 15 laps.

Final Race 20 laps.

Championship Races 25 laps.

Maximum number of cars per heat will be 24 subject to the discretion of the Steward/ 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/championships) 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 and Gold Top Championship.

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 the office:

The office telephone number is 01663 732526.

Email: mattwatson@buxtonraceway.com

Also

Martin Maguire after 6pm 07963 507662 or martin.maguire12@btinternet.com