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# **Irish Hot-Rod Motor Racing Federation**

## **RULES AND REGULATIONS**

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## **Introduction**

The purpose of publishing this book is to provide everybody involved in the sport of Hot-Rod Motor Racing with the rules and regulations as specified by the Irish Hot-Rod Motor Racing Federation. It will help drivers to prepare cars to the required specifications.

This book is designed to help make Hot-Rod a safer sport for all involved. It will help in the layout of the Racetrack and in the running of race meetings in a safe and proper manner.

Revised Edition:      **March 2002**

Amendments to the rulebook can only be made at the **Federation A.G.M.**

## SECTION 1 RULES GOVERNING RACING CARS

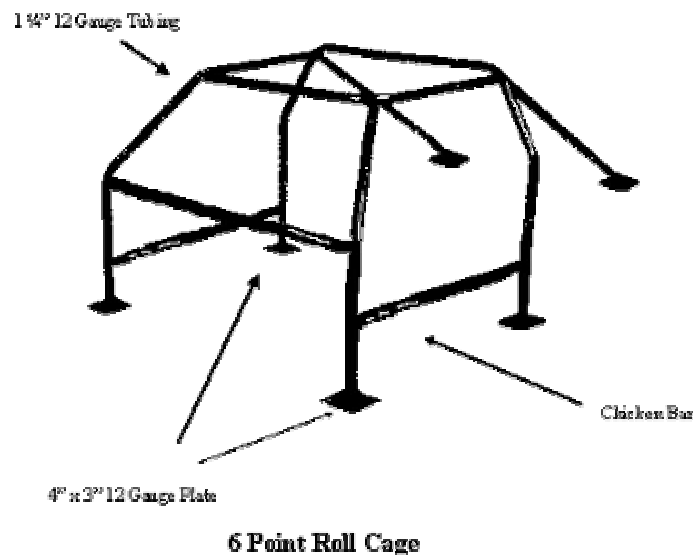
1. All cars must have efficient foot brakes on all 4 wheels and must have steering in perfect condition. Rear brake lights are optional but where fitted, they must be operated from the standard brake.
2. Tyres must be in a safe condition.
3. Standard tyres only allowed in Classes 1, 2 & 3.
4. Racing tyres are allowed in Classes 4, 5 & 6.
5. Windscreens must be removed unless Laminated AND with a proper wiper system.
6. A central vertical bar on the front windscreen of 1" round bar or 1" box must be fitted. This applies to ALL classes.
7. Visors or Windscreens of **ALL CARS** must have Drivers Name clearly printed.
8. (6 Point Roll Cage) Rollover bars must be securely fitted within the car to be at least 2" above driver's head with helmet on. All tubes used must have a minimum diameter of 1 ¼" O.D. Wall thickness of 12 gauge roll bars must have 6 anchor points on the floor of the car with a base plate of 12 sq. inches of 12 gauge steel, bolted or welded to the floor, minimum of 2 bolts on each plate. A chicken bar must be fitted inside the driver's door. All welds must be 75% of circumference.
9. Diagonal Bars are allowed and may be fitted behind seat in either direction, right-top to bottom-left, left-top to bottom-right or crossed.

Floor bars under seat optional for protection.

10. FRONT PROTECTION of not more than 1 ½" Box/Angle or pipe can be fitted between front chassis legs. One 1" Box/Angle or pipe may be used to extend between the top of the wing to hold them in place and securing pins or bolts to hold the bonnet. This bar in turn be braced from the top of the valance or the valance may be braced from the Roll-Cage or Bulk Head. But **UNDER NO CIRCUMSTANCE** can both be used as a section of the car must remain collapsible.

### **SEE ATTACHED DRAWING (Fig. 1)**

11. Thin metal sheeting such as bonnet skin may be used to cover off front of car.
12. Full racing Harness Seat Belts must be worn and must be properly fitted with a minimum bolt size of  $\frac{3}{8}$ " with a 3" sq. 12 gauge metal plate on each side. Seat Belts must comply with **BS 3254**. Crash helmets must be worn at all times and must be properly adjusted. Crash Helmets must comply with **BS 2495**.
13. Bonnets must be fitted and both doors, where fitted, must be securely fastened with secondary fasteners. Standard fittings are not sufficient.



14. Driver's door must open and secondary locking system of a shooting bolt may be used. If a spring-loaded bolt is used, the original locks may be removed, as this is sufficient. This applies to both doors if opening.

Passenger doors may be cut to door handle with original hinges and lock kept in place.

15. Mesh must be fitted to driver's door window, passenger side window optional. Webbing allowed if fitted properly to driver's door only, no metal mesh allowed.
16. All side windows must be removed and not replaced by paper Perspex.
17. Standard full doors must only be fitted
18. Ballast carried in cars must be secure in such a way that it will stay put if the car overturns. Batteries must be securely fitted and be covered with a liquid absorbent type material properly fixed on top of the battery.
19. All headlamps and steering locks must be removed. Loose fittings not required, such as seats and roof cloths and any other inflammable material, must be removed. All loose wires must be removed and all wiring in use must be properly fitted and insulated.
20. Petrol Tanks must have a "steel wall" between them and the cockpit. The breathing system must be outside the car. Under no circumstances should the petrol tank be inside the cockpit. Tanks should be fitted in such a way that if a spillage occurs, it will be outside the car. Plastic piping is not allowed inside the cockpit. Petrol caps must have a positive means of fixing. Rubber caps will not be allowed. Where petrol pipes run inside the cockpit, they must be of steel or copper. No joints allowed inside cockpit. Purpose built petrol tanks is allowed.
21. Fire extinguishers in cars are optional.
22. Full Bucket seat compulsory. Sheeting behind seat allowed.
23. Any car, which has the radiator or oil cooler, fitted in the back of the car, it must be far enough back to allow the drivers seat to collapse. Copper water pipes are allowed. Plastic water pipes are NOT allowed. This rule applies to **ALL** classes. All water pipes in the cockpit must be insulated.

24. Racing Numbers issued must be clearly displayed on both sides of the car, (min Height 12"), White on Black or Black on White.
25. Roof numbers must be of plain lettering minimum 6" high' either **White on Black** or **Black on White** and must be in the centre of the roof. Fancy lettering is not allowed.
26. Advertising signboards are **NOT** allowed on the roofs of cars. If a driver wishes to put advertising on their car, they may do so in the appropriate position, e.g. Car sides, bonnet, etc. Space must be left on the doors to allow for racing numbers. The only fittings allowed
27. Any car fitted with a mid-mounted engine must have a steel wall fitted in front of the engine to seal it off from the driver.
28. Any standard air filtration system can be fitted in any class.
29. Any type of Ignition Leads is allowed in ALL classes.
30. Racing type spark plugs may be used.
31. Alloys may be used in all classes.
32. Wire wheels are not permitted.
33. **Fuel:** Only petrol is permitted as the fuel used in Hot-Rod Racing cars.
34. Rear view mirror must be fitted.
35. All Cars whose wheels protrude outside the normal body width must be fitted with wheel arches sufficient to cover the wheels or race with narrow wheels on the day.
36. Brake Lights optional.
37. Mud flaps must be fitted behind rear wheels max. of 3" ground clearance and not less than 12" wide. Mud Flaps must be directly behind wheels.
38. Unlimited skimming of engine heads but bore and stroke must remain standard.
39. All engines must tick over at the proper speed. Cars ticking over at too high a speed will not be allowed to race until the engine tick-over is reset to the proper setting.
40. Cylinder heads can be cleaned but not polished. Standard valves only can be fitted. Compression ratio may be raised by .5 of a unit above manufacturer's specifications.
41. Specials are not allowed.
42. Helmets must comply with **BS 2495** or Equivalent. Visors or other eye protection must be used at all times.

43. In order for a car to qualify as a Hot Rod, it must be in its seventh year or older and freely available in the Republic of Ireland with some exceptions.
44. Hot Rod cars should be taken to race meetings in a clean and presentable condition. Poorly presented cars may not be allowed to race.
45. **HOME AND AWAY RULE**  
Any club that holds a race meeting at another club's track, it will count as an away day for (The Home Club Drivers) who will compete.
46. In the consolation race, any car that has won a race on the day cannot race unless it is double driven. In order for a driver to qualify as a consolation driver, they must have driven in an earlier race in the day but cannot have won a trophy.
47. Where a driver does not observe a red flag, it is left to the discretion of the Course Marshal on what action should be taken.
48. A Hot Rod car may be jointly owned and may be driven by two drivers provided they declare on their entry form which races they wish to compete in.
49. Clubs may, if they wish, hold a second ladies race; there must be a minimum of 5 ladies. This race is not compulsory.
50. A driver has 15 minutes in which to place an objection in writing following the end of a race.
51. One driver may not strip another driver's car. Objections may only be made through the club or Federation and stripping to be carried out through the Federation.
52. A driver being objected to has 30 minutes to decide whether to give up his/her car.
53. The suspension period, for drivers who refuse to give their car up for stripping, is 18 months.
54. The fee paid to drivers of cars that are stripped and found to be legal is £50.
55. No fee will be paid for cars stripped at the All-Ireland.
56. A driver will get a full written report on the dimensions of his engine after stripping.
57. All drivers forward their permit application form together with Permit Fee, Passport Type Photograph to the Federation PRO. The completed permit will be returned through their Club Secretary who will distribute them to the individual drivers.
58. If a Federation permit holder wishes to race in a non-affiliated club, they must first produce a copy of the Public Liability Insurance Cover for that club for inspection prior to being allowed to race with that club. Any driver who races with a non-affiliated club, whose Insurance cover has not been approved, is liable for suspension.
59. A driver with no permit present on the day will not be allowed to race.
60. The Host Club, at **each race meeting**, must examine permits.

61. Permits are valid until 17<sup>th</sup> March, after which date, all permits must be renewed. All permits, Ladies permits, are reduced after All-Ireland.
62. Members failing or refusing to return perpetual trophies, will not be granted a permit to race and shall not be accepted by any club as a member.
63. Every new member will be given an up to date rule book with his/her permit.
64. Anyone accepting positions on the Federation top table should have experience on their clubs top table first.
65. Voting in of the Federation Top Table will be done on the day of the Federation A.G.M.
66. Each Club is allowed to send 2 club delegates to all Federation General Meetings but with only 1 vote per club.
67. All race reports will be read and discussed at Federation meetings.
68. For all Inter-Countys – All-Ireland or other major races, clubs must deal direct with drivers for entries and regulations.
69. Any race in which drivers who do not legally hold permits are allowed to compete, the organising club will have to get clearance from the Federation, e.g. Celebrity races.
70. Federation Appointees will visit race meetings without prior notice to clubs.
71. Entry fees, while normally retained by the host club, may at any time be channelled to the Federation funds.
72. Practising is allowed before the commencement of racing provided that there is full supervision and an ambulance present.
73. Due to the high cost of insurance cover, should an accident occur at any race meeting, then the remainder of the days racing will be cancelled. If any accident occurs involving a member of the public at any race meeting, then a member of the Federation should be notified immediately.
74. The owner of fields on which races are held must be made a fully paid up member of the club.
75. The Federation Top Table has the Final Say in the decision whether to take in another club.



## **SECTION 2**

### **TUNING**

#### **1) Objections to Engines:**

The persons, stated below, may object to an engine.

- a) Drivers competing in the same race may object through their own club within 15 minutes.
- b) Host Club officials.
- c) Appointed Federation officials.
- d) Any car being wrongly declared on the entry form will carry automatic disqualification. If a competitor objects to the performance of another car and if the committee of the host club are satisfied that the objection is justified, then the engine will be stripped. A deposit will be put down by the protesting competitor.

#### **2) Stripping:**

- a) It will be the responsibility of the Federation to provide suitable premises to accommodate stripping of cars.
- b) The car, or cars, must be stripped and released within 60 hrs. from the time of the objection received.
- c) The only people allowed to attend at the stripping are the following:  
The objector and one assistant, the owner of the vehicle and one assistant, the Federation officials and appointed engineers.
- d) If the engine is found to be in order, the owner will receive compensation of specified amount. If not and the engine is found to be other than that on the entry form or to be outside regulations, a disqualification will be imposed and the protesting competitor will have his deposit refunded.

## **SECTION 3**

### **GENERAL**

1.
  - a) If any competitor has an objection on the day of a race meeting to cars and engines, he must lodge this immediately with the Course Marshal in writing and accompanied by the appropriate fee. If the objector doesn't know or cannot find the Course Marshal, he should lodge his objection with the commentator within the prescribed time. The commentator should counter sign the objection stating the time he received the objection.
  - b) Objections must be made by the objector only.
  - c) Provisional results will be announced immediately after the race, assuming there is no objection. Official results will be announced 15 min. later, after that no objection will be accepted.

2. A competitor is responsible for his supporters or helpers.

3. A competitor receiving outside assistance during the course of a race will automatically be disqualified. Assistance can only be given in the "pits". No person inside the spectator's barriers may signal a driver during a race.

#### **4. Conduct:**

Members of a club affiliated to the Federation must behave in a responsible manner and do their utmost in keeping good the name of their clubs. Any member engaged in work, such as spectator control, should exercise some restraint and not engage in any form of abusive language, etc.

#### **5. Betting:**

Betting on races is strictly forbidden. Any competitor or club member found to be engaged in such practices shall be suspended from the Federation and all race meetings. Any competitor who knows of betting going on amongst his supporters or others should bring such happenings to the notice of his club, and his report will be held in confidence.

#### **6. Flagmen:**

The Flagmen have an invaluable duty to perform. They must not be disturbed from their work by anyone and must not be dictated to by any club member other than the Course Marshal.

#### **7. Course Marshal:**

The course Marshal is the official in charge of races. It is his duty to see that all meetings are run in the proper manner in accordance with the rules and regulation. He is the only official who can instruct the Flagmen on the use of a particular warning flag. He may, on his own initiative, call in a driver for any unsporting conduct or for any safety reason.

## **8. Chief Steward / Safety Officer:**

The Chief Steward is the official in charge of stewarding arrangements at a race meeting. It is his duty to see that stewards are making a reasonable effort to keep spectators as far as possible from danger. It is his duty to see that every participant is taking reasonable precautions to promote safety in all departments. He must also see that the barriers, etc. are erected and that the track is generally safe for racing.

## **9. Lap Recorders:**

The Appointed Lap Recorders are the officials who record the laps and keep the final positions in their proper order.

## **10. Starting Marshal:**

The Starting Marshal is the official who will handicap cars and start and finish the race. The Course Marshal must indicate to the Starting Marshal before each and every race commences.

## **11. Club Committee:**

- i. If a member of any club finds they have a problem, they deal with it within their own club meeting.
- ii. If any club committee has difficulty in reaching a decision, the matter will be decided on by the Federation whose decision will be binding to all parties

## **12. Disciplinary Action:**

Any member of an affiliated club, who in any way discredits his club or the Federation, by misconduct, shall be liable for suspension.

Disciplinary action will be taken against Competitors or club members, who in any way, violate the rules governing a race meeting or club function, or by bringing the sport into disrepute. It is the duty of every affiliated club to report immediately to the Federation any such instances. The Club Secretary shall report on all races run by the club to the Federation.

## **13. Competitors:**

All competitors who take part in races, promoted by an affiliated club, must become a member of one of the clubs before being allowed to race.

## **14. Requirements for Competing in Racing:**

In order to compete in races, all competitors must hold a minimum of a Provisional Class B Licence (with the exception of juniors) and a Federation Competition Permit and may have to undergo a test to prove he/she is capable of driving. In some instances, a Certificate of Medical Fitness may be asked for. Drivers cannot compete with an unaffiliated club, without prior permission from the Federation.

## **15. Transfer of Members:**

- a) Members of a club who wish to transfer to another club may do so at the end of the year only.
- b) Members under suspension, for any reason, will not be allowed to transfer to another club.

## **16. Acts of Sabotage:**

Acts of Sabotage of any form, or interference with racing cars, will not be tolerated and may lead to suspension or prosecution.

## **17. Scrutiny:**

- a) Scrutiny will take place on all cars before each race meeting. All cars and permits must be present by a given time and drivers must remain with them until they are passed. Each club shall appoint scrutineers and any cars rejected by them will not be allowed to race.
- b) Poorly presented cars will be stopped. The scrutineer's decision shall, at all times, be final.

### **NO PERMIT, NO RACE.**

- c) Any club, which allows cars to race with faults recorded at a previous race meeting, will be liable to a fine.

- 18. If a driver arrives late for a race meeting, (i.e. after a Driver's Briefing has commenced), they will start at the back of the grid.
- 19. At any race meeting where 2 drivers share the one car, they must state on their entry form which races they are competing in.
- 20. In the case where a driver has two cars at a race meeting, he must state on his entry form which car he is driving and in which race. This applies only to a normal days racing. In the case of a major days racing such as All-Ireland, etc., only one car may be used on the day.
- 21. In the situation where a driver exchanges his car for another following a breakdown during a race, they must fill out a new entry form stating the number of the new car. A second entry fee will not be charged.
- 22. Smaller class cars to be treated the same as higher class cars when being handicapped in a higher class race.

## **23. Entry Forms and Entry Fees:**

A competitor, who enters for a race, must fill in all the required personal details and details of his or her car on the entry form to the best of his/her knowledge and the Entry Fee must accompany the entry. Competitors must sign and date their entry forms otherwise the entry will not be accepted. All entry forms must be submitted by a given time otherwise it will not be accepted. Clubs shall have the power to refuse an entry from a competitor.

The driver, in the presence of the club competition secretary, must sign all race entry forms.

- 24. All drivers must sign on, on the special Drivers sign-on sheets provided at each club race meeting.
- 25. All marshals and Officials must sign on, on the special Official's sign-on sheet provided at each club race meeting.
- 26. All club members must sign a club membership form at the start of each season.

If a court suspends your driving licence, your competition Licence is automatically withdrawn.

Under no circumstances should intoxicating liquor be taken on the morning or during a race meeting.

## **27. Starting Orders:**

When competitors are called for each race, they must immediately proceed to the starting line. Only two "calls" will be made. Anyone who, through his or her own fault, does not come to the line on time will not be allowed race.

Clubs wishing to operate their own system must first seek permission from the Federation.

28. Each club must submit a report to the Federation within 48 hours following each race meeting. All incidents, suspensions, disqualifications, results, etc., must be reported. Clubs failing to fill in Report Sheets are liable to a severe fine or suspension.
29. No club may race on two consecutive Sundays without first receiving the prior permission of the Federation.
30. All clubs within the Federation must form a Limited Company by guarantee. Following the registration of the limited company, a copy of the registration form must be forwarded to the Federation Secretary.
31. At all race meetings, the Ambulance should be positioned in a safe position with easy access to the track.
32. At any race meeting, no persons or vehicles should be on the centre of the track except those essential for the running of the race meeting.

## SECTION 4

### WARNING FLAGS

The colours of the Warning Flags are:

**RED, BLACK, BLUE, YELLOW AND WHITE.**

**1) (a) Yellow Flag**

Yellow flags may be raised when there is an obstruction on the race track. Competitors must show a noticeable reduction in speed. **NO** overtaking allowed until after obstruction is passed.

**(b) Yellow and Blue Flags**

Should the situation worsen at this (1a), the blue flag will be added to the yellow. Extreme caution must be taken and a further reduction of speed noticed. (It should be noted that the yellow and blue flags raised together are just one step away from the Red Flag). No changing of positions allowed while yellow and blue flags are raised.

**2) Red Flag**

This will be raised in the event of a serious accident, where upon a car must stop immediately, as the race will be ended and may be re-run.

**3) Black Flag**

This will be indicated to a competitor that will mean he must pull into the nearest safe point on a track or to the pits. The flag means a competitor is disqualified. A competitor may ask the Course Marshal the reason for the flag but no more.

**4) Blue Flag**

This will be indicated to a competitor telling him that a faster competitor is behind and intends passing out. Intentional obstructing a driver means disqualification. When a blue flag is raised, a competitor must hold his line.

**5) White Flag**

This will be indicated to a competitor telling him/her that they are under surveillance by the Flagman, due to a previous incident and that a repetition will mean a Black Flag. The White Flag will not always be used before the Black Flag. This will depend on the nature of the incident.

**6) Black and White Flag**

A White Flag shall be added to the Black Flag to indicate to a competitor that a fault has occurred. The competitor must pull in immediately to the nearest safe point. If the fault is rectified, the competitor may re-enter the track at the same point and in a safe manner and continue to race.

**7) Red and White Flag**

Red and White Flag should be crossed to signal the ambulance is required.

- 8) If a competitor is given a flag signal, i.e. Black Flag, he may ask the Course Marshal the reason for this on completion of race and no more. The Competitor must not discuss the matter with the Course Marshal or give him abuse, or do anything that may take the Course Marshal's attention from the invaluable work he is performing. Any abuse of this rule will result in disciplinary action.
- 9) A Black Flag is final. Failure to obey a Black Flag will result in suspension for 1 month. If a driver fails to leave the track after receiving a Black Flag, then the Flagman can stop the race in order that the driver is removed from the track.
- 10) In the event of a dispute, the driver in question may approach the Course Marshal, on his/her own, for an explanation. No other persons are allowed approach the Course Marshal.
- 11) All clubs to have proper colour Flags and of good size.

**SECTION 5**  
**RULES FOR RUNNING OF RACES**

1. The Course Marshal to have supreme control over a days racing within the constraints of the Rule Book.
2. The Course Marshal has the power to discipline drivers who commit an offence that is likely to bring the sport into disrepute or any offence that contravenes the rules and regulations of the Federation or any supplementary regulations.
3. He may suspend a driver who commits an offence. He may suspend a driver for a day or he may exclude a driver from the results of a race in which the offence was committed.
4. The Course Marshal will have the power to instruct flagmen and officials on the day of a race.
5. Each Club to have its own Course Marshal which is nominated by the Club and appointed by the Federation. The Federation could dispense with a Course Marshal.
6. Each Club to have its own Scrutineers which is nominated by the Club and appointed by the Federation. . The Federation could dispense with a Scrutineer.
7. The Course Marshal would act on behalf of his own Club or on the invitation of any other Club or Federation.
8. Flagmen should alternate at courses.
9. Federation officials may attend a race meeting and may take up a set of floating flags if they feel that is necessary.
10. All clubs must ensure that sufficient care is taken in the layout of tracks to ensure that there is a sufficient safety area for spectators.

## **SECTION 6**

### **SUSPENSIONS AND APPEALS**

1. Drivers found to be racing wrongly declared cars will be suspended for a specified time.
2. Drivers found driving Hot-Rod cars on public roads will get an automatic 12 months suspension.
3. Any person being disciplined by the Federation will be given a hearing to put their point of view before any action is taken.
4. When a driver is suspended, his/her permit is withdrawn for the period he/she is suspended for and he/she cannot race while he/she is under suspension, with any club affiliated to the Federation.
5. The driver must make his appeal in writing and receive a reply in writing.
6. The appeal would not be discussed on the day of a race but at a special committee meeting.
7. The results would be held pending the outcome of such an appeal.
8. The driver could appeal to the organising club and until the appeal was heard, the suspension would stand.
9. If a driver refuses to give up his car following a request for striping, then an 18 month suspension will be imposed.



**INTER-COUNTY**  
**Rules for Inter-County Races**

1. To be divided into two races, i.e. Classes 1, 2 & 3 and Classes 4, 5 & 6.
2. Ladies to be handicapped by Class.
3. The first lady over the line for each club gets the points.
4. Points to be allocated as per the number of cars in the race, i.e. 16 cars – 16 points. Cars receive points for where they finish and not per class.
5. A minimum of 10 points to be awarded for the ladies race.
6. Cars from other classes cannot be substituted for Classes 1 or 2.
7. Clubs who hold **QUALIFIERS** may hold an **INTERCOUNTY** in the same year. But a club who holds an **ALL-IRELAND** may not.
8. In the situation where a car breaks down and the race is stopped, the car can restart if it can be repaired.
9. Cars can be borrowed from other clubs but drivers compete for their own club.
10. Drivers must drive their own cars in All-Ireland Qualifiers and display own permits number on doors and roof.

## **ALL-IRELAND FINALS**

- The All-Ireland Finals can be held on either the first or second weekend of August. The final decision is to be made by the host club.
- All-Ireland is to start at 12:30. Entries must be in by previous Wednesday so that draw can take place earlier, only 1 class race at any time on the day with only one normal restart per race. If race is stopped again, drivers on the third restart will line up on grid positions as they finished the last full lap of the second restart to finish remaining laps.
- With regard to consolation races in All-Ireland Finals, the original drawn grid positions are used less the first three cars from the class races.
- Three prizes must be given for the **RACE OF CHAMPIONS**.
- Own number must be on cars driven in Qualifiers and All-Irelands and the roof colour must be as per class.

## **Rules Governing Ladies**

- Ladies allowed race all classes together but 1, 2 & 3 must be run as a separate race from 4, 5 & 6.
- Ladies are allowed to race with the Juniors.
- In the ladies race, in the event of a restart following a breakdown or accident, a lady may rejoin the race in the same class car as she started.
- Ladies will have a consolation race at Qualifiers and All-Ireland Finals.
- A lady driver who has borrowed a car which, is later stripped and is found wrong, will lose her trophy and points for that day only.
- Any standard Class 3 car, no matter class it is entered in, is allowed race in the Ladies race.

### **Rules Governing Juniors**

1. Junior class for drivers between the ages of 14 to 17 years.
2. Class 1 and Class 2 cars only allowed in this class.
3. Juniors are allowed to races with the ladies.
4. Junior Class drivers cannot race against Senior drivers.
5. When a Junior Driver reaches his or her 17<sup>th</sup> birthday, their permit will remain valid until 17<sup>th</sup> March, at which point they must transfer to the normal Hot-Rod Classes.
6. Any junior applying for a permit must have the permit application signed by their Parents or Guardians.
7. Juniors are allowed to borrow a car in All-Ireland.

**SECTION 7**  
**REQUIREMENTS FOR RUNNING RACE**  
**MEETINGS**

**1. Track Layout**

The racing track must be laid out in safe way. A rope must be used to mark the boundary beyond which spectators are not allowed. A further safety rope must be placed at a distance of 25ft from the spectators and a line of flags 30ft from this safety rope. Special emphasis should be placed on the layout of the last corner before the starting straight and also position of the tyres at this corner. This is to reduce the chance of a car going out of control into the crowd.

2. Ambulance or similar type vehicle with qualified personnel must be present.
3. Special precautions must be taken on dusty conditions e.g. Water tanker or move track, etc.
4. Fire extinguishers – 2.2Kg fire extinguishers must be on hand at all corners, also one at pit's gate, one in the centre of track and one on the tow truck.
5. The Tricolour must be properly displayed at each race meeting.

**NOTE:** The uses of stakes, flagpoles, or other similar type objects, are not allowed for making a track. Tyres, strong bales or other soft material must be used.

**a) Class 1. White roof. Cars up to 1000cc.**

Standard production in the lowest form of tune available in The Republic of Ireland up to the year specified. Maximum 1 single choke carburettor. Excluding Mini Coopers in all forms.

The only modifications allowed are;

- a. Improved water and oil cooling system.
- b. Sports coils.
- c. 14" Wheels may be used all round but not reversed.
- d. Bucket seats to be fitted.
- e. Modifications can be made to engine and gearbox mountings.
- f. Extra engine mountings may be fitted.
- g. Low profile tyres are allowed provided that the original diameter rims are used.
- h. Sports steering wheels are allowed.
- i. Rear brake equaliser valves can be removed.
- j. Engines, drives, gearboxes, suspensions, brakes and track control arms must be standard.
- k. Exhausts in Class 1 can be cut at the joint in front of the gear lever. Otherwise, a straight through pipe of not greater diameter than that of the pipe leaving the manifold may be used. Standard exhaust systems may be used. Exhaust systems cannot be allowed to blow on to the petrol tank.
- l. Splash plates under the carburettor can be removed.
- m. Engine oil sumps may be altered at driver's discretion.
- n. A bar may be fitted from the anti-roll bar mounting back to the body in Class 1. This cannot interfere in any way with the anti-roll bar operation.
- o. Anti-roll bars can be cut on the inside of the anti-roll bar mounting to the chassis and washers can be welded over the anti-roll bar to secure it in position.
- p. Flywheels may be lightened.
- q. Cambering of the front wheels is allowed provided that the existing track control arms and suspension parts remain standard. This is achieved by adjusting the bottom two holes of the suspension strut only. The top of the suspension unit cannot be interfered with. The track control arm cannot be adjusted.
- r. Fiat 128 track control arms are not allowed.

- s. Harder springs of standard production only can be used. No competition types of shocks may be used. The same platform and shocks must be used.
- t. Springs can be lowered and hardened. Rear springs can be removed. No other type of spring system can be fitted.
- u. Electric fuel pumps are allowed.
- v. Any size wheel of standard diameter may be used in Class 1

**w. Class 2. Royal Blue Roof. Cars from 1001cc up to 1200cc. And including V.W. Beetle 1300cc.**

Standard production saloon available in the lowest form of tune. Pushrod engines only.

The only modifications allowed are;

1. The offset of wheels may be altered.
2. Improved shocks.
3. Bucket seats to be fitted.
4. Twin port engines are allowed (Beetle only).
5. Modifications can be made to engine and gearbox mountings.
6. Low profile tyres are allowed provided that the original diameter rims are used.
7. Sports steering wheels are allowed.
8. Adjustable shocks are not allowed.
9. Sports coils are allowed.
10. Engine oil sumps may be altered at driver's discretion.
11. Either front or rear wheel drive may be used. All wheels must remain the same diameter: i.e. either 12" or 13". A combination of 12" on one axle and 13" on the other axle will not be allowed. Welded differentials or limited slip differentials will not be allowed.
12. Electric Fuel pumps are allowed.
13. Cambering of the front wheels is allowed provided that the existing track control arms and suspension parts remain standard.
14. Harder springs of standard production can only be used.
15. No competition types of shocks may be used.
16. The same platform and shocks must be used.
17. Differential ratio may be altered.
18. Flywheels may be lightened.
19. Any wheel rims may be used.
20. Opel Corsa allowed (1200cc Push Rod Engine).

**b) Class 3. Canary Yellow Roof. Cars up to 1310cc.**

Standard production in the lowest form of tune available in The Republic of Ireland up to the year specified. Maximum 1 twin choke carburettor and 1 camshaft per cylinder allowed. In this group, any standard engine may be fitted to any saloon body.

The only modifications allowed are;

- a. Sports coils are allowed.
- b. Improved water and oil cooling system.
- c. Any types of wheels and tyres.
- d. Differentials and gearboxes may be altered.
- e. Bucket seats to be fitted.
- f. Modifications can be made to engine and gearbox mountings.
- g. Electric Fuel pumps are allowed.
- h. Engine oil sumps may be altered at driver's discretion.
- i. 4 branch manifolds can only be used when part of the original engine.
- j. Toyota 1300cc **2E** 12 Valve engine may be used with standard fitting.
- k. 1 Litre Toyota carburettor is allowed on 1300 12 valve Toyota engines.
- l. Standard engine and gearbox with the option of welded differential. No limited slip differentials.
- m. Any road tyres **except** Yokohama Avon may be used.
- n. Electronic ignition systems may be used even when not original equipment.

**c) Class 4. Red Roof. Cars up to 1400cc.  
8 valve or 12 valve (16 valve not allowed)**

- a. Carburettor or injection may be used or exchanged as long as it is part of the original equipment.
- b. 4 Branch exhaust (If standard production)
- c. Modifications can be made to engine and gear box mountings.
- d. Competition suspension may be fitted.
- e. Racing tyres are allowed on tracks only.
- f. Limited slip differentials may be used.
- g. Bucket seats to be fitted.
- h. Combinations of different engines and gearboxes may be fitted to different body shells provided they are of standard production.

**d) Class 5. Emerald Green Roof. Cars up to 1610cc.  
16 Valve**

Standard production. Maximum 1 twin choke carburettor or 2 single chokes.

Modifications allowed are;

- a. Improved water and oil cooling system.
- b. Sports coils.
- c. Any type of wheels.
- d. Bucket seats to be fitted.
- e. Modifications can be made to engine and gearbox mountings.
- f. Competition differentials and gearboxes may be used.
- g. Where engines other than V.W. are being fitted to class 5 V.W. bodies, the exhaust pipes may be reversed and the flywheel lightened.
- h. Engine oil sumps may be altered at driver's discretion.
- i. Electric Fuel pumps are allowed.
- j. Racing tyres are allowed on tracks only.
- k. Any type of 4-branch manifold can be used.
- l. Fuel injection with the option of fitting carburettors where standard fittings are available.

**e) Class 6. Black Roof. Cars up to 3500cc.**

**In this class, all engines may be used. 6 and 8-cylinder maximum, 2 valves per cylinder – 4 cylinder maximum, 4 valves per cylinder.** Unlimited tuning allowed with the exception of turbo charger or super chargers.

- a. Four wheel drives not allowed.
- b. Bucket seats to be fitted.
- c. Modifications can be made to engine and gearbox mountings.
- d. Engine oil sumps may be altered at driver's discretion.
- e. Electric Fuel pumps are allowed.
- f. Dry sumps are allowed.
- g. Racing tyres are allowed on tracks only.
- h. BDA engines are not allowed.
- i. Full space frames are allowed.

## **Insurance**

1. All drivers must take out Personal Accident Insurance. This cover is compulsory and will be issued automatically as part of the drivers Permit.
2. All clubs must take out Personal Accident Insurance for Marshals / Officials with each club holding cover for a minimum of 10 persons with this number to be adjusted upwards as necessary to cover the needs of each individual club.
3. For insurance purposes, the public do not have authorised right of access to the track, pits and trailer loading / unloading areas. Clubs must ensure that sufficient precautions are taken to prevent access by the public to these areas.
4. No rolling starts are allowed for insurance purposes.
5. The expiry date for Public Liability Insurance is 1<sup>st</sup> May annually. Each club must pay their renewal premium in full by 1<sup>st</sup> May in order to ensure the continuation of cover. The premium charges per club may vary annually based on the quotation received from the Insurance Broker.

## **Irish Hot-Rod Motor Racing Federation Limited**

Safety recommendations made by Mr. Peter Whyte on behalf of:

Liability Adjusting Services Ltd.

1. That transporters be removed from the track to the pits area and that straw bales be used where necessary as a means of preventing cars going too near to the crowds.
2. Where possible, move back the crowds from corners and preferably do not have spectators at the ends of tracks.
3. In order to prevent a spectator from making a claim for injury from tripping or some such accident, that officials should walk through the spectator area in order to check for stones, broken glass, holes, etc. If any danger areas are found such as drains, holes, they should be cordoned off and marked to warn spectators.
4. As a precautionary measure, photographs should be taken of the set up of the track and retained as a means of evidence should a claim arise at some future date.
5. All chip wagons, etc., should be asked for a copy of their Public Liability Insurance cover to ensure that they have cover, due to risk of explosion of gas cylinders.
6. Adequate advance warning signs should be erected approximately 100 metres on either side of the entrance to the track, to warn traffic.
7. At the end of racing, an Official should be in attendance at the gate to direct traffic on to the road.
8. Any clay or debris taken onto the road by cars should be cleaned off the road to prevent any claims by cars skidding on any such debris.
9. The responsibility of the club does not end until such time as all cars and people have departed from the field.



## **UNFORSEEN CIRCUMSTANCES**

Any ruling required for matters not foreseen for inclusion in these Rules and Regulations shall be made by a Club Committee and the Federation, whose decisions shall be final. When required, bulletins will be issued periodically on any new regulations. All Club Secretaries will be informed.